



LEA Associates South Asia Pvt. Ltd.

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Corporate Identification Number: U74899DL1993PTC055750

No: LASA/73863/MM_TN/NHAI/2024/110

Date: 15.07.2024

Email: piuchengalpattu@nhai.org,
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To

The Project Director

PIU, NHAI – Chengalpattu,
No. 41/8A, 2/285, Second Floor,
Velachery-Tambaram Main Road,
Santhoshapuram, Medavakkam,
Chengalpattu District – 600 073,
Tamil Nadu.

Subject: Independent Engineer services for Four Laning of Mugaiyur to Marakkanam section of NH-332A from Km 31.000 to Km. 62.000 (Design Chainage) under Bharatmala Pariyojana Phase-I (Feeder Routes) on HAM in the State of Tamil Nadu (Package-II of Mahabalipuram Puducherry) – **Submission of Status Report on the issue of construction of excess length of cofferdam in Odiyur Lagoon – regarding.**

Ref: Contract Agreement dated 23.12.2022.

Dear Sir,

Please find enclosed herewith the status report on the issue of construction of excess length of cofferdam in Odiyur Lagoon along with a schematic diagram and site photos showing the present site condition for your information and further necessary action.

Thanking you and assuring you of our best services.

Yours Sincerely,

For LEA Associates South Asia Pvt. Ltd.,

(Gurumurthy Venkataraman)
Team Leader cum Senior Highway Engineer

Encl: Status report on the issue of construction of excess length of cofferdam in Odiyur Lagoon along with a schematic diagram and site photos showing the present condition of site.

Date: 15.07.2024

STATUS REPORT ON THE ISSUE OF DUMPING OF SOIL, QUARRY RUBBLE AND OTHER MATERIALS IN ODIYUR LAGOON IN THE CASE UNDER O.A. No. 106 OF 2024

National Highways Authority of India had obtained clearance for the project from Mugaiyur to Marakkanam (Pkg II) of ECR from Ministry of Environment, Forest and Climate Change and Government of India (GOI) vide File No. 11-37/2019-IA-III dated 23.10.2020 based on the recommendation of Tamil Nadu Coastal Zone Management Authority (TNCZMA)'s Lr. No. 9909/EC-3/2019-1 dated 26.06.2019.

After that, the Concessionaire of the project had submitted the GAD to WRD for obtaining enter upon permission and to commence construction with an assurance that they will take up the construction activity initially for a length of 50% of the waterway across the river and the rest will be taken up by clearing the already dumped material. It is also assured that the entire waterway area will be cleared within a month once the construction of the bridge is completed.

When dumping of soil and other materials in the water way for constructing cofferdam commenced an application was filed by the applicant Mr. K. Saravanan that it is against the CRZ norms. The Project Director, NHAI had responded with a Status Report stating the conditions under which the CRZ clearance had been issued, the construction of cofferdam is permitted and the works were kept on continuing with the submission that the cofferdam is proposed in two stages for Half width of Odiyur Lake instead of entire width at single stage to ensure free flow of natural tidal water based on such assurance given by the Concessionaire of the project as stated above.

But, during the construction, Concessionaire had constructed more length of cofferdam without keeping up the assurance given. By observing this, the applicant Mr. K.Saravanan had filed an affidavit on 02.07.2024 before the South Zone National Green Tribunal, Chennai (case under O.A. No. 106 of 2024) stating that due to this action of Concessionaire, the tidal exchange is severely restricted and only a small gap has been left and hence requested to stop the violation of the assurance given to NGT.



Meantime, PD, NHAI and IE of the project had instructed the Concessionaire to remove the excess dumped materials immediately and stick on the assurance given by the Concessionaire. On receiving such instruction, Concessionaire of the project started removing the excess dumped soil and other materials and 50% of the waterway is kept open from one end the lake. A schematic diagram has been prepared and enclosed for ready reference which is showing the clearance of the waterway as mentioned above.

This is submitted for your information and further necessary action.

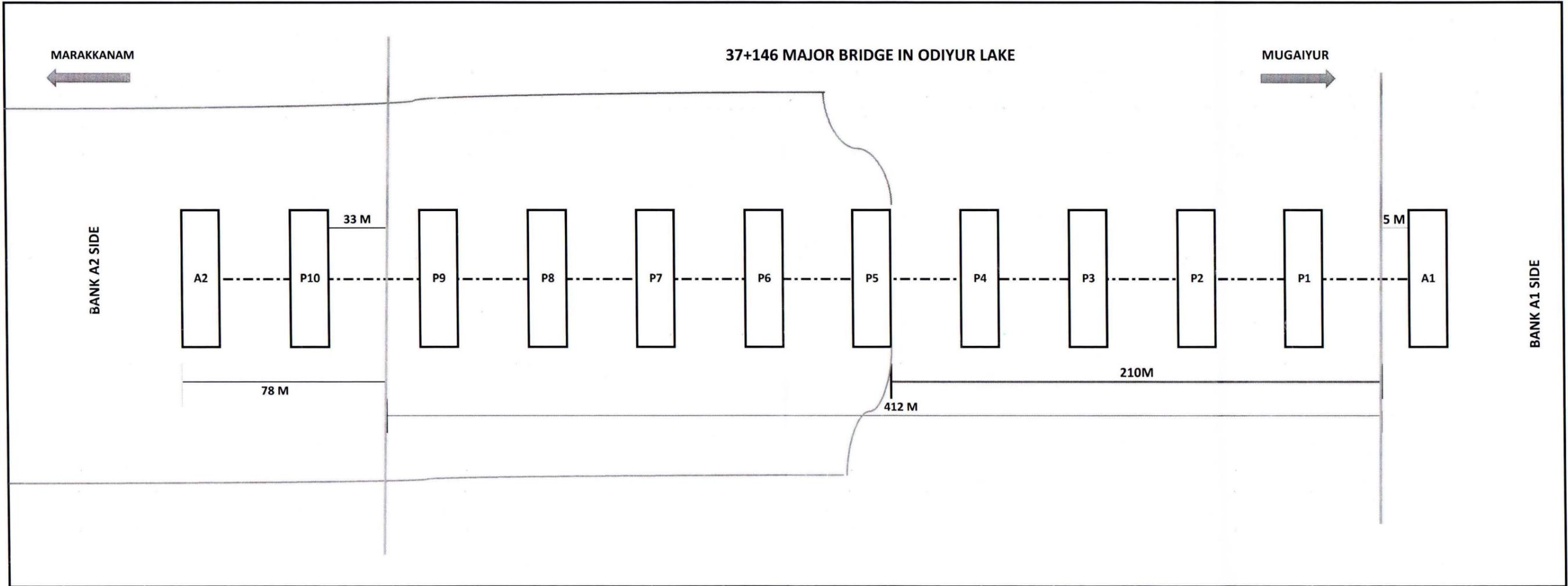


COFFERDAM REMOVAL WORK FROM P5 TO A1 AT 37+146 MJB



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J. Prasad

