BEFORE THE NATIONAL GREEN TRIBUNAL SOUTHERN ZONE,
CHENNAI
Application No.272 of 2024 (SZ)

K. Saravanan s/o kasinathan
Aged about 37 years
30, ururkuppam, Besant Nagar, Chennai-90 -Applicant

Vs

1.Tarnil Nadu Coastal Zone Management Authority
By its Member Secretary
1, Jennis Road, Panagal Building
Ground Floor, Saidapet, Chennai-600 015

2. The National Highways Authority of India
Rep by its Project Director
Sri Balaji Towers, 54-28, Butt Road,
near kathipara Junction South Phase,
SP Industrial Estate Area, Parangi malai Guindy,
Chennai, Tamil Nadu - 600 016 Respondents

INDEX TO TYPED SET FILED BY THE 2ND RESPONDENT

Dated at Chennai on this 14th day of November 2025

Counsel for Respondent

BEFORE THE NATIONAL GREEN TRIBUNAL
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Guindy, Chennai, Tamil Nadu – 600 016 - Respondents

Status report filed by the 2nd Respondent (as on 13.11.2025)

I, M.S. Chaithanya son of Mr. M. Thejendranath, Hindu, aged about 41 years, presently working as Project Director, Project Implementation Unit (PIU) – Chengalpattu, having office at No. 41/8A, 2/285, Second

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परियोजना निदेशक। Project Director
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Floor, Velachery – Tambaram Main Road, Santhoshapuram, Medavakkam, Chengalpattu District, do hereby solemnly affirm and sincerely state as follows:

1. I am serving as Project Director, Project Implementation Unit - Chengalpattu, National Highways Authority of India and I am conversant with the facts of the case from the records available in the office as such I am Competent to swear this status report on behalf of 2nd Respondent.

2. I submit that the existing ECR connecting Chennai & Puducherry was initially designated as State Highway (SH-59). The stretch was developed as 2 Lane with Paved Shoulder / 2 Lane by State Government of Tamil Nadu through its corporation M/s. TNRDC

3. I humbly submit that during execution of works by M/s SPL ECR Highway Pvt., Ltd., this petition is filed before NGT Southern Zone, Chennai Bench seeking to

a). direct the 2nd Respondent to remove all the soil and other materials dumped inside the Yedayanthittu estuary and restore the area to its original condition

b). direct the 2nd Respondent to construct a bridge on stilts across the entire width of the estuary, and notfill in/create embankments in CRZ IB and IVB areas as per the approved CZMP.

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c) direct the 2nd Respondent to avoid the area marked as CRZ in aligning the bridge, and restore the area destroyed by clearing mangroves and land filling

d). direct the 1st Respondent to take action against the 2nd Respondent for violation of CRZ notification 2011,

4. I humbly submit that this following the directions of NGT during hearing on 18.07.2025 passed orders which is extracted below

'' it is admitted that the proposed project is not being constructed fully on stilts or pillars in the CRZ area. Accordingly, the project Director is directed to explore the possibility of either re-aligning the proposed bridge or ensuring that it is constructed on stilts or pillars so as to address the regulatory concerns."

5. I humbly submit that in pursuance to this daily order dated 18.7.2025, the project Director vide letter No. 1684, dated. 19.07.2025 instructed the Concessionaire to not to take up approach works on both sides of newly constructed Major Bridge at Km. 55+350 across Marakkanam Backwaters.

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A. **Status of Ongoing Project:**

Based on the report furnished by IE, the status of works executed by Concessionaire as on 19.07.2025 is as hereunder:

i. Out of 2.178 Km highway scope (barring structure length), works executed in a length of 1.134 Km which are at various levels / stages of highway construction.

ii. Similarly, the status of the structure works also assessed.

Major Bridge at km. 55+350:	PSC Girders erected in all 11 spans of the structure
	Deck Slab cast at 6 spans out of 11 spans.
	Work in progress in 3 more spans
Minor Bridge at km. 55+813:	Substructure completed
	All PSC girders cast and kept ready for erection
SVUP at km. 55+920:	Piles completed.

iii. The value of the works executed, both highway and structure part arrived at 67% of the scope in the stretch from km. 54+600 to km. 56+130.

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The total value of works on the approaches is about Rs.48.13 Crs, out of which works for Rs. 32.24 Crs has been executed, which is 66.99 %.

B. **Condition of Existing Old Bridge:**

6. I humbly submit that as per the original scope of the development project, it is also proposed to Repair & Rehabilitation the existing 2 lane bridge. It is proposed to complete new bridge on LHS along with approaches for diversion of traffic and then to take up rehabilitation of the existing bridge. The existing bridge of 396 mtrs i.e., 44x9m span.

7. The stilts supporting the deck are in damaged / dilapidated condition requiring immediate repair. Out of total 528 Nos of stilts i.e., 44x12, 144 Nos requires major repairs and there are vertical cracks along the 16 Nos of piers. Further, it is also to submit that out of 44 spans, majority of slabs are in damaged condition and at 09 Nos of location even reinforcement is exposed outside. Site photographs of various elements on existing bridge are enclosed herewith vide **Annexure – I**.

8. From the photograph, it may be observed that the **damages are very severe** which requires detailed rehabilitation based on the Condition Assessment for the structure and approved methodology based on Test Reports.

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9. These repairs can be taken up only after diversion of traffic to the new bridge after completion of approaches. Hence, construction of approaches is very much essential for taking up of Repair & Rehabilitation of the existing Bridge.

C. Status of Traffic Diversion:

10. I humbly submit that as per the directions of NGT, further works on the approach is put on hold and temporary diversion has been given from LHS to RHS on the approaches of existing bridge. The total length of diversion provided for Chennai to Puducherry traffic towards existing Bridge is about 70 mtrs with level difference of about 2.95 mtrs (Location drawings and site photographs submitted).

The geometrics of these diversions can attend the needs of traffic temporaly during construction stage. However, these geometrics are of substandard for catering the long-term needs of traffic due to safety hazards for bidirectional traffic and increase in traffic volume day-by-day.

From the diversion drawings, it may be observed that the traffic has been deviated for about 18 mtrs in lateral directions and about 3 mtrs vertical directions within short distance of about 75 mtrs. This may cause

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serious threat to the safety of Two-wheelers & Light Vehicular traffic. Hence, the construction of approaches to the new Bridge is very much essential at this stage for providing a straight highway to avoid fatalities at this location.

D. Hydraulic Analysis on Tidal surge:

11. I humbly submit that following the directions of Hon'ble NGT on 07.11.2024 detailed hydraulic modelling was taken up through DPR Consultant M/s. Aarvee Engineering Consultants Ltd. As submitted vide Status Report dated. 24.06.2025 the hydraulic analysis concludes that reducing the natural tank width from 1 Km to 400 m at the bridge section does not result in any significant rise in upstream water levels or pose a flood risk due to the construction of the new bridge. It is due to narrow width of the opening of 200m at the sea mouth and presence of Kazhuveli Tank on the upstream which access surge area.

12. It is also to submit that the existing bridge of 396 mtrs was constructed prior to 2004 Tsunami and no adverse impact recording during the Tsunami. Hence, it is humbly submitted that the length of bridge is sufficient to cater the needs of tidal surge like Tsunami conditions based on the response during previous incidents and hydraulic modelling as well.

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E. **Proposal for New 4lane Bridge:**

13. I humbly submit that NHAI has requested that DPR consultant M/s Aarvee Associates for preparation of alternate options for construction of new Major Bridge for entire length of the backwaters. The consultant furnished the reports wherein it is estimated that the Total Project Cost towards the construction of new Major Bridge for entire length of the backwaters may be Rs. 220 Crs.

As per the parallel alignment of new 4lane bridge for 1368 Mtrs, the approaches requires realignment on both sides i.e., for 1308 Mtrs Kottaikadu Village, Chengalpattu District towards Chennai side & 1424 Mtrs towards Marakkanam Village, Villupuram District towards Pondicherry side. **Hence, new Project Highway shall be taken up for a total length of about 04 Km for realignment of highway and construction of new Major Bridge.**

14. I humbly submit that for the Newly realigned portion of highway requires acquisition of additional lands for about 16.4 Hec including residential building of more than 60 Numbers. The realignment portion on the approaches to Bridge i.e., 630 mtrs in Chengalpattu District (towards Chennai side) falls under CRZ Boundary and 835 mtrs in Villupuram District (towards Puducherry side) falls under CRZ Boundary.

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Accordingly, necessary CRZ clearance also should be obtained for taking up of the realignment project.

Details of CRZ zone as hereunder:

Sl. No	Chainage		As per approved CRZ Notification, 2011	Length in Km	District
	From	To			
1	54.950	55.035	NDZ	0.085	Chengalpattu (630 m)
2	55.035	55.315	CRZ-IA	0.280	
3	55.315	55.333	CRZ-IB	0.018	
4	55.333	55.580	CRZ-IVB	0.247	
5	55.580	55.667	CRZ-IVB	0.087	Villupuram (835 m)
6	55.667	55.717	CRZ-IA	0.050	
7	55.717	55.964	CRZ-II	0.247	
8	55.964	55.982	CRZ-IA	0.018	
9	55.982	56.152	CRZ-II	0.170	
10	56.152	56.310	CRZ-IA	0.158	
11	56.310	56.320	CRZ-IB	0.010	
11	56.320	56.415	CRZ-II	0.095	
Total Length of CRZ Area				1.465	

* Source: TNGIS (For information only)

15. I humbly submit that as a part of widening project, the existing Mangrove Plantation got affected for a length 876 Mtrs of about 30,100 Sqm. Further, the existing Mangrove Plantation for about 55,700 Sq.m for a length of about 796 Mtrs will get affected if the construction zone of new 4lane bridge is commenced. This will be in addition to already affected 30,100 Sqm of Mangrove Plantation for the widening portion. Besides, the detailed Environmental Impact study shall be carried out for the realignment portion.

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16 I humbly submit that Various pre-construction activities like acquisition of lands for about 16.392 Ha. i.e., 7.848 Ha in Chengalpattu District & 8.544 Ha in Villupuram District should also be taken up towards construction of approaches to new bridge. Hence, even in the case of construction of new bridge with Total Project Cost of about 220.092 Crs, various pre-construction activities like land acquisition, utilities, CRZ clearance, Environmental Impact study toward mitigation of mangrove cutting shall be taken up prior to commencement of construction of new bridge. Keeping in view of procedure involved and complex nature of activities with time consuming process, the new 4lane bridge may be taken up as a future new separate project. Further the existing bridge and approaches can be dismantled only after completion of new bridge along with approaches. All these factors are brought to the kind consideration of this Hon'ble Tribunal.

17. I humbly submit that, till completion of new bridge, the entire 4lane traffic shall travel through the existing old bridge, which is already in damaged condition. In this case any damage to the existing bridge due to high traffic conditions and without strengthening / rehabilitation activities, there is no alternate route available for the road users of East Coast. Hence, NHAI may be permitted to complete the new bridge approaches which is stopped as per the directions of Hon'ble Tribunal.

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18. I humbly submit that in view of the above, the Authority may be allowed to complete the construction of approaches to the new bridge as per the original approved bridge and construction of new 4lane bridge may be examined as a standalone project after conducting detailed Environmental assessment and completion of pre-construction activities like land acquisition and CRZ clearance, etc.

19. I humbly submit that the Authority obtained CRZ clearance for the project on 23.10.2020, the details are available in the portal. In the CRZ clearance, the details of proposed bridge across Backwaters specified correctly. The applicant M/s. K. Saravanan initially filed application of 05/2025 on 15.01.2023 i.e., very much before commencement of the project. The project achieved Appointed Date after about 12 months i.e., December 2023, the Concessionaire commenced works across backwaters i.e., Odaiyur & Marakkanam. Subsequently, in the month of March 2024 i.e., within 04 months from the start of Project works, the applicant has filed another application regarding dumping soil inside the Odaiyur Lagoon and based on the report received from SEIAA, Environmental Compensation damages of Rs. 9,60,000/- was imposed against Concessionaire. Again, in the month of September 2024, the applicant has filed another application of 272/2024 toward removal of soil and other materials dumped in Yedayanthitu Estuary.

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20 I humbly submit that even though applicant is aware of the proposed bridge details across backwaters well before commencement of works, the issue of construction of bridge was never raised in any of the Applications. Sufficiency of project was discussed during personal appearance of Project Director on 07.11.2024. Accordingly, the detailed Hydrological study was done and submitted to the Tribunal on 24.06.2025, during personal appearance of Project Director again in 18.07.2025, the Applicant has randomly raised the issue on length of Bridge across the Backwaters which is almost 57 months after obtaining clearance for the project from October 2020 and 37 months after commencement of works at the project (December 2023). The reason for such inordinate delay in raising the issue of full-length Bridge by the Applicant is not known to this respondent. At this stage after completion of works at the cost of Rs 32.24 Crs Applicant is requesting for replacing new structure across Backwaters and it causes very high inconvenience to the road users and causes additional damage to the Environment through disturbing the additionally affected existing Mangroves along the proposed new Bridge construction. From the comparison, it may be observed that the widening portion is has limited effect on the Mangroves which affected 30,100 Sqm. Whereas, the construction of new Bridge if commenced would affect 55,700 Sqm of Mangroves which is much higher.

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21. I humbly submit that the length of bridge is found sufficient to cater the needs of tidal variation even during surge condition. The construction new bridge for complete length of about 1.368 Km at this stage by adopting works on ongoing project causes not only inconvenience to the road users, the major threat to the safety of Two-wheelers and also to the life of existing old bridge.

22. I humbly submit that NHAI proposes to evolve a separate DPR to review construction of New 4 lane Bridge and dismantling of existing Bridge & Embankment based on detailed Environmental Impact Assessment.

PRAYER:

Hence it is prayed that this Hon'ble Tribunal may kindly be pleased to grant permission to NHAI for construction of approaches as per the approved project to ensure safety of road users and to allow repairs on the existing old bridge and thus render Justice.

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Respondent

Solemnly affirmed at Chennai this the 13th Day of Nov. 2025 and signed his name in my presence.

BEFORE ME

Advocate

BEFORE THE NATIONAL GREEN TRIBUNAL SOUTHERN ZONE, CHENNAI

OA No 272 of 2024 (SZ)

K. Saravanan
-Applicant

Vs

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Respondents

Status report filed by the 2nd Respondent (as on 13.11.2025)

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Cell: 944332624
e-mail: sumy85@yahoo.com

1. Annexure - I Condition Photos of existing Major Bridge at km 55+350.

2. Annexure - II - Diversion Plan Drawing and Photos.

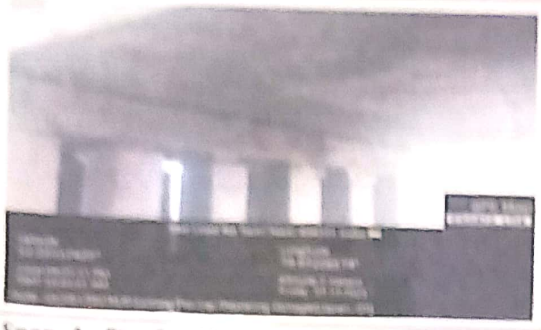
3. Annexure - III - at Km 54+550 - Diversion Plots

4. Annexure - IV - Existing Mangrove Plantation details. (Photos)

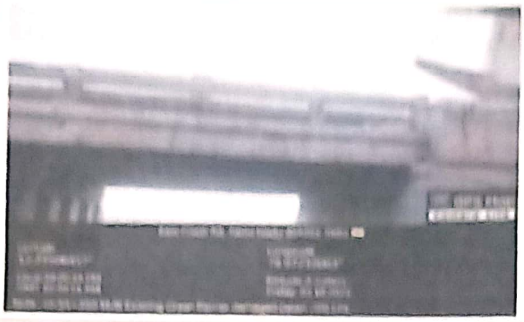
5. Annexure - V - Construction of New Bridge if commenced, affected Mangrove Plantation details.

Annexure-I

Condition photos of existing Major Bridge at km. 55+350



Span -1 , Pier Cap Plastering Damaged



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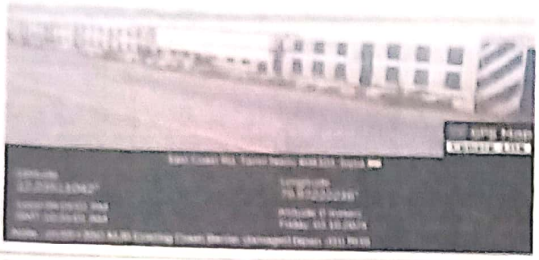

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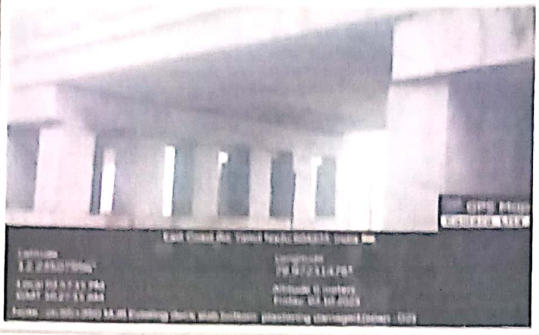

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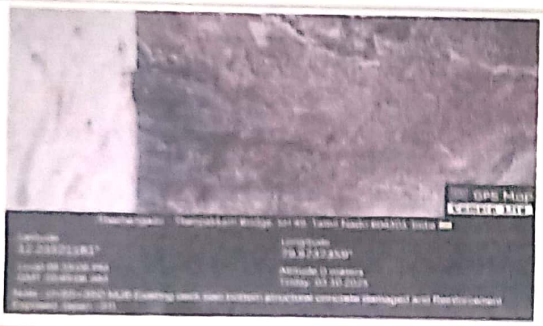

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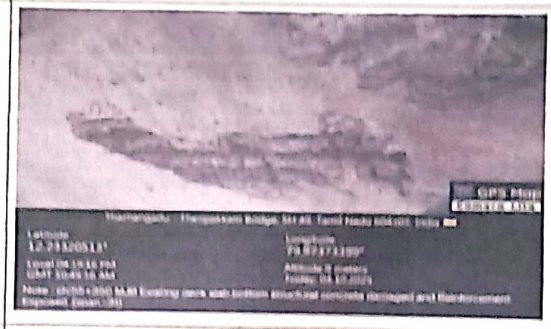

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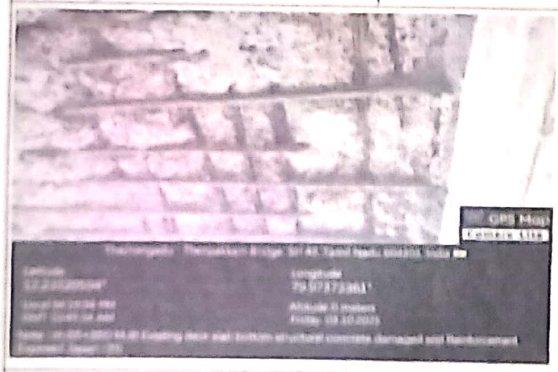

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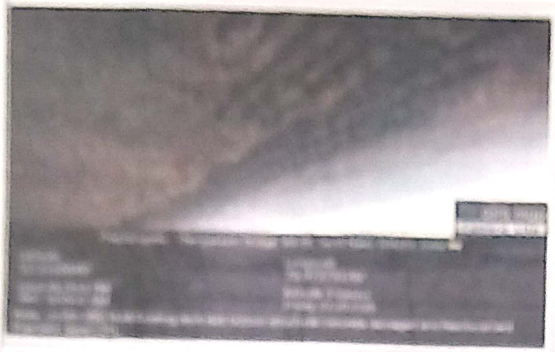
LEA Associates South Asia (I) Pvt. Ltd. MARAKKANAM 604 303



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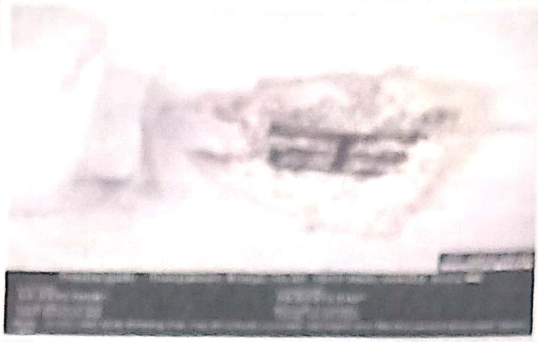

Span -31 , Pier Cap Structural Concrete Damaged and Reinforcement Exposed

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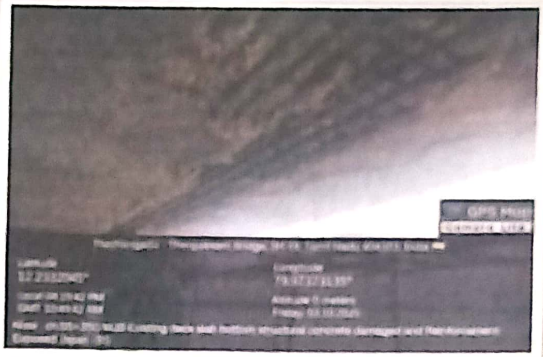

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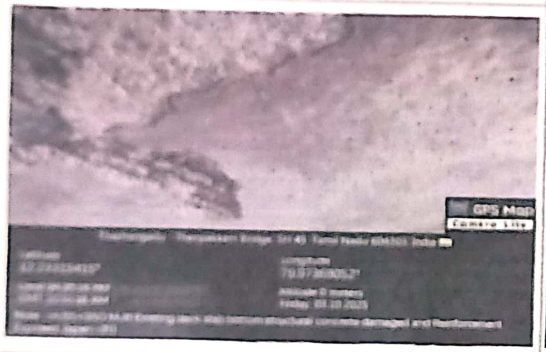

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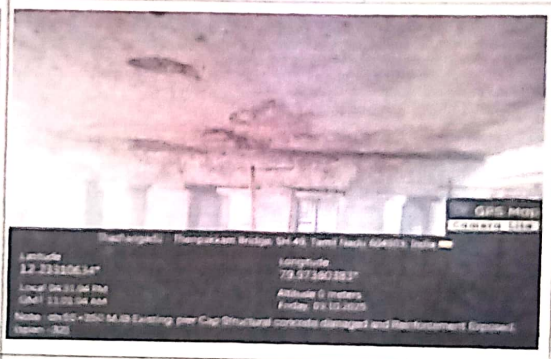
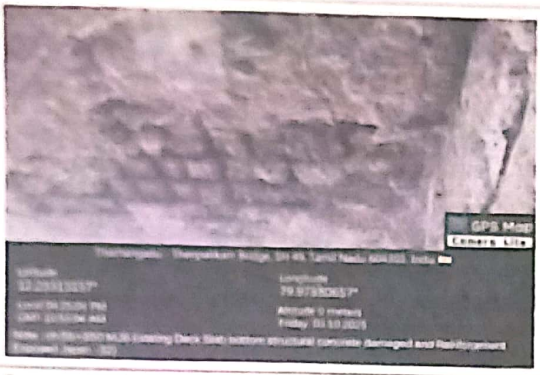
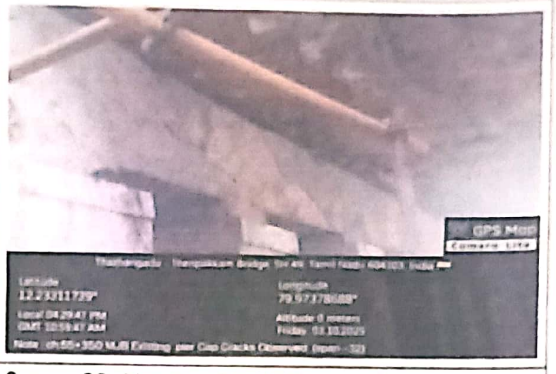


Span -32 , Pier Cap Structural Concrete Damaged and Reinforcement Exposed

Span -32 , Deck Slab Bottom Structural Concrete Damaged and Reinforcement Exposed

Span -32 , Deck Slab Bottom Structural Concrete Damaged and Reinforcement Exposed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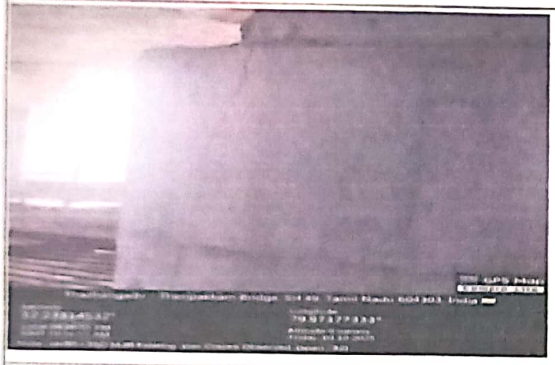	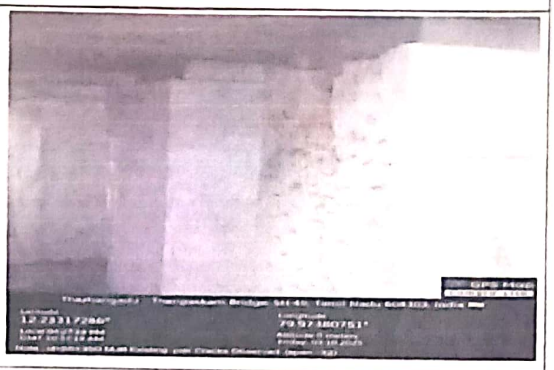
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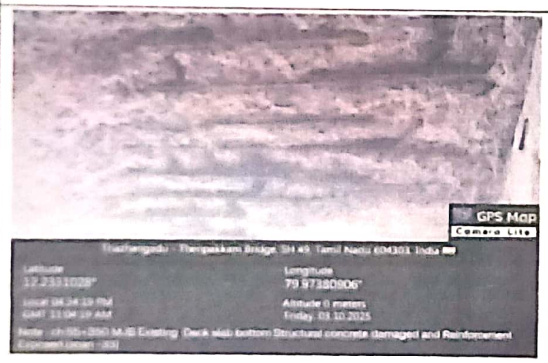
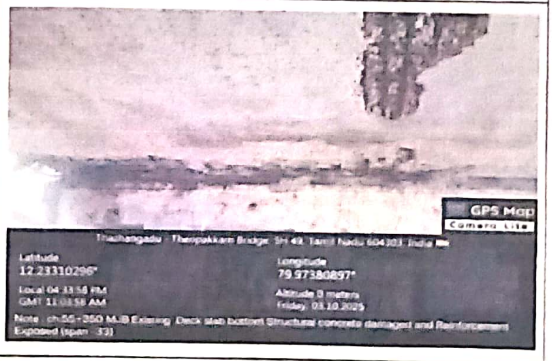
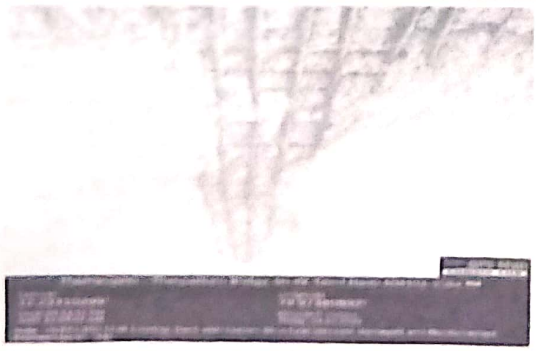
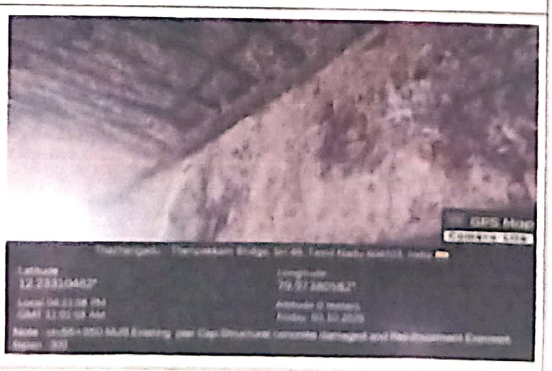
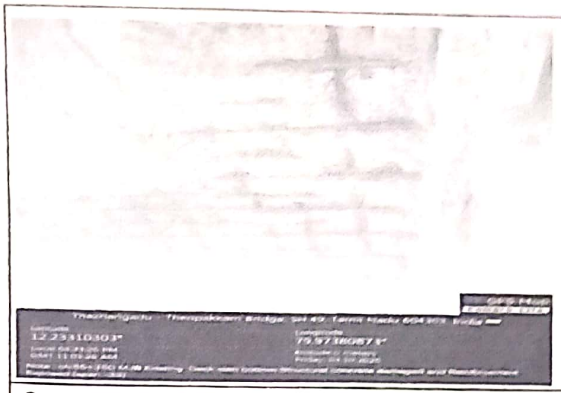
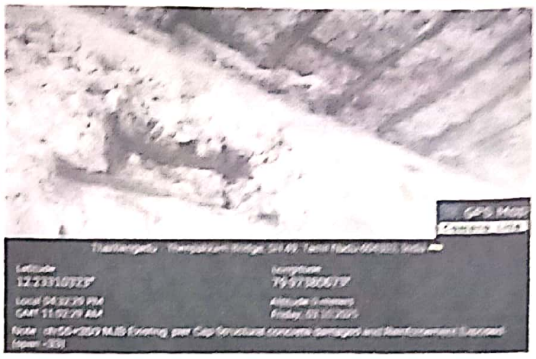
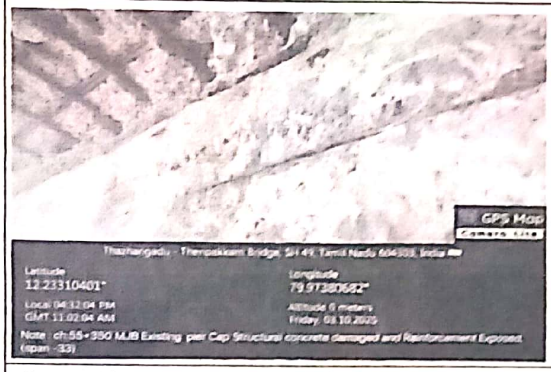
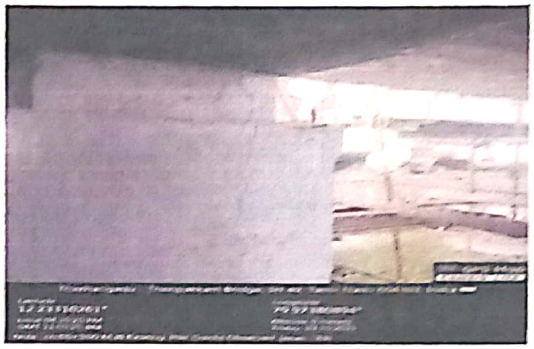
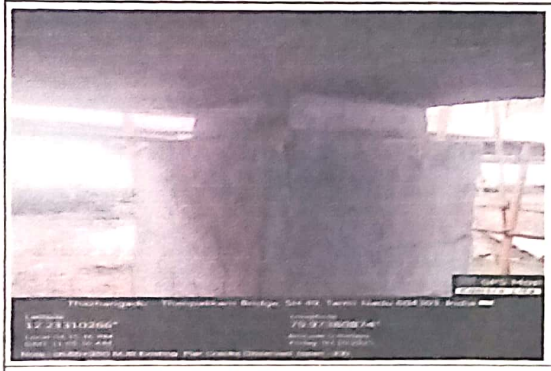
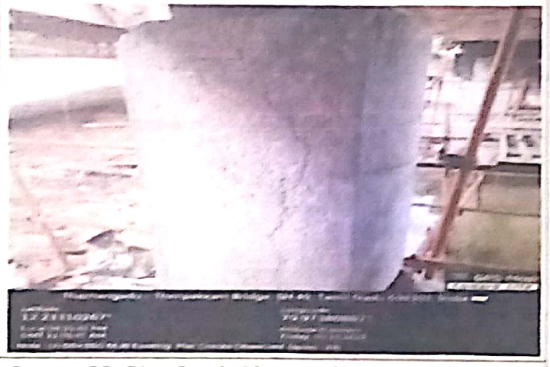
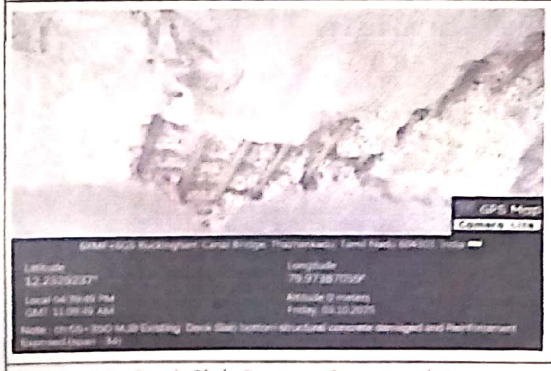
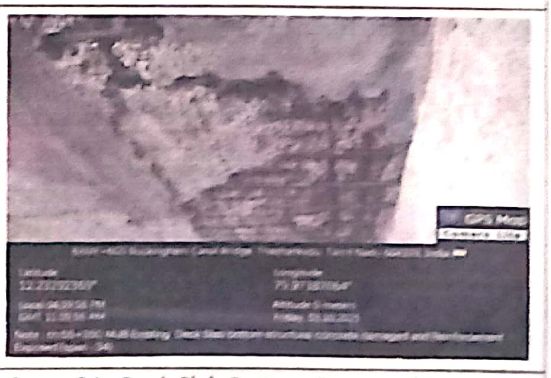
	
Span -33 , Deck Slab Bottom Structural Concrete Damaged and Reinforcement Exposed	Span -33 , Deck Slab Bottom Structural Concrete Damaged and Reinforcement Exposed
	
Span -33 , Deck Slab Bottom Structural Concrete Damaged and Reinforcement Exposed	Span -33 , Pier Cap Structural Concrete Damaged and Reinforcement Exposed

	
Span -33 , Deck Slab Bottom Structural Concrete Damaged and Reinforcement Exposed	Span -33 , Pier Cap Structural Concrete Damaged and Reinforcement Exposed
	
Span -33 , Pier Cap Structural Concrete Damaged and Reinforcement Exposed	Span – 33, Pier Crack Observed
	
Span – 33, Pier Crack Observed	Span – 33, Pier Crack Observed
	
Span -34 , Deck Slab Bottom Structural Concrete Damaged and Reinforcement Exposed	Span -34 , Deck Slab Bottom Structural Concrete Damaged and Reinforcement Exposed

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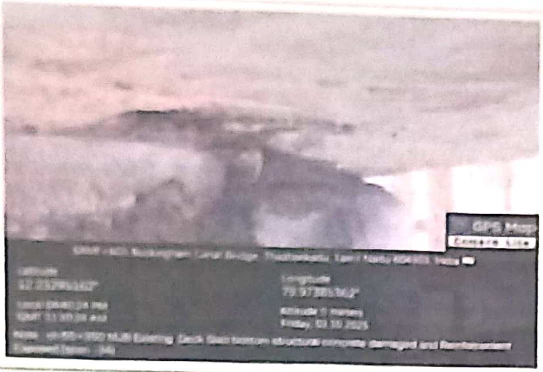
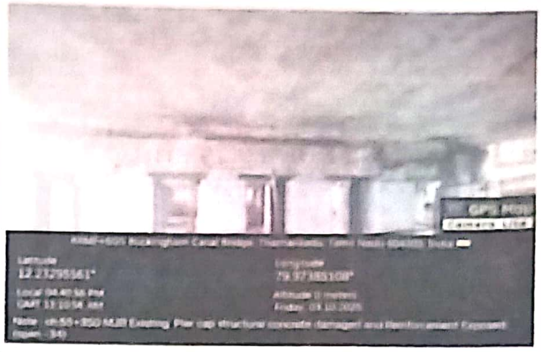
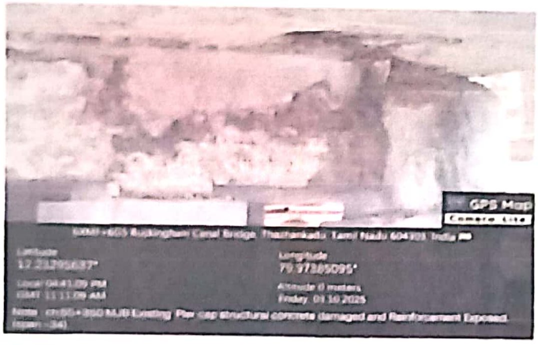


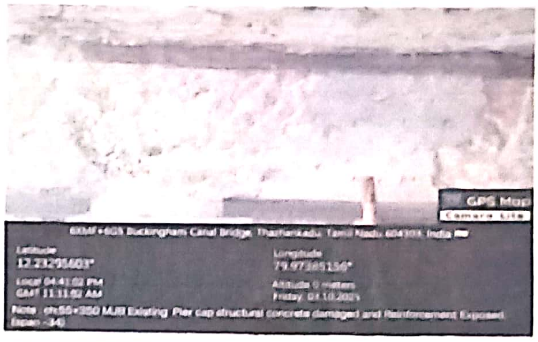
Span -34 , Deck Slab Bottom Structural Concrete Damaged and Reinforcement Exposed



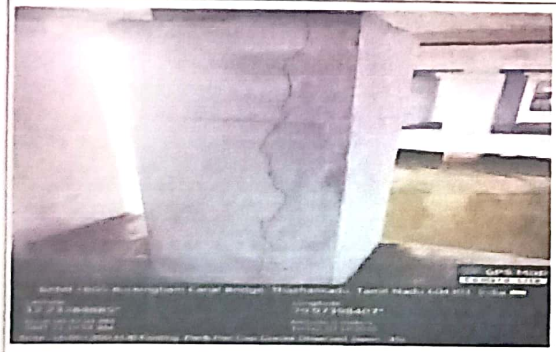
Span -34 , Pier Cap Structural Concrete Damaged and Reinforcement Exposed



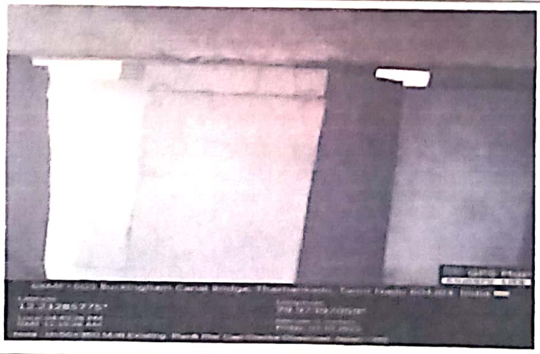
Span -34 , Pier Cap Structural Concrete Damaged and Reinforcement Exposed



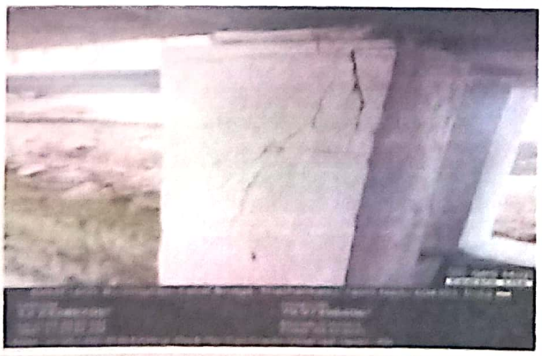
Span -34 , Pier Cap Structural Concrete Damaged and Reinforcement Exposed



Span – 35, Pier Crack Observed



Span – 35, Pier Crack Observed



Span – 35, Pier Crack Observed

Span – 35, Pier Crack Observed

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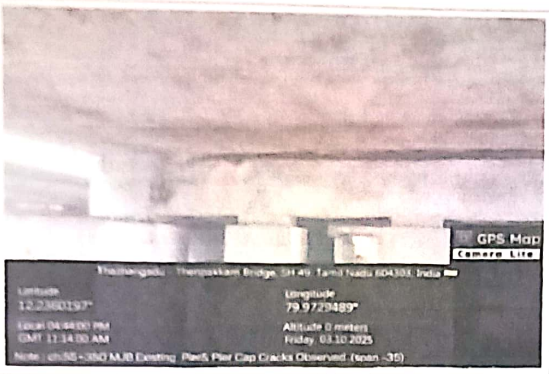
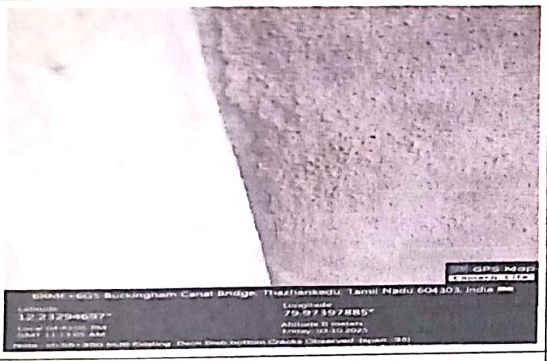


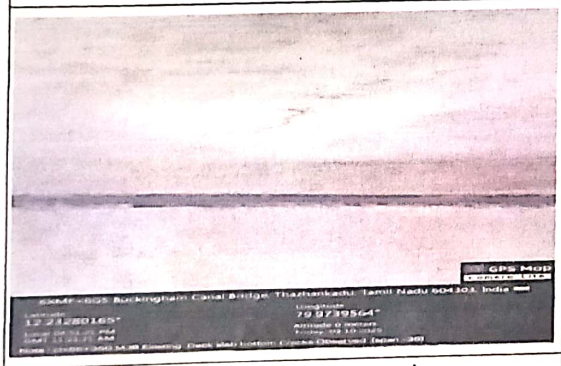
Span – 35, Pier Cap Crack Observed

Span – 35, Pier Cap Crack Observed

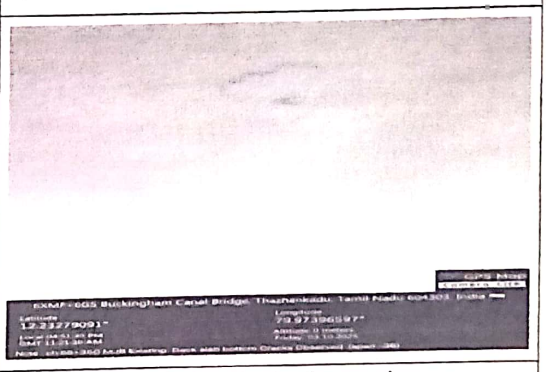


Span – 35, Deck Slab Crack Observed

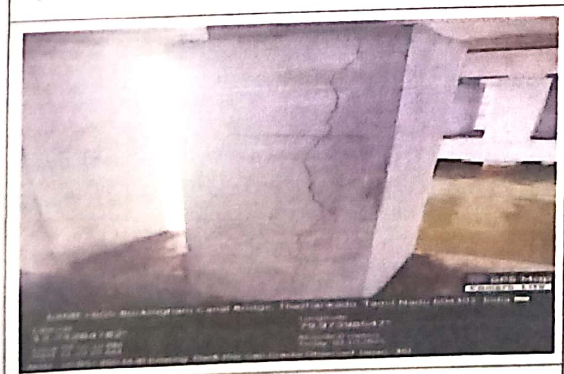
Span – 35, Pier Crack Observed



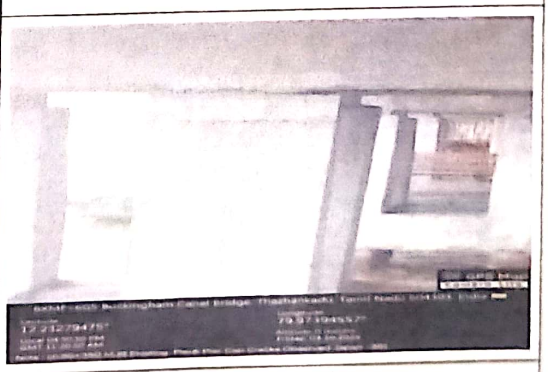
Span – 36, Deck Slab Crack Observed



Span – 36, Deck Slab Crack Observed



Span – 36, Pier Crack Observed



Span – 36, Pier Crack Observed

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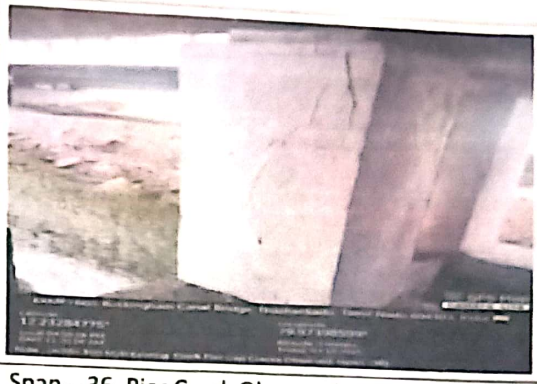
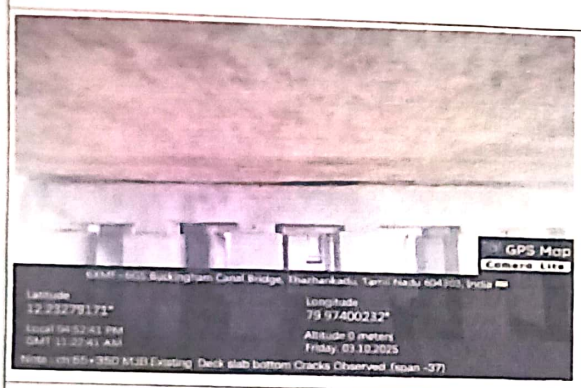
Span – 36, Pier Crack Observed

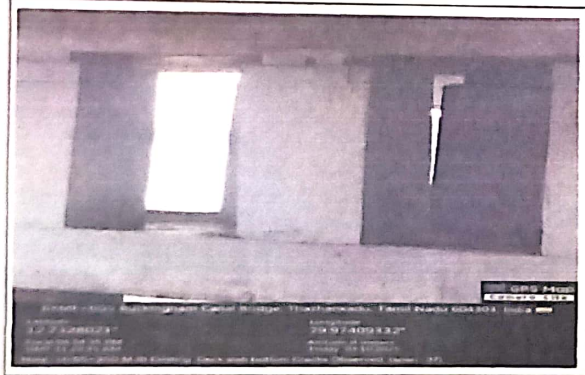


Span – 36, Pier Crack Observed



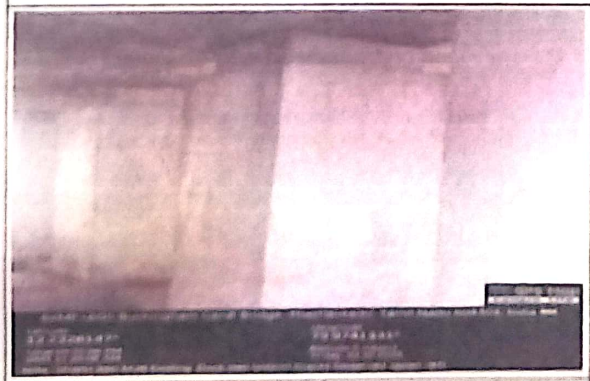
Span – 37, Deck Slab Crack Observed

Span – 37, Deck Slab Crack Observed

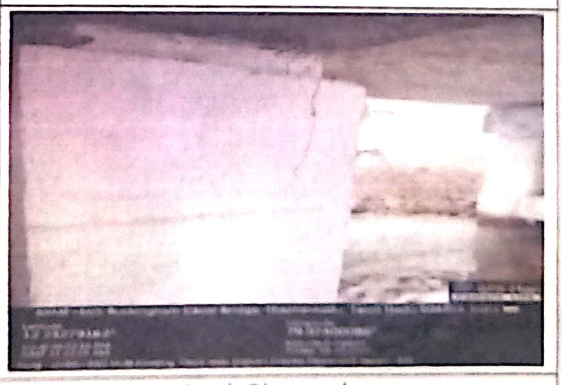


Span – 37, Pier Crack Observed

Span – 37, Pier Crack Observed



Span – 37, Pier Crack Observed



Span – 37, Pier Crack Observed

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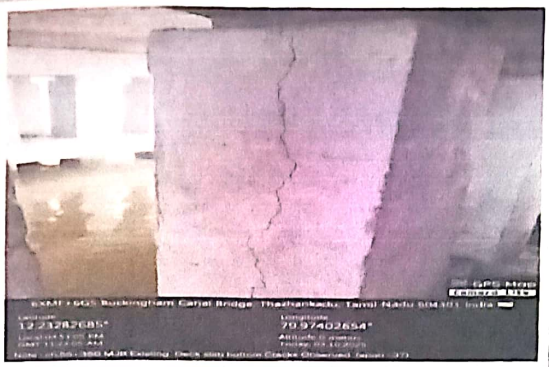
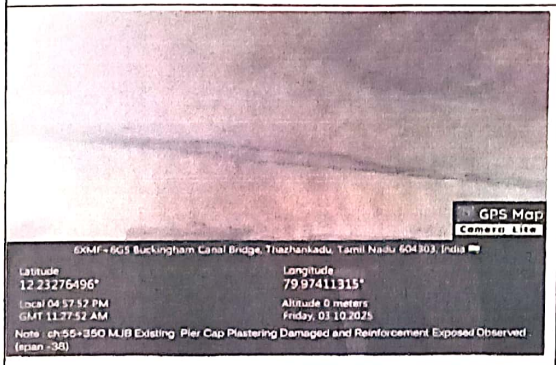
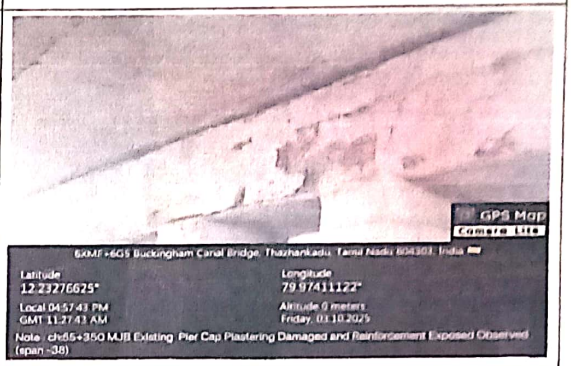


Span – 37, Pier Crack Observed

Span – 37, Pier Crack Observed

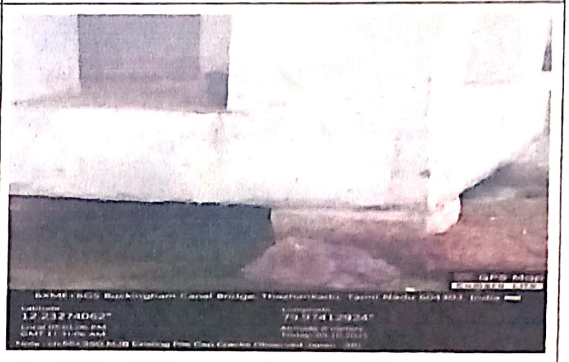


Span -38 , Pier Cap Structural Concrete Damaged and Reinforcement Exposed

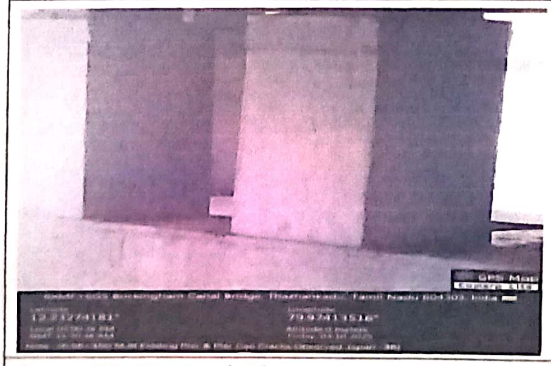


Span -38 , Pier Cap Structural Concrete Damaged and Reinforcement Exposed

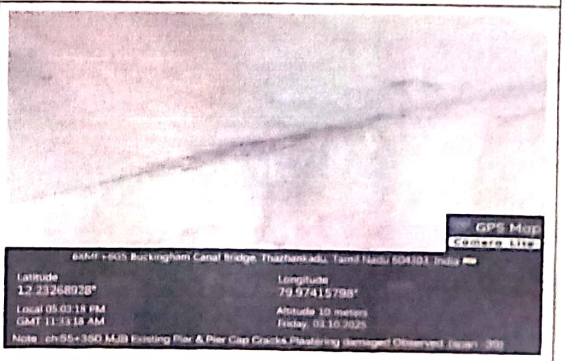
Span – 38, Deck Slab Crack Observed



Span – 38, Pile Cap Crack Observed



Span – 38, Pier Crack Observed



Span – 39, Pier and Pier cap Crack Observed

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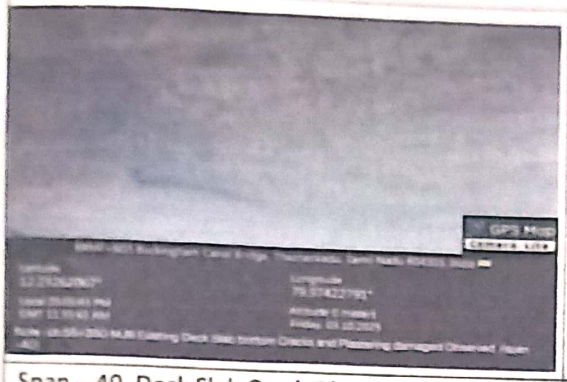
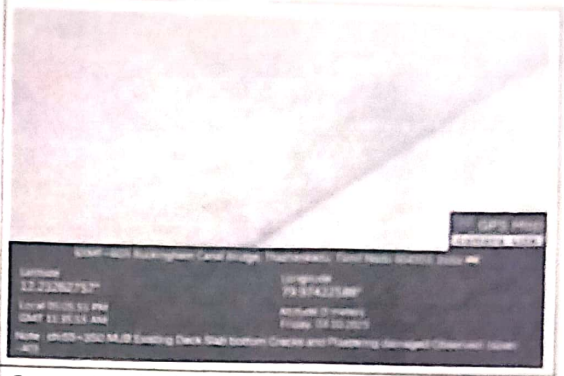
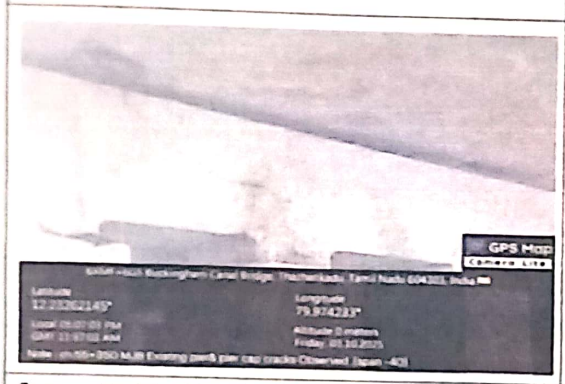


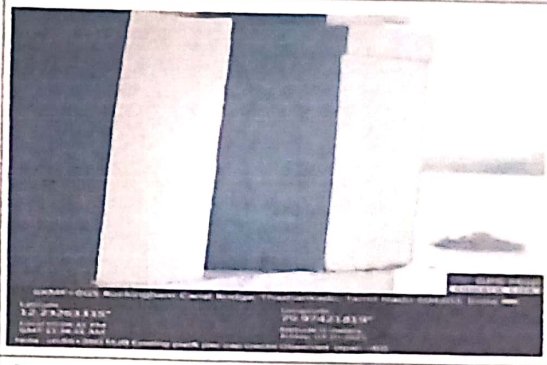
Span – 40, Deck Slab Crack Observed



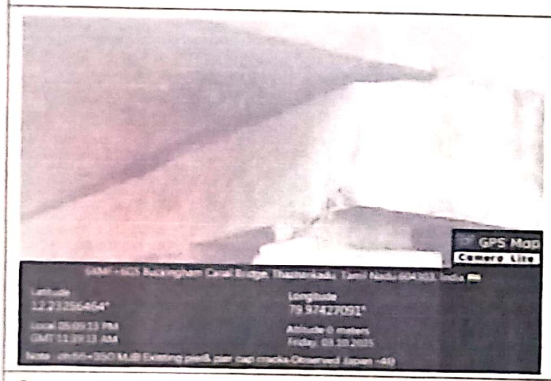
Span – 40, Deck Slab Crack Observed



Span – 40, Pier Cap Crack Observed

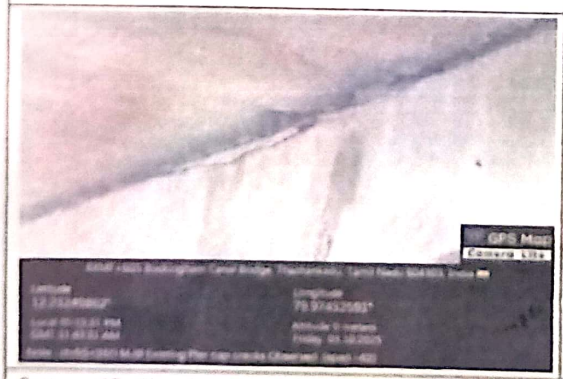


Span – 40, Pier Crack Observed

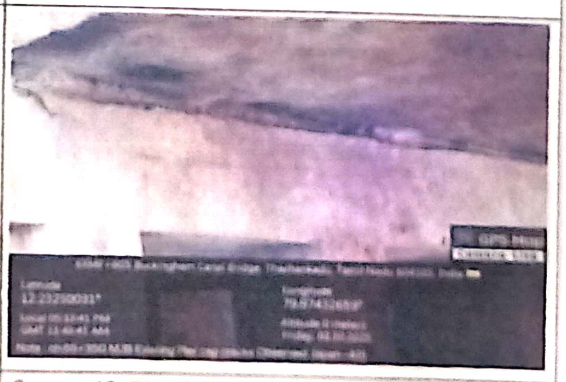


Span – 41, Pier Cap Crack Observed

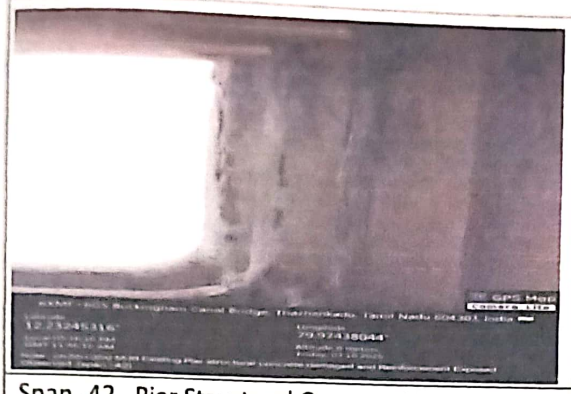
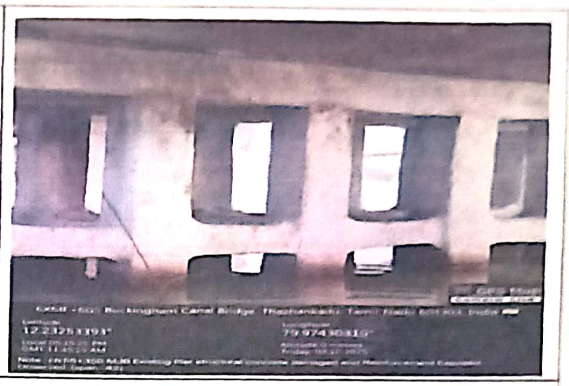
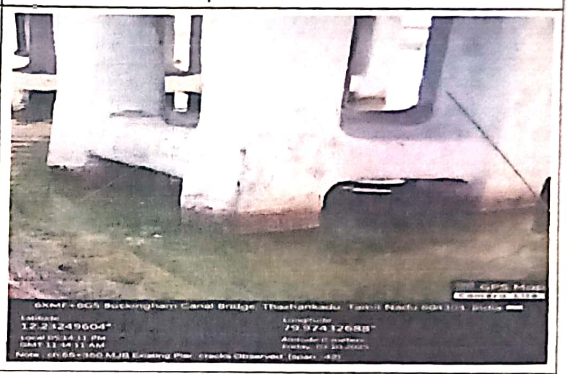
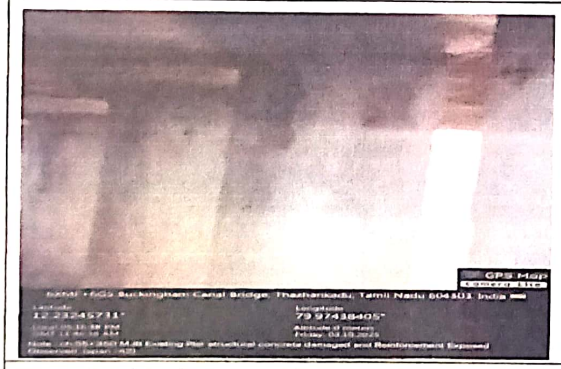
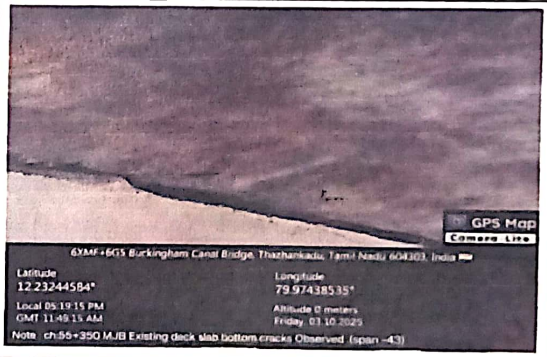
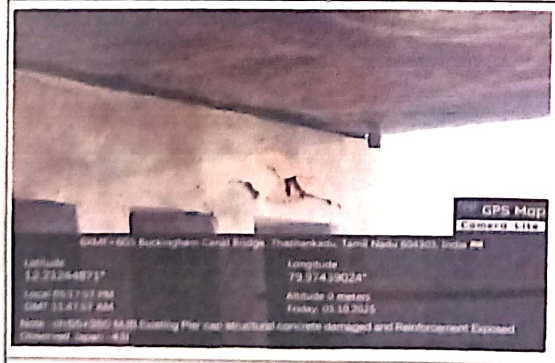
Span – 41, Deck Slab Crack Observed

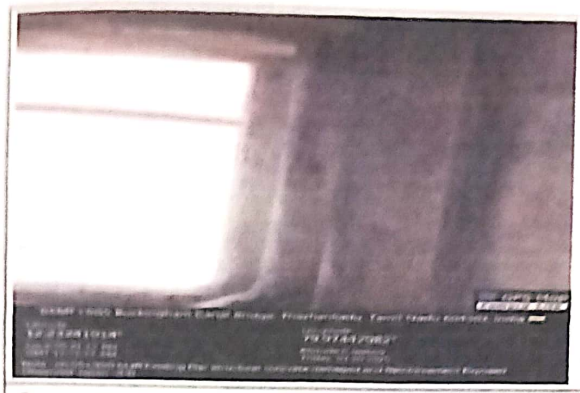


Span – 42, Pier Cap Crack Observed

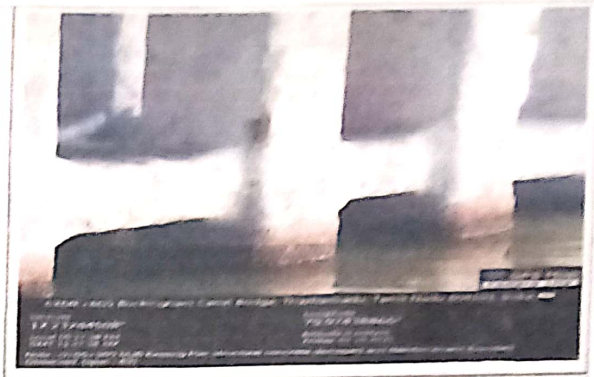


Span – 42, Pier Cap Crack Observed

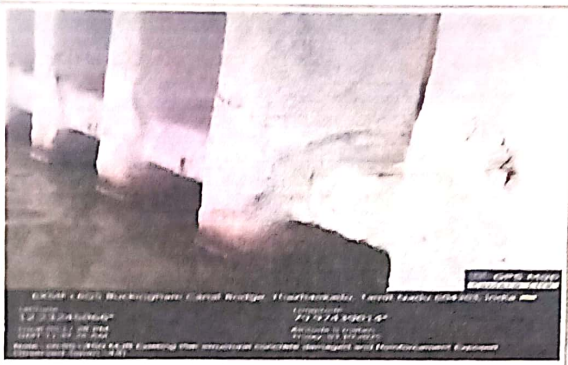
	
Span -42 , Pier Structural Concrete Damaged and Reinforcement Exposed	Span -42 , Pier Structural Concrete Damaged and Reinforcement Exposed
	
Span – 42, Pier Crack Observed	Span -42 , Pier Structural Concrete Damaged and Reinforcement Exposed
	
Span -42 , Pier Structural Concrete Damaged and Reinforcement Exposed	Span – 43, Deck Slab Crack Observed
	
Span -43 , Pier Cap Structural Concrete Damaged and Reinforcement Exposed	Span -43 , Pier Structural Concrete Damaged and Reinforcement Exposed



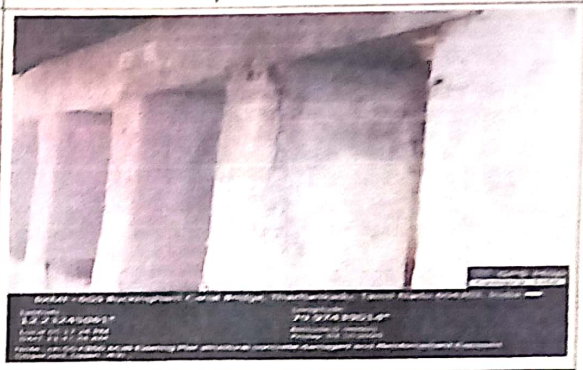
Span -43 , Pier Structural Concrete Damaged and Reinforcement Exposed



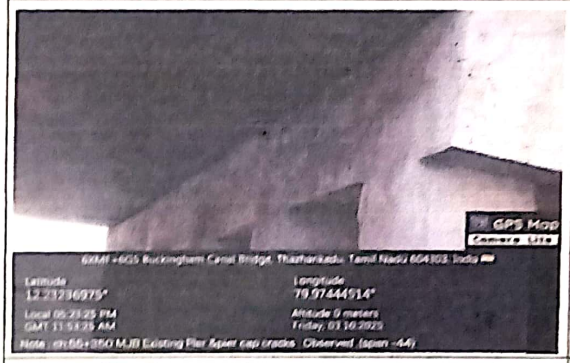
Span -43 , Pier Structural Concrete Damaged and Reinforcement Exposed



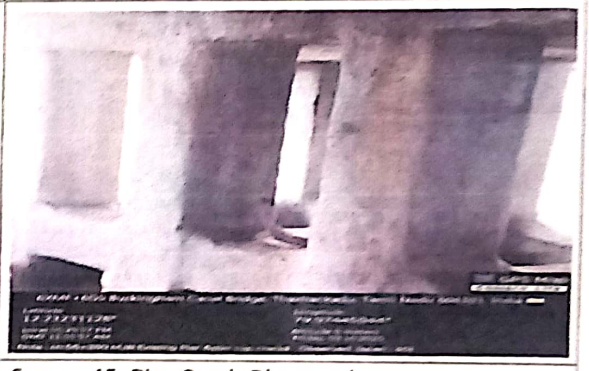
Span -43 , Pier Structural Concrete Damaged and Reinforcement Exposed



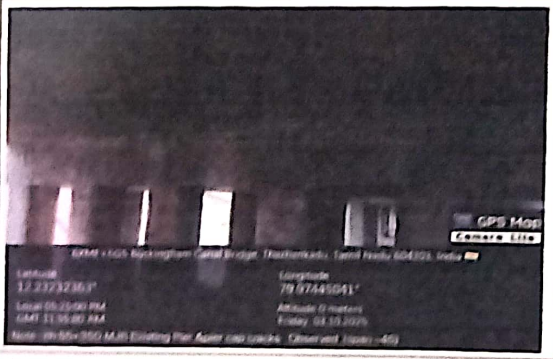
Span -43 , Pier Structural Concrete Damaged and Reinforcement Exposed



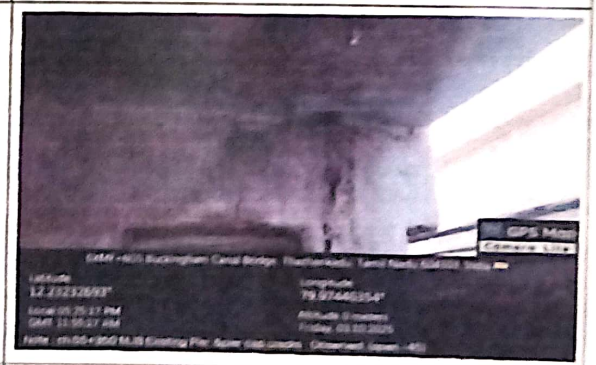
Span – 44, Pier and Pier Cap Crack Observed



Span – 45, Pier Crack Observed



Span – 45, Pier Cap Crack Observed



Span – 45, Pier Cap Crack Observed

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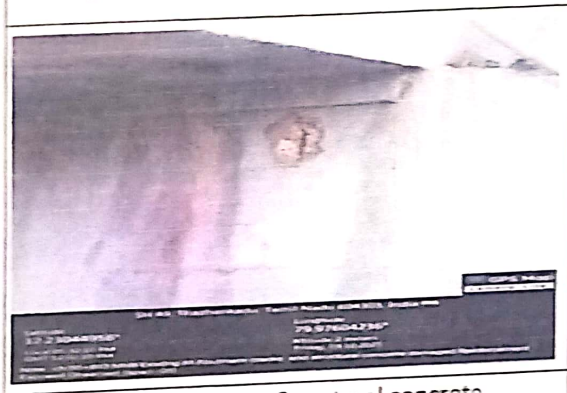
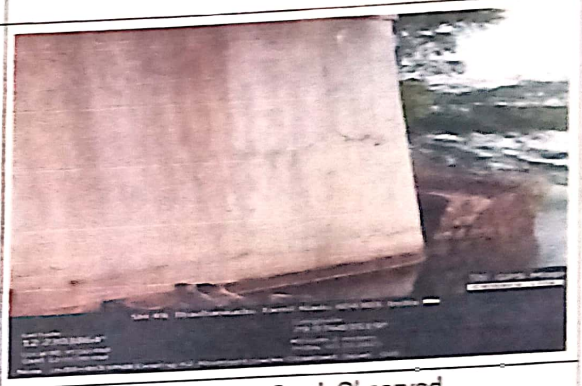
Condition photos of existing Minor Bridge at km. 55+813

Span – 1, A1 Abutment Structural concrete Damaged and Reinforcement Exposed

Span – 1, A1 Abutment Structural concrete Damaged and Reinforcement Exposed



Span – 1, A1 Abutment Structural concrete Damaged and Reinforcement Exposed



Span – 2, A2 Abutment Crack Observed

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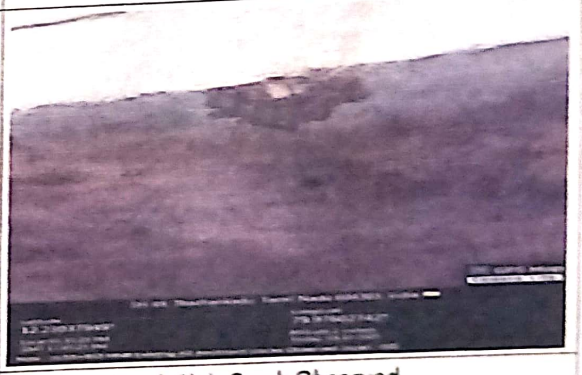


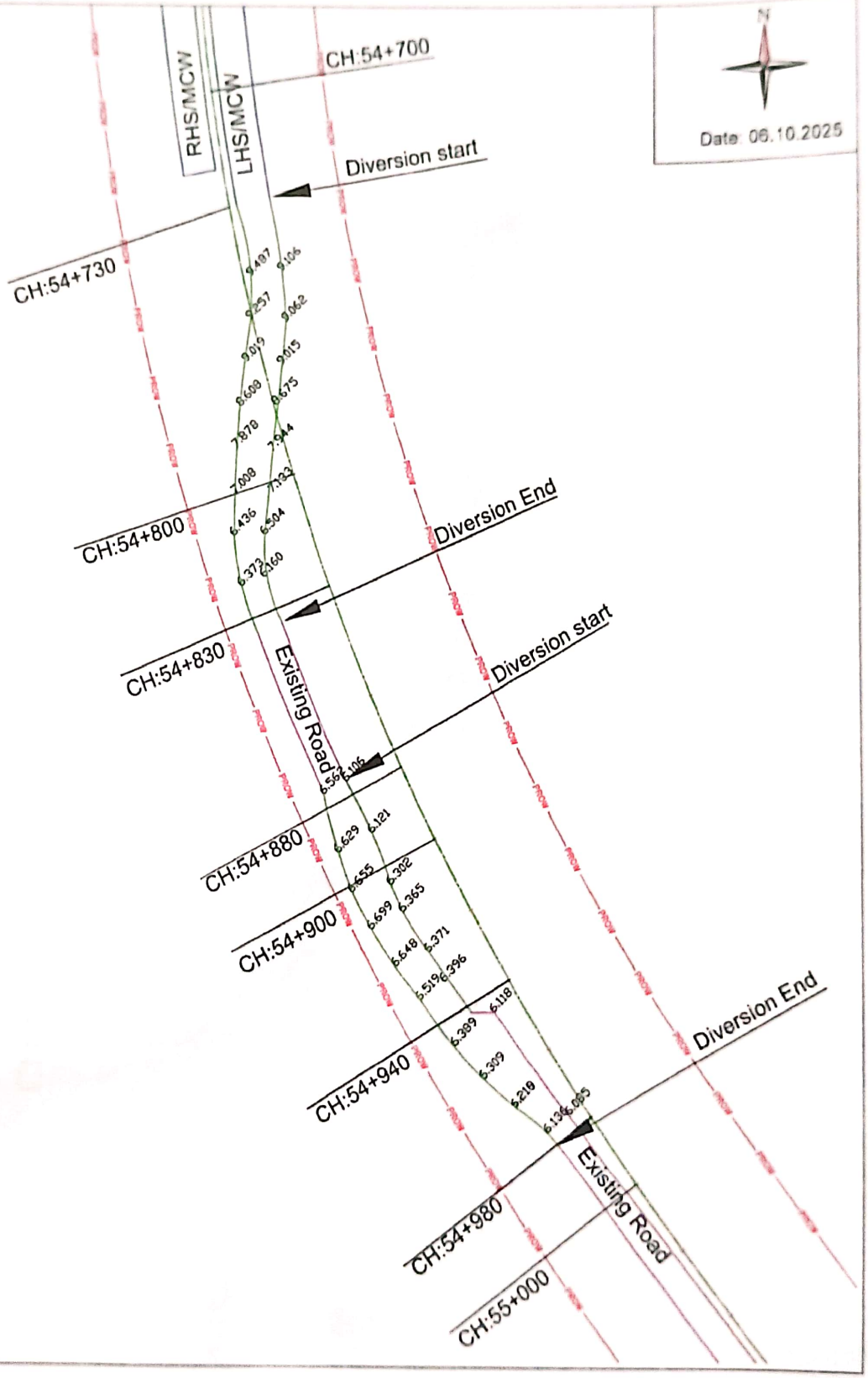
Span – 2, Deck Slab Crack Observed

LEA Associates South Asia Pvt. Ltd. MAMALLAPURAM 604 303

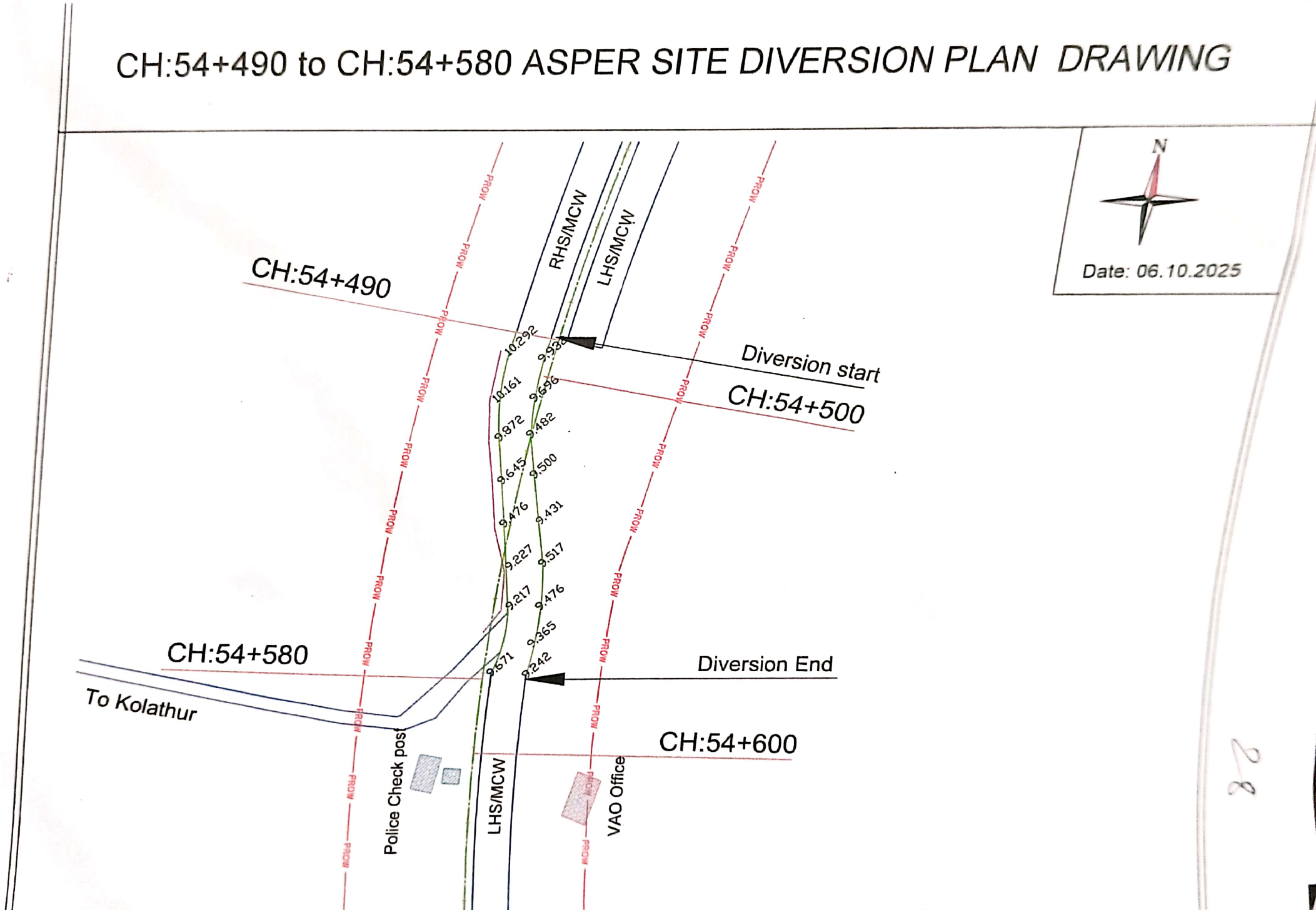
ANNEXURE II

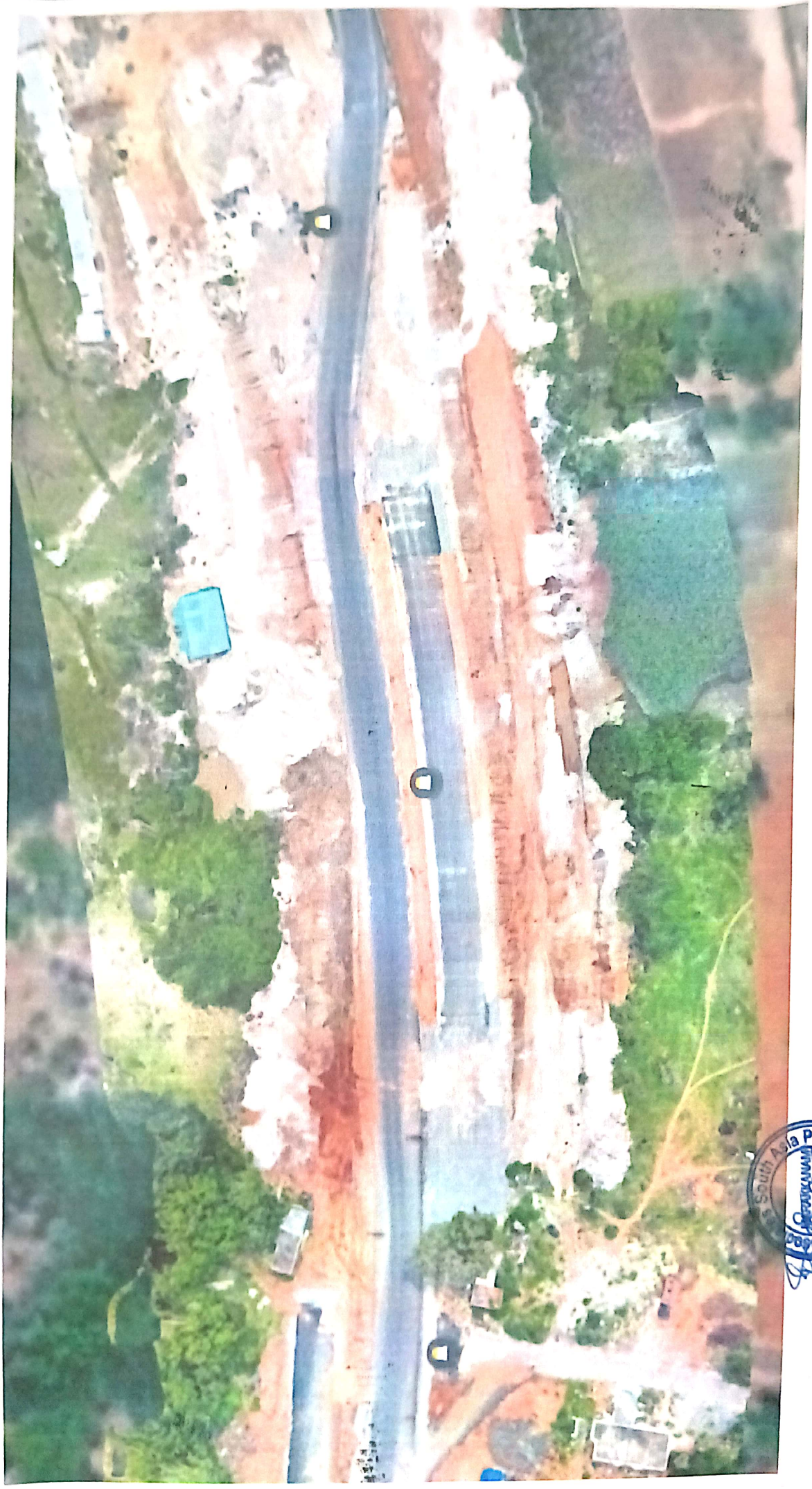
CH:56+390 to CH:56+460 ASPER SITE DIVERSION PLAN DRAWING

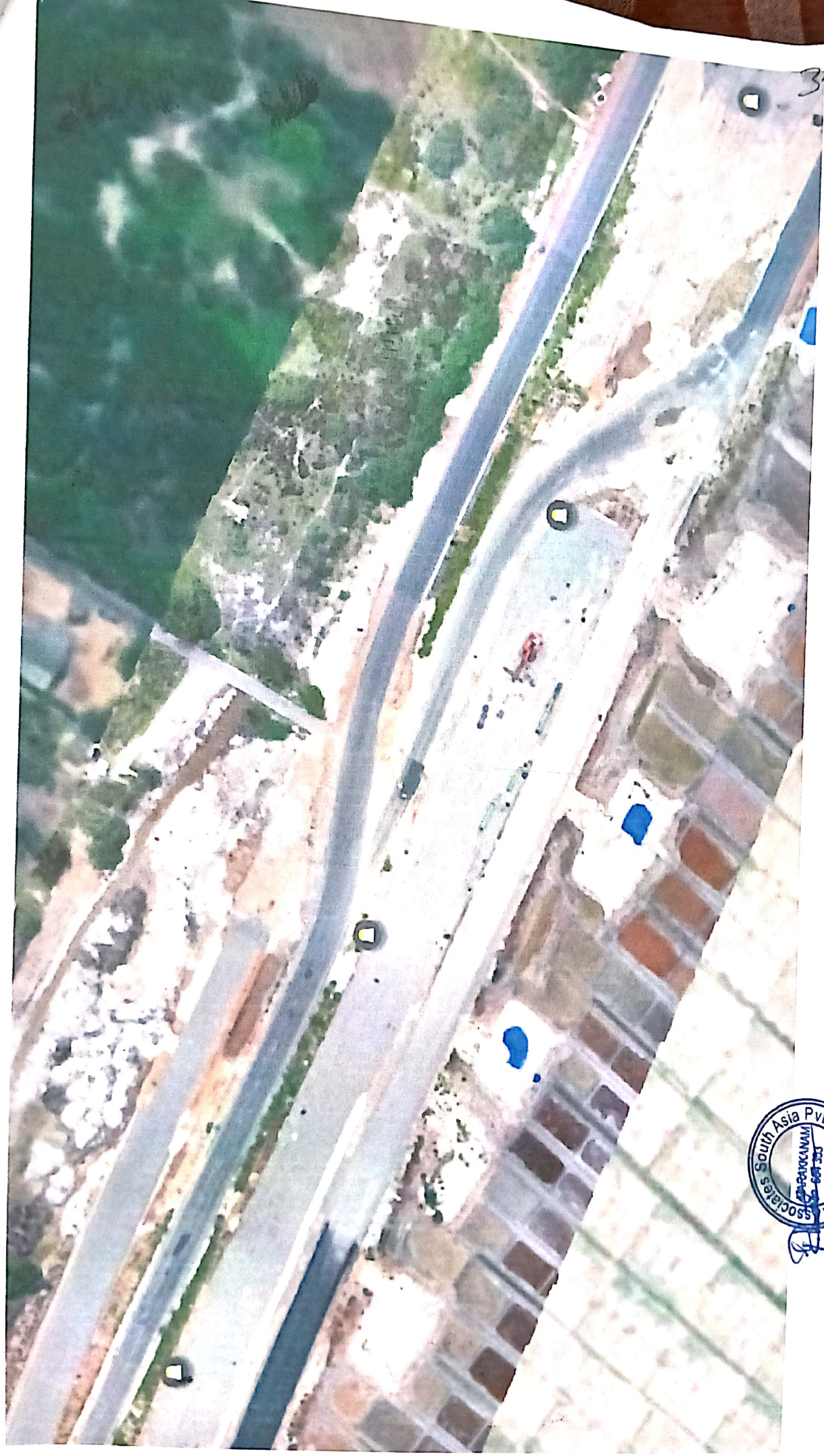
CH:54+730 to CH:54+980 ASPER SITE DIVERSION PLAN DRAWING



CH:54+490 to CH:54+580 ASPER SITE DIVERSION PLAN DRAWING







Scanned with OKEN Scanner

ANNEXURE III

35

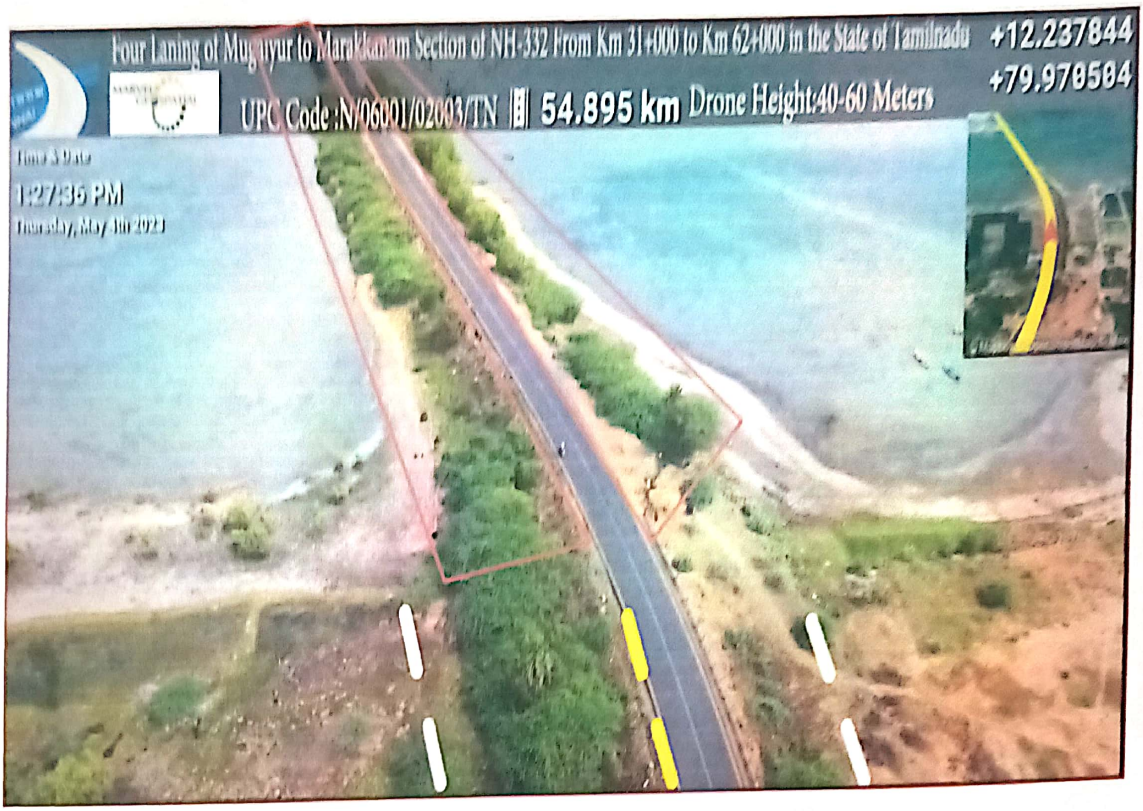
Diversion at km. 54+550

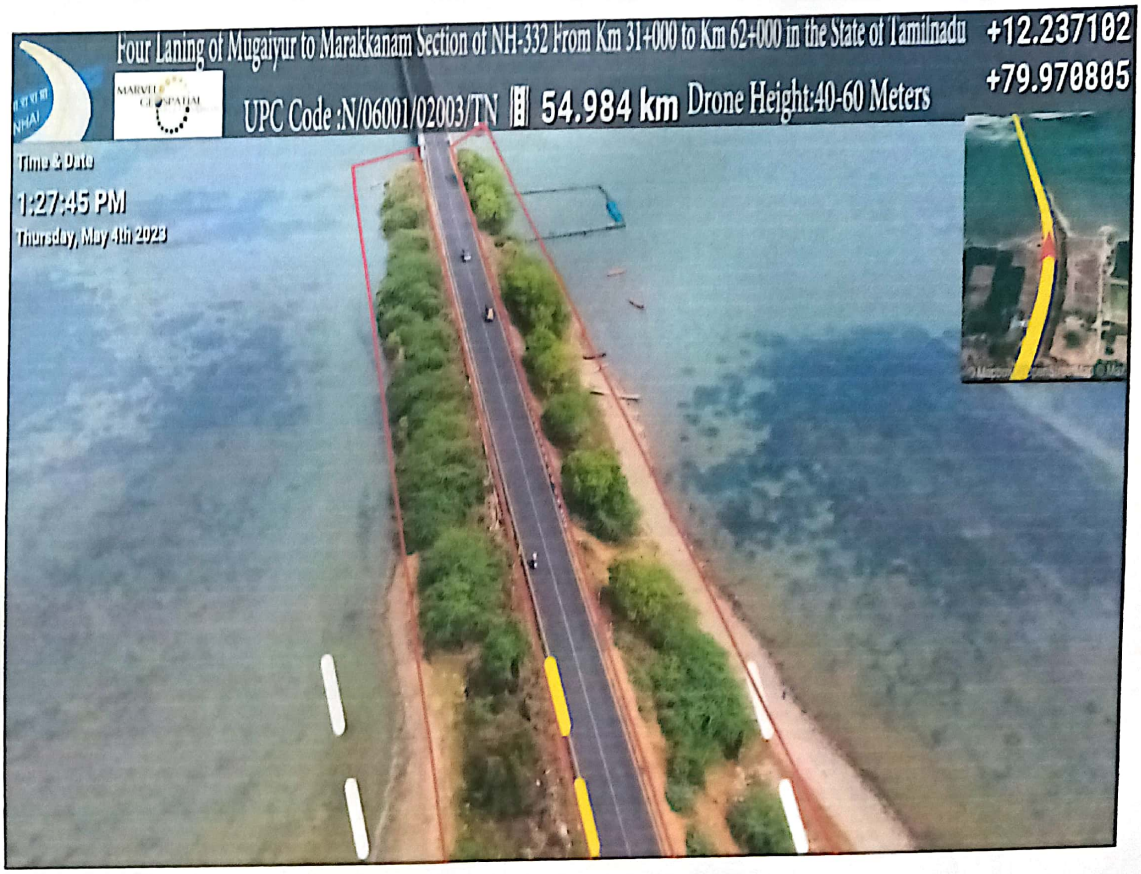
Diversion at km. 55+800:

Photos showing the steep ramp diversion with high embankment filling at km. 55+800:

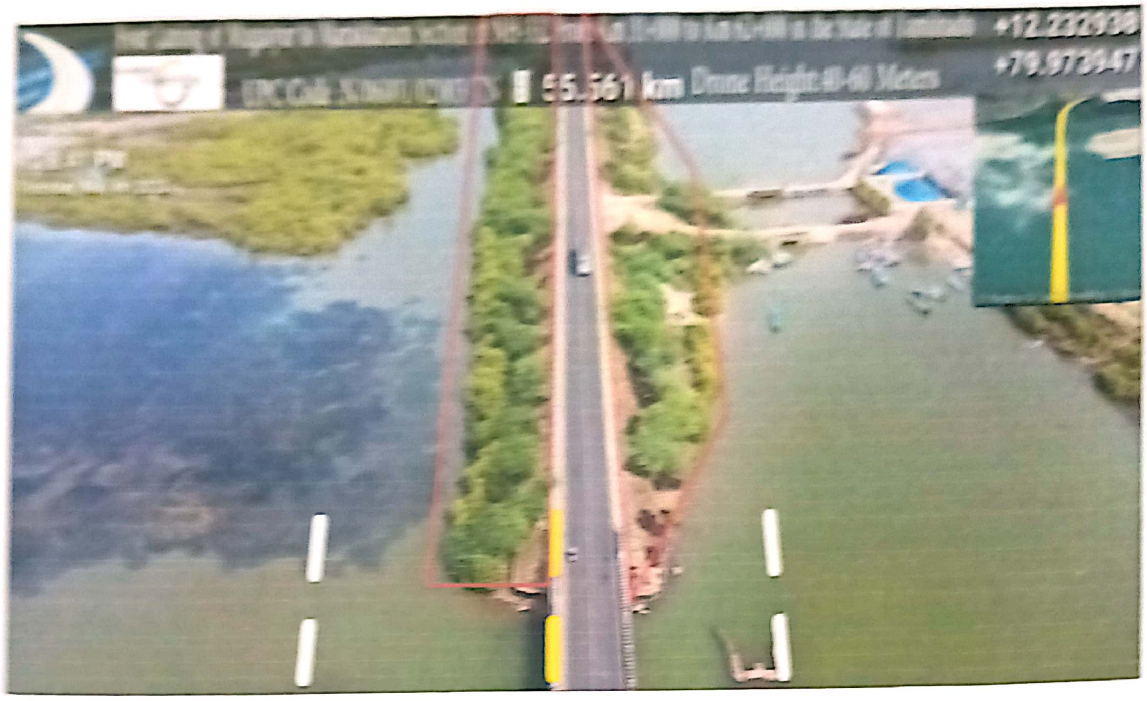
Diversion at km. 56+500:

Existing Mangrove Plantation Details

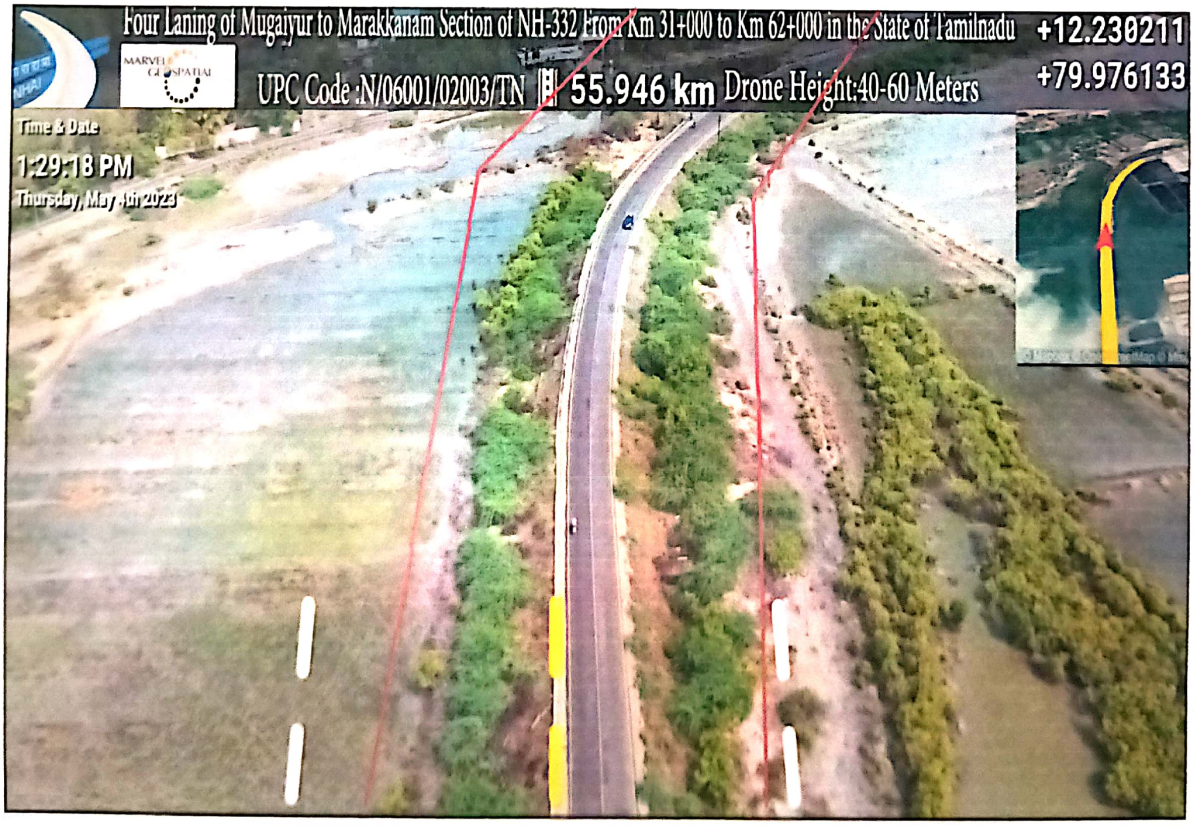




Existing Mangrove Plantation Details



Existing Mangrove Plantation Details

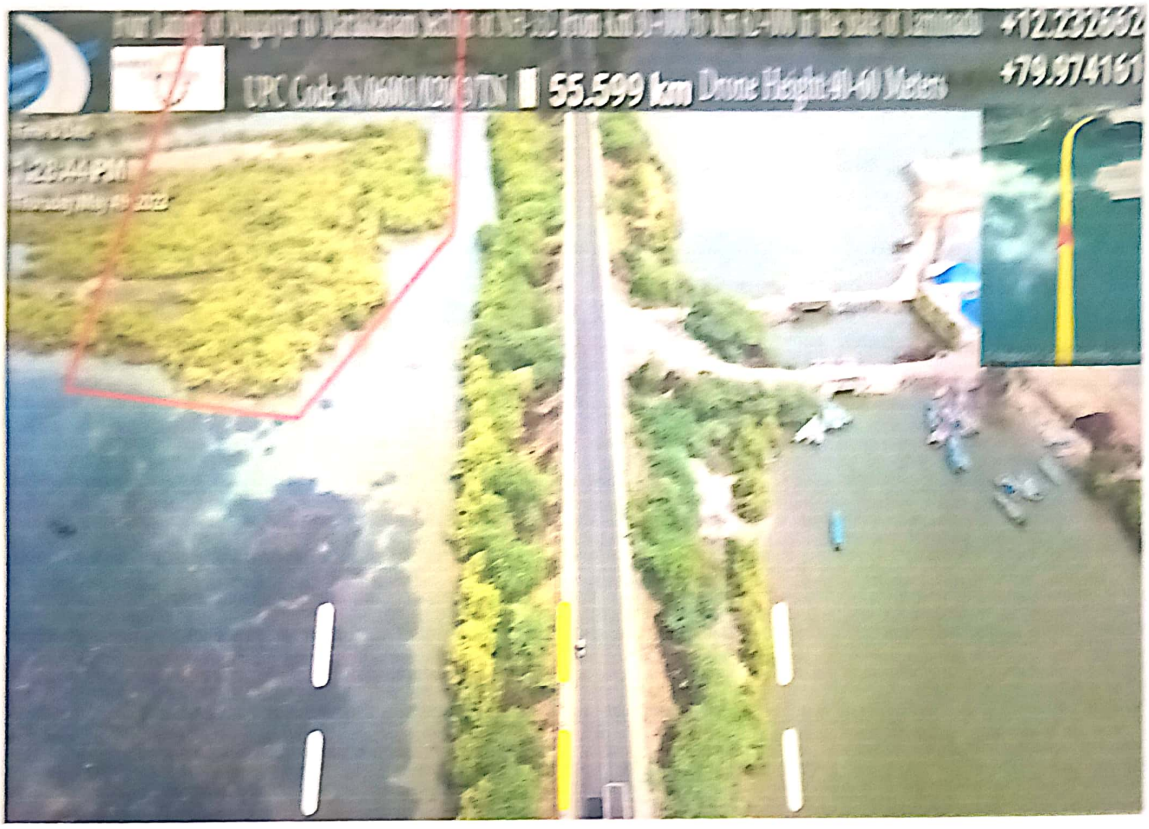


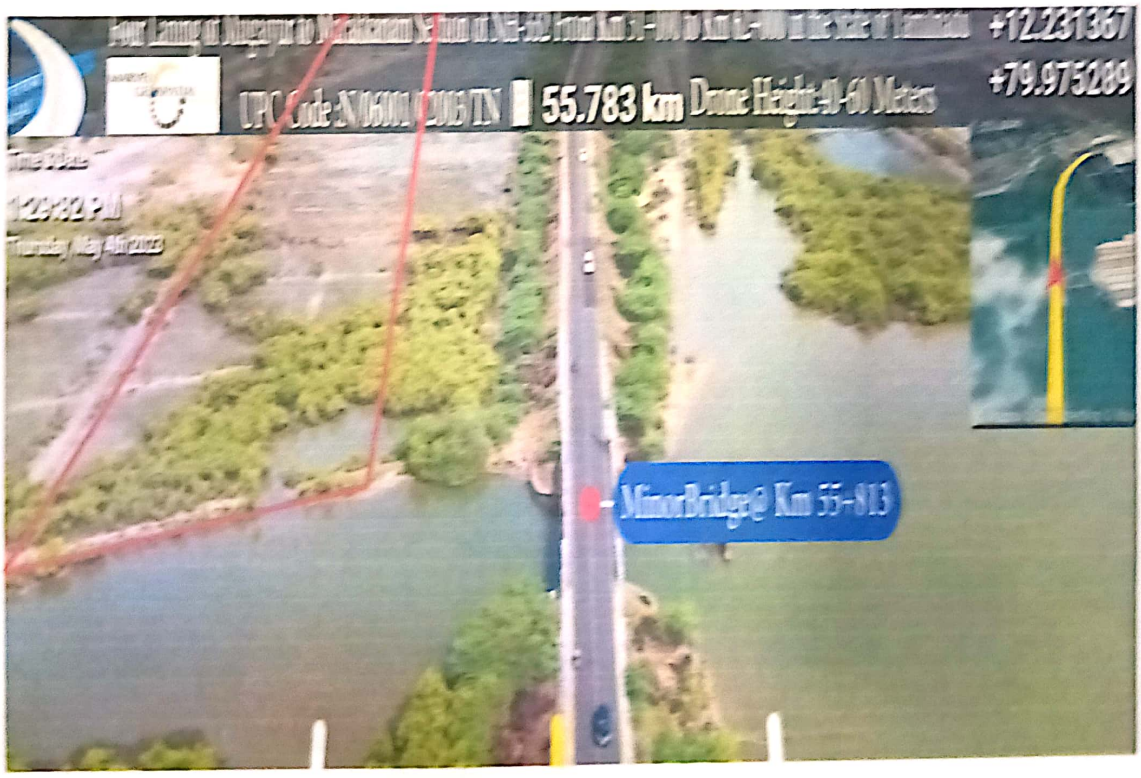
Construction of New Bridge if commenced, affected Mangrove Plantation details area about 55,700 Sq.mtr

42

Construction of New Bridge if commenced, affected Mangrove Plantation details area about 55,700 Sq.mtr

48





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