

**BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL
SOUTHORN ZONE CHENNAI.**

Original Application No. 249 of 2020 (SZ).

In the matter of:

DUSHARLA SATHYANARAYANA

.....APPLICANT

VERSES

NATIONAL HIGHWAY AUTHORITY OF INDIA AND OTHERS

...RESPONDENT

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**M. Sumathi, Advocate
MoEF&CC.**

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Dusharla Satyanarayana

.....Applicant(s)

Versus

National Highway Authority of India and others

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**REPORT OF THE JOINT COMMITTEE CONSTITUTED IN THE O.A. NO. 249 OF 2020
IN THE MATTER OF DUSHARLA SATYANARAYANA VS NATIONAL HIGHWAY
AUTHORITY OF INDIA AND OTHERS BEFORE THE HON'BLE NATIONAL GREEN
TRIBUNAL, SOUTHERN ZONE, CHENNAI**

Place: Hyderabad

Date: 31.01.2022

**REPORT OF THE JOINT COMMITTEE CONSTITUTED IN THE O.A. NO. 249 OF 2020
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Background: The Hon'ble NGT, SZ, Chennai in its order dated 06.01.2022 has directed the Joint Committee to have further inspection of the area and resolve the issue as to what is the extent of length, for which, elevated bridge will have to be constructed.

Site visit: In compliance with Hon'ble NGT, SZ, Chennai order dated 06.01.2022, the Joint committee has revisited the disputed site on 13.01.2022 followed by a meeting of the Joint Committee which was held at District Administration office, Suryapet District in order to discuss the ambiguity over the length of the bridge to be constructed at the disputed site.

Observation of the Joint Committee:

- The Joint committee has observed that, the present project is expansion and strengthening of existing State Highway. This expansion project may minimize impact on the equilibrium of the Lake, if Column Bridge is constructed instead of direct soil filling.
- The Joint Committee is also agreed to the view of the applicant and irrigation department on the requirement of Column Bridge instead of direct soil filling of the lake as they expect that future expansion of the project would have major impact on the FTL of the lake. However, the committee view that the earlier recommendation of Joint committee for the construction of 80m Column Bridge is sufficient to keep the flow of water during the peak rainy season instead of 370m Column Bridge.
- Further, the committee observed that construction of elevated Column Bridge to the extent of 370m bridge is not technically feasible and it would not have any scientific meaning on the conservation point of view as claimed by applicant for the following reasons,
 - a. Firstly, this present project is the widening of two lane State Highway which is existed already for several years. The existed State Highway bifurcates the FTL of Chuttukunta tank. During the Joint committee visit on 13.01.2022, full tank level of lake and agricultural activities on the other side of FTL were

observed. The present FTL of the lake would not be affected due to construction of Column 80m Bridge, instead of direct soil filling. Further, no impact on the flow and requirement of water to the agricultural fields are also observed. Therefore, the committee is in view of that, since there is no alternate alignment is possible, the extension of State Highway is planned on the old alignment. The impact of the equilibrium of the lake may be minimized by the construction of 80m Column Bridge, instead of direct soil filing.

- b. Secondly, a feeder channel flowing from the paddy field is connected to chuttukunta lake through 7.6 meter minor Bridge/Culvert (3.8m with 2 vents) which is passing beneath the State Highway. Presently, this minor bridge/culvert is keeping the flow of water from the feeder channel flowing from the northern FTL area to Chuttukunta Lake. It is submitted that the proposed length of 80m column bridge is longer than existed 7.6 meter minor Bridge/culvert (3.8m with 2 vents). Therefore, the committee is in view that the 80m proposed Column Bridge is sufficient to hold enough water even during peak rainy season, as compared to 7.6m culvert.
- c. Thirdly, there is another Vehicular under Pass (VUP) is being constructed just 250m from the disputed site. Construction of 370m Column Bridge may overpass the Vehicular Under Pass which is already being constructed. So, Construction of 370m Column Bridge is not technically feasible which may lead to accidents. Therefore, the Joint Committee is in view that construction of 370m Column Bridge is not technically feasible and will not have any scientific meaning for the conservation of the lake.

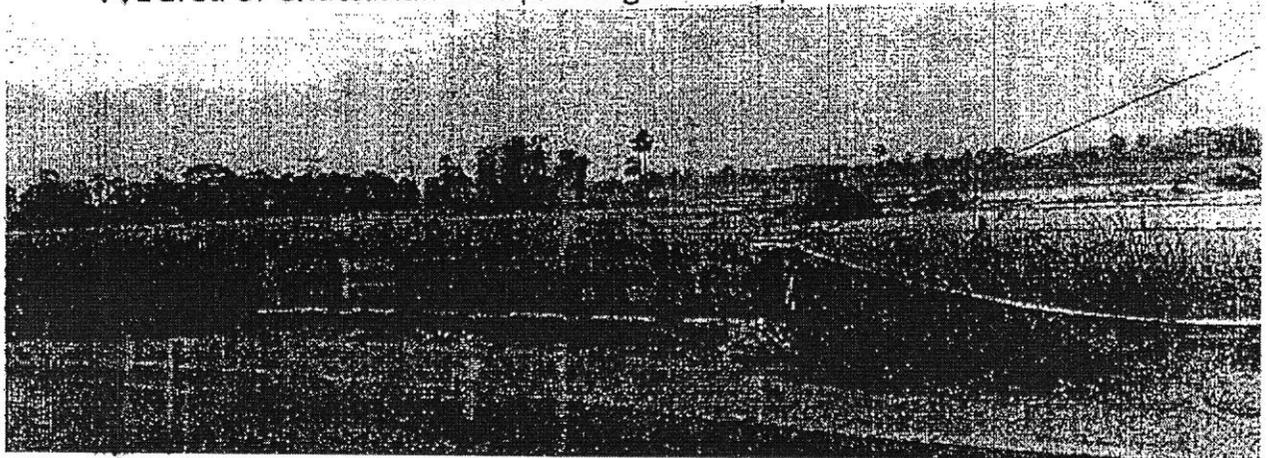
Prayer: Keeping the above facts and circumstances, the committee is view that as proposed by Joint Committee in the previous report, **80m Column Bridge is sufficient, instead of 370m Column Bridge** to keep the flow of water during the peak rainy season and to conserve the ecology of Chuttukunta Lake. The project authority shall not take any additional area inside the water body for construction of bridge, as they proposed during joint committee visit. Keeping view of the above, it is prayed that the Hon'ble NGT may take appropriate action as deemed fit.

Signature of Members of Joint Committee

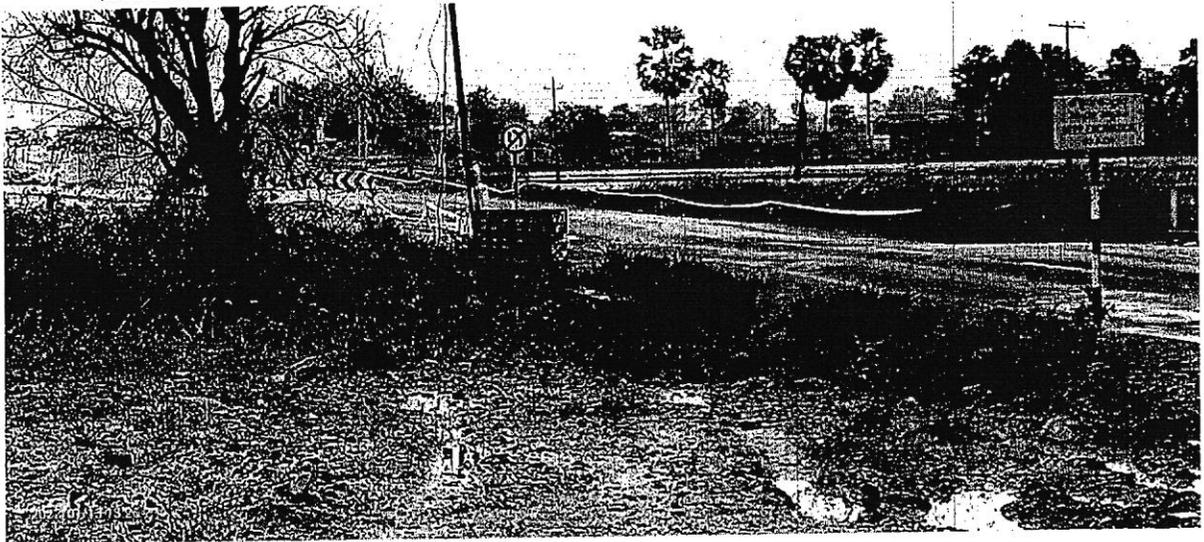
S.No	Name & Designation	Signature
1	District Magistrate, Suryapet District Member	<i>Umay</i> 31/01/22
2	Deputy General Manager (Tech.) & PD, PIU, Khammam Member	<i>[Signature]</i> 31/01/22
3	Executive Engineer, Lake Protection Committee, Hyderabad Member.	<i>Krishna</i> 31/01/2022
4	Superintending Engineer, Irrigation Circle, Suryapet District Member.	<i>[Signature]</i> 31/1/22
5	Scientist C, IRO, MoEF&CC, Hyderabad, Member & Nodal Agency	<i>[Signature]</i>

Site Photographs

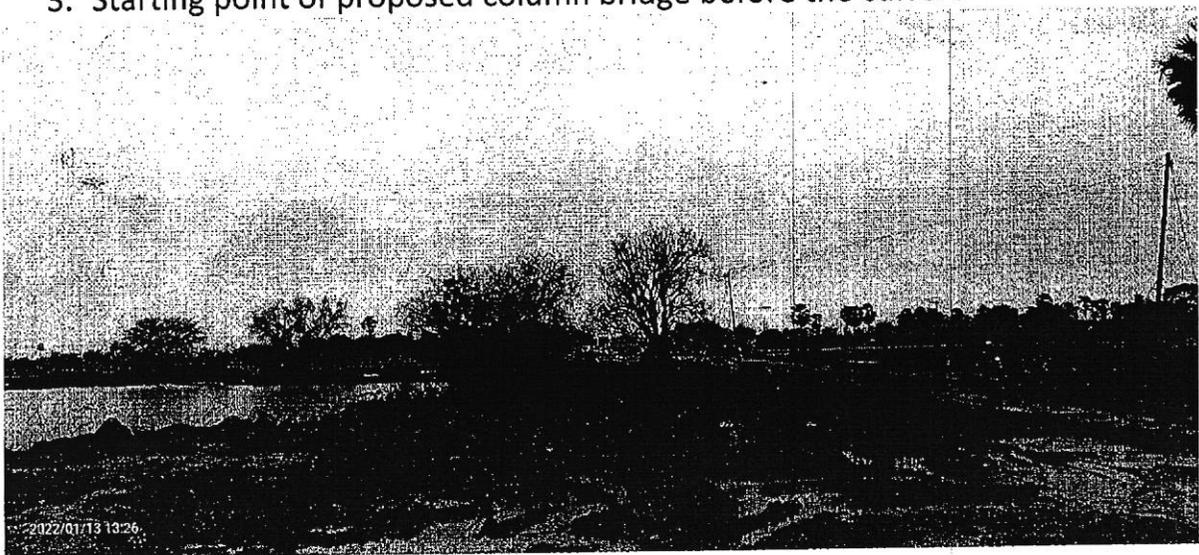
1. Existed Culvert below the State Highway & Paddy Fields towards northern FTL area of Chuttukunta as per Irrigation Map.



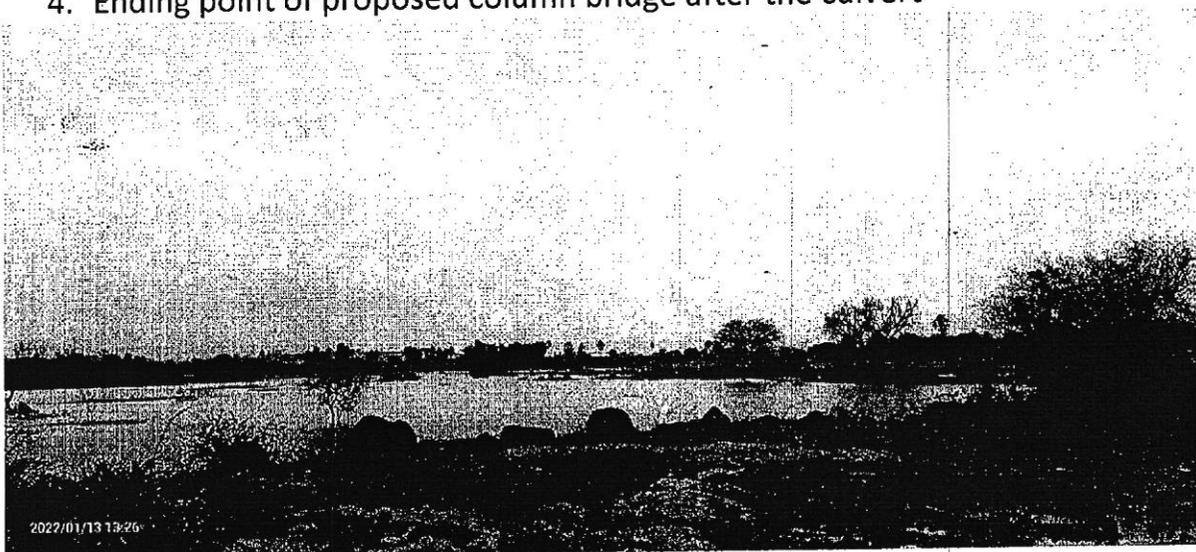
2. Existed Culvert below the State Highway & towards southern FTL area of Chuttu Kunta



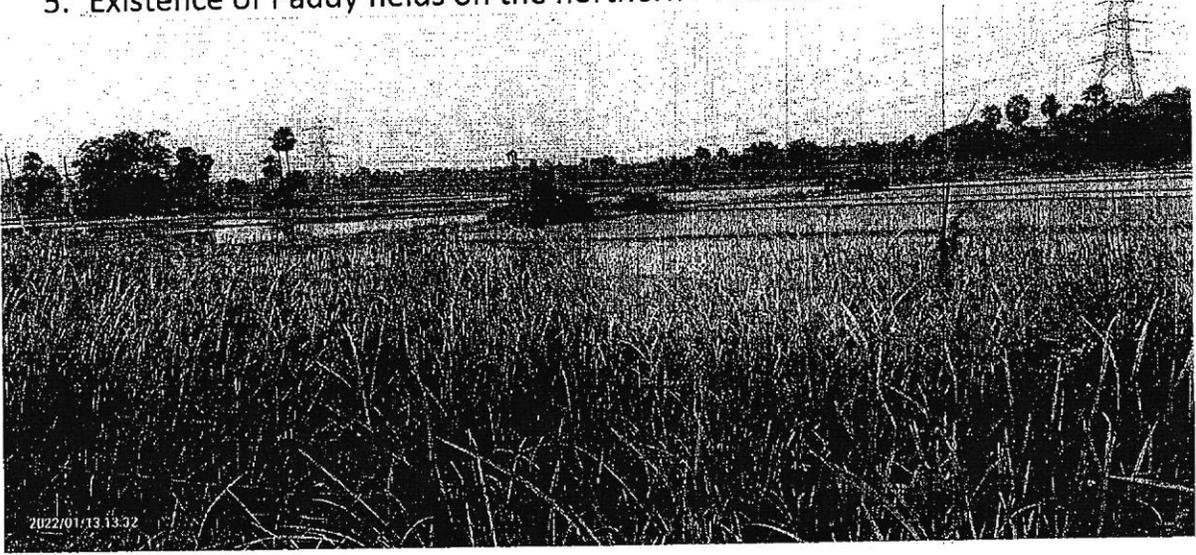
3. Starting point of proposed column bridge before the culvert



4. Ending point of proposed column bridge after the culvert



5. Existence of Paddy fields on the northern FTL area.



6. Joint Committee members accompanied by irrigation department.

