

**BEFORE THE NATIONAL GREEN TRIBUNAL**  
**SOUTHERN ZONE, CHENNAI**

**Original Application No.45 of 2017 (SZ)**

IN THE MATTER OF:

Thenkeeranur Vivasayigal Nala Sangam  
Rep. by its Secretary G.Srinivasan  
Thenkeeranur Village,  
Villupuram District, Tamil Nadu.  
... Applicant(s)

**Versus**

Union of India,  
Rep. by its Secretary Government,  
Ministry of Environment and Forest,  
Lodhi Road, New Delhi & Ors.  
... Respondent(s)

**Report filed by the Joint Committee**

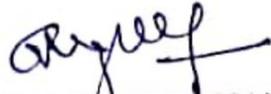
- 1) The Kaniyamoor Tank situated in survey No.72/4 was inspected by the committee on 23/3/2021. The extent of the tank is 75.0 hectares. During the inspection, it is found that the earthen embankment with a box culvert meant for the proposed railway broad gauge track is existing in the site. The length of the track in the tank portion is 118 meters approximately. The route of railway track is located in the extreme end of Kaniyamoor Tank. The water enters in to the tank storage area from the supply channel of Mayura river towards this end. Since the proposed railway track is at far end of the tank, the water spread area (storage) will not affect in this tank.
- 2) The earthen embankment to a distance of 100 meters is provided by the railway department to form the track across tank with a Box culvert of size 4.50 M x 5.00 M for feeding water from supply channel to tank. (Photo is enclosed).

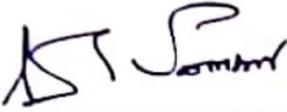
- 3) The proposed area for the construction of railway line through the water body of Kaniyamoor Tank is ascertained about (118.00 M (length of the track) x 35.00 M (width of the embankment)) 4130 Sq.m which is less than 20,000 Sq.m.
- 4) The flow of water from the supply channel to the storage area is ensured through the box culvert provided at the lowest level in the 118 meters stretch. The level difference between the two end points in the 118 meters stretch is 0.6 meters. In case of heavy inflow due to water from the catchment area during monsoons, the water may get blocked at the balance portion of embankment and inundate the lands in the upstream side, if the inflow is more than the carrying capacity of the box culvert.
- 5) The proposed railway track will divide the farm lands (Immediate stretch abutting the tank portion) and water flow to either side would be restricted only through this box culvert. Due to this, there may be a temporary stagnation of water on one side of the track during monsoons before eventually flowing through the box culvert. Inundation due to this may be avoided by providing additional box culverts in the middle portion of embankment (or) by laying a bridge by cement pillars.
- 6) Some portions of the tank, located nearby the proposed railway alignment are under encroachment through cultivation by Ragul S/o Senthilkumar and five others. In this regard, Notices have been served to the encroachers in form III under rule 6(1) of the Tamil Nadu protection of tanks and eviction of encroachment act 2007.
- 7) Joint committee submit the above facts as per the direction of the National Green

Tribunal, southern zone, Chennai regarding original application no 45 of 2017

(SZ).

  
**Er. R. MANIMOHAN,**  
Executive Engineer, PWD.,  
Vellar Basin Division and  
Irrigation Department  
Vridhachalam.

  
**Dr. C. KALIYAPERUMAL,**  
Director,  
MoEF & EC,  
Regional Office,  
Chennai.

  
**Er. K. RAVI MANOHAR, M.E.,**  
Superintending Engineer, PWD.,  
Vellar Basin Circle, WRD.,  
Cuddalore.

  
**Thiru. KIRANGURRALA, IAS,**  
District Collector,  
Kallakurichi District,  
Kallakurichi.

## Box Culvert



## Earthen Embankment with Box Culvert



## Joint Committee Inspection in Kaniyamoor Tank



## Encroachments in Kaniyamoor Tank

