

BEFORE THE NATIONAL GREEN TRIBUNAL

SOUTHERN ZONE, CHENNAI

Original Application No.55 of 2025 (SZ)

In the matter of:

Ramaniyam Towers Residents
Association Represented By
Mr. Kannan Subbiah

... Applicant(S)

Versus

Tamil Nadu Coastal Zone
Management Authority

...Respondent(s)

**REPORT FILED BY 2ND RESPONDENT –
THE STATE HIGHWAYS DEPARTMENT.**

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Through

Dr. D. Shanmuganathan

Standing Counsel of Government of Tamil Nadu

National Green Tribunal

Southern Zone, Chennai

DATE:08.04.2025

BEFORE THE NATIONAL GREEN TRIBUNAL (SOUTHERN ZONE)**@ CHENNAI.****ORIGINAL APPLICATION NO. 55 OF 2025**

Ramaniyam Tower Resident Association

Represented by Mr. Kannan Subbiah,

Authorized Representative,

Registration No: 353 of 2002,

No. 12, Greenways Road, R.A. Puram,

Chennai - 600 028

...Applicant

1. Tamil Nadu Coastal Zone Management Authority

Represented by its Member Secretary,

Department of Environment and Forests,

First Floor, Panagal Building,

Saidapet, Chennai - 600 015

2. The Divisional Engineer (H),

CMDP Division - III,

Highways Department,

Government of Tamil Nadu,

76/2, Sardar Patel Road, Guindy

3. Greater Chennai Corporation,

Represented by its Commissioner,

Ripon Building, Sydenhams Road,

Periamet, Chennai - 600 003

...Respondents.

Additional Status Report filed by the 2nd Respondents

1. I, D.Sathya, M.E., W/o. R.Jagadeesh, Hindu, aged 53 years working as Divisional Engineer, Chennai Metropolitan Development Plan Division - III, Chennai - 600 025, do hereby solemnly affirm and sincerely state as follows,
2. I humbly submit that I am the 2nd respondents herein and I am well acquainted with the facts and circumstances of the case and based on available records in this office, I am filing this additional report as per the direction of the Hon'ble Tribunal on 01.04.2025.
3. I humbly submit that the formation of new link road is located at one of the congested intersections in the heart of the Chennai city. This road connects Greenways Road (DGS Dhinakaran Salai) on eastern side with Durgabhai Deshmukh road on western side. The road junction at the intersection of Greenways Road and Durgabhai Deshmukh road witness heavy traffic congestion throughout the day particularly during Peak Hours and it necessitated for an improvement to resolve the traffic issue. The Greenways Road is abutting the residence of Hon'ble Judges of High Court of Madras, Hon'ble Chief Minister of Tamil Nadu, Hon'ble Ministers and other important dignitaries using this congested road for their official work. Hence to overcome

this issue, the new link road is proposed through Government Vacant land and without affecting any of the major structures.

4. I humbly submit that the proposed new link road branches at Km 8/9 of Greenway Road (DGS Dinakaran Salai) and joins at Km 0/6 of Durgabhai Deshmukh Road to a length of 603m. The alignment has been prepared in such a way that to utilize 100% Government land and avoiding any acquisition of private land for this project. This link road will cater the main traffic to reach Chennai from Adyar/Guindy and vice versa and a conflict at the said intersection will be eliminated.
5. I humbly submit that the Government of Tamil Nadu as part of the planned development, the MATSU (Madras Area Transportation Study Unit) of the Directorate of Town and Country Planning had undertaken a Comprehensive Traffic and Transportation Study (CTTS) in the year 1970 to meet the transportation needs of the Metropolitan City applying the technique of transport planning with forecast and direction of south stipulate over a 20 year period, predicting a urban form, travel desires and transportation facilities for the horizon years 1981 and 1991, that formed an integral part of the First Master Plan.

6. The second CTTS was undertaken by Chennai Metropolitan Development Authority (CMDA) during the year 1992-95 part-funded by World Bank under TNUDP I and part funded by the Government of India, and the study identified investments to be made in the road and transport sector with horizon year as 2011.
7. I humbly submit that the CMDA initiated the 3rd comprehensive study viz. Chennai Comprehensive Transportation Study (CCTS) in the year 2008 designed to provide the broad parameters for the long term development of transport infrastructure with emphasis on expansion of public transport services and for setting traffic management objectives for the next two decades with the horizon year as 2026.
8. In the above study as a long term proposal such as Mass Transit Systems, Mass Transit Systems, Intermodal Stations, Truck Terminals, Intercity Bus Terminals, Elevated Roads, Freight Corridors, Missing Roadway Links, Major Road Widening were studied and identified, this New Link Road project "New Link Road connecting Greenways Road to Northern end of Thiru-vi-ka Bridge at Durga bai Deshmukh Road inside Music College" among other proposals is identified under the A3 category under New Link and recommended in the current

CTTS and these schemes have gone through the detailed modelling process before being justified as schemes to be taken up for implementation under the Shelf of additional scheme included - Long term.

9. I humbly submit that CMDA had undertaken the Comprehensive Mobility Plan (CMP) that provide a long-term vision and mobility solution for the citizens of Chennai.
10. The Comprehensive Mobility Plan for CMA has been carried out in accordance with the National Urban Transport Policy guideline suggested by the Ministry of Housing and Urban Affairs (MoHUA) with focus on mobility of people rather than that of vehicles.
11. According to the above study, this project find place in the Development of Missing links or New Links or Ring Roads under Road No.16 in Table 6-3 Proposed New Links of CMP Study.
12. Hence, I submit that the applicant allegation is misleading the Hon'ble Tribunal and only shows vested interest to stop the project, so that they can enjoy the private road of Music College.
13. I humbly submit that the said project is under construction as per the agreement executed with the contractor firm with a tenure of 12 months period.

A) About the alignment

14. I humbly submit that the Chief Engineer (H), Metro has presented 4 options after conducting detailed study. After detailed site inspection by the (1) Additional Chief Secretary, Highway and Minor Ports Department, (2) Additional Chief Secretary, Tourism, Culture & Religious Endowment Department, (3) Commissioner, Art and Culture Department, (4) Vice Chancellor & Registrar, Tamil Nadu Music and Fine Arts University, it was decided the most feasible option (i.e.) "Formation of New Link Road starts at Km 8/9 of Greenways Road at the entrance of Music College and runs through existing Public Work Department Road, Animal Husbandry land, Art and Culture Department's land abutting Tamil Nadu Music College, Revenue Department's vacant land and bund portion of Adyar river and ends at the Northern approach of Thiru. Vi. Ka bridge at Km 0/6 of Durgabhai Deshmukh Road to a length of 603m.
15. Based on the traffic intensity of the road, the details of alignment was prepared for the approved option duly following the Indian Road Congress (IRC) & Ministry of Road Transport & Highways (MoRTH) Standard and Specification. The technical details are given below,

- i. Lane = 3 lane unidirectional carriageway
 - ii. Horizontal curve = 3 no's of Horizontal curve with radius of 45m, 60m & 60m was provided in the alignment.
 - iii. Length of the alignment = 603 m
 - iv. Carriageway Width = 11.00 m
 - v. Drain cum Footpath = 2 x 2.00m (provided on either side of the carriageway)
 - vi. Total Width = 15m
 - vii. Superelevation and Extra Widening are provided for 3 curves.
16. The alignment was approved by the Alignment Committee consisting of expert Engineer in the rank of (1) Superintending Engineer (H), Construction & Maintenance and (2) Superintending Engineer (H), Chennai Metropolitan Development Plan Circle on 16.10.2020.
17. I humbly submit that the approved alignment has followed all Codal provisions to meet the geometric standards such as turning radius, super elevation, extra widening are provided in the curves, lane width, drainage arrangement, design of curves for safe traffic movement on the roads.

18. I humbly submit that the above project was taken up for execution only after getting due clearance from various authorities as listed below;

Sl. No.	Name of Department	Order No. and dated
1.	Tourism, Culture and Religious Endowment	NOC was issued by Tourism, Culture and Religious Endowments Department on 07.04.2021
2.	Animal Husbandry	Commissionerate of Land Acquisition (CLA) recommended to Government on 29.01.2021 for alienation
3.	Chennai River Restoration Trust (CRRT)	NOC was issued by CRRT on 12.08.2021
4.	Public Works Department (PWD), Buildings	NOC recommended by Chief Engineer, PWD to Principal Secretary, PWD on 01.06.2021
5.	Public Works Department (PWD), Water Resource Department	NOC was issued vide G.O(Ms) No.79, PW (K2) Dept, dt 26.02.2021
6.	Costal Regulation Zone (CRZ)	Clearance issued by TNSCZMA on 13.01.2022 with specific conditions.

19. I humbly submit that clearance/approval of authority is a cumbersome exercise for any project and only when the proposal satisfy the rules and guidelines norms are being cleared by the Government and competent authority. I humbly pray that not to pass any order that will lead to stall of the

project and may cause hardship to road users and benefit to general public and also it may result in additional loss to the Government by way of cost escalation.

20. Hence, I humbly request that the shifting of alignment towards the right hand side on CRZ-1B zone will lead to compromise in Standard and easing with the Durgabhai Deshmukh road will also be difficult and I humbly pray that not to pass any order on this as it will defeat the purpose of the project.

(B) As directed by the Hon'ble Tribunal during hearing to study the option of Stilts (i.e.) provision of RCC Bridge instead of Box Culvert. I humbly submit the following report to the Hon'ble tribunal as here under:

- I. I humbly submit that, originally it was decided to provide a RCC Solid slab bridge at the CRZ-1B location. The foundation for the bridge is proposed as Deep foundation (i.e.) pile foundation as the sub-soil strata is of poor safe bearing capacity having N value of 5 to 19 and open foundation is not feasible.
- II. I humbly submit that the Chennai Metro Rail Limited (CMRL) has proposed Phase – II Corridor-3 alignment from Madhavaram to Siruseri SIPCOT and the same is under construction since November 2020. The CMRL alignment passes through the Durgabhai Deshmukh road as underground tunnel structure

and crosses the link road alignment at Ch. 570.00 and 595.00. Since due to fouling of CMRL alignment underneath the link road, deep foundation is not permitted as it will affect the tunnel structure and hence this proposal was dropped and Box culvert provision from Ch.499 to Ch.588 has been made not to affect the free flow of water.

- III. I submit that the Adyar river had experienced unprecedented flood events during 2015. The maximum Flood Level is +4.550m as per Water Resources Department. The Finished Road Level (FRL) is fixed as the Maximum Flood Level (MFL) during the meeting held on 21.02.2024 under the chairmanship of Chief Secretary to Government. The Carriageway of link road is protected by providing Crash Barrier at the end which will protect the ingress of water to road even in unprecedented flood happens in future.
- IV. I humbly submit that the provision of Box Culvert is more advantageous for this site condition, as the Finished Road Level (FRL) is fixed as the Maximum Flood Level (MFL), it will be eased to the Durgabhai Deshmukh Salai at the same level and this would also facilitate the proper junction improvement at this junction for free manoeuvring of traffic towards Greenways junction and Adyar.

- V. The volume of water storage will be increased due to replacing the existing river bund by an open box culvert and it facilitate free flow of water during High-tide and if any increase in sea level during monsoon.

C) CRZ Clearance

- I. I humbly submit that the claim of applicant that the project comes under the CRZ-IA is purely arbitrary and without any records to substitute their allegation. The CZMA map is available in the official website of TNSCZMA and it clearly shows that the project zone is not under the category of CRZ-IA and only lies in CRZ-IB and CRZ-II.
- II. This was also confirmed by mapping the said project in the CZMA Map by the competent authority of the Director, Institute of Remote Sensing (IRS), Anna University, Chennai in their mapping of project.
- III. In this regard, I humbly submit that the Tamil Nadu State Coastal Zone Management Authority in its official website has uploaded the approved CZMA map as per CRZ Notification, 2011 and it is a public document and can be accessed.
- IV. The said project comes under the Mylapore – Triplicane Taluk in Chennai District and the Map No. TN 109, it clearly states the various CRZ Category in the map such as Green for CRZ – 1A,

Ash Colour for 50m Mangrove Buffer Zone CRZ - IA, Blue Spotted for CRZ - IB, Rose Colour for CRZ - II category and so on.

- V. This map clearly illustrate the project lies within the CRZ - IB & CRZ - II category only and it is nowhere near CRZ - IA category as per applicant allegation.
- VI. I humbly submit that the mapping of this project in the approved CZMA map was entrusted to the Director, Institute of Remote Sensing, Anna University, Chennai - 25 and the entire process of mapping was done by conducting GPS survey demarcating HTL, LTL, demarcating of ecologically sensitive area and superimposed the project site on to the cadastral map at 1:4000 scale was done and submitted on 19.10.2020.
- VII. I humbly submit that the CRZ clearance for project was applied by the 2nd Respondent on 09.11.2020 in the prescribed form to the District Coastal Zone Management Authority (DCZMA) for the proposal of Highway Department for Formation of new link road connecting Greenways Road and Durgabhai Deshmukh road through Tamil Nadu Music College for a length of 603m to eliminate the traffic congestion at Greenways Road and Durgabhai Deshmukh road junction.

Chainage (m)		Length (m)	Zonation
From	To		
0	339	339	Out of CRZ
339	499	160	CRZ-II
499	588	89	CRZ-IB
588	603	15	CRZ-II

VIII. It is submitted that the averment made in para 1 of application, that the applicant states, the Hon'ble tribunal that approval was not obtained for the said work which passes through the CRZ area. The approval for this work was accorded by the TNSCZMA in its 113th meeting under the para 8 (i) I CRZ-I (ii) (b) & (g) of CRZ Notification, 2011

XI. It is submitted that the averment made in para 3 of application by the applicant is completely wrong and misleading the Hon'ble Tribunal that the applicant has stated the project comes under CRZ - IA category instead of CRZ - IB without any records in facts.

X. The District Coastal Zone Management Authority has recommended the above proposal subject to conditions on 08.12.2020 for obtaining clearance under CRZ notification 2011.

- XI. After complying the recommendation of District Coastal Zone Management Authority, the proposal was submitted to Tamil Nadu State Coastal Zone Management Authority (TNSCZMA) for obtaining clearance of the said project.
- XII. I humbly submit that the proposal was placed before the Tamil Nadu State Coastal Zone Management Authority (TNSCZMA) for getting clearance under CRZ Notification 2011 on 27.10.2021 and 01.11.2021 and in its 113th meeting, TNSCZMA has issued clearance under Para 8 (i) I CRZ-I (ii) (b) & (g) of CRZ Notification 2011 for the said project.
34. Hence, I humbly pray that the Original Application is liable to be dismissed with cost in the larger interest of public and thus render justice . The cost shall be 50% of the project cost value and pass such directions to utilize the cost for plantation of native species trees and strengthening or improving of CRZ bund and other CRZ allied works.


**DIVISIONAL ENGINEER (H)
CMDP-DIVISION-III
GUINDY. CHENNAI-600 025.**

Solemnly affirmed at Chennai on
this 8th day of April 2025 and the
deponent signed in my presence

BEFORE ME

VERIFICATION

I, D.Sathya, M.E., W/o. R.Jagadeesh, Hindu, aged 53 years, residing at 55, Annai Rukmani 3rd cross street, Rajaji Nagar, Thangappapuram, Guduvanchery-603202 and presently working as Divisional Engineer, Chennai Metropolitan Development Plan Division - III, Chennai - 600 025, solemnly affirm that the contents of this report are true to the best of my knowledge based on the records and I have not suppressed any facts.

Date: 8/4/2025


Divisional Engineer (H),
CMDP Division - III
Guindy - 600025