

**BEFORE THE NATIONAL GREEN TRIBUNAL  
PRINCIPAL BENCH SITTING AT NEW DELHI  
ORIGINAL APPLICATION NO. 241 OF 2021**

**IN THE MATTER OF:**

RAJA MUZAFFAR BHAT

...APPLICANT

VERSUS

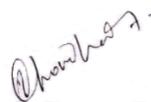
UNION OF INDIA AND OTHERS.

...RESPONDENTS

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THROUGH


**RAHUL CHOUDHARY**

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MOBILE NO: 9312407881Email: [litigation@dclawchambers.com](mailto:litigation@dclawchambers.com)**PLACE: NEW DELHI****DATE: 28.02.2026**

**BEFORE THE NATIONAL GREEN TRIBUNAL  
PRINCIPAL BENCH SITTING AT NEW DELHI  
ORIGINAL APPLICATION NO. 241 OF 2021**

**IN THE MATTER OF:**

**RAJA MUZAFFAR BHAT**

**...APPLICANT**

**VERSUS**

**UNION OF INDIA AND OTHERS.**

**...RESPONDENTS**

**RESPONSE TO THE COMPLIANCE REPORT DATED 10.12.2025 OF THE  
COMMISSIONER/SECRETARY, GOVERNMENT FOREST, ECOLOGY &  
ENVIRONMENT DEPARTMENT, UT OF JAMMU & KASHMIR.**

**MOST RESPECTFULLY SHOWETH:**

1. That by order dated 25.09.2025, this Hon'ble Tribunal has specifically directed to file an Affidavit disclosing the timeline for completing the work of construction of STPs and its commissioning.
2. In this regard, the Commissioner/Secretary, Government Forest, Ecology & Environment Department, UT of Jammu & Kashmir has filed a Compliance Report dated 10.12.2025 providing details of fresh timelines for completing the work of construction of STPs. The Applicant herein is making following response/objections to the Compliance Report.

**RESPONSE TO COMPLIANCE REPORT DATED 10.12.2025:**

**I. FAILURE TO INSTALL AND COMMISSION MODULAR STPS DESPITE  
RECOMMENDATION OF THE JOINT COMMITTEE AS A SHORT-TERM  
PLAN:**

3. The Compliance Report dated 10.12.2025 filed by Commissioner/Secretary, Government Forest, Ecology & Environment Department, Union Territory of Jammu & Kashmir in Para 2 at Page 986 states that the timeline fixed for the completion of installation of STPs for Doodhganga Phase I is July, 2028,

Doodhganga Phase II is July, 2028 and for Budgam is December, 2027. This clearly means that till 2028 all the sewage effluents will be dumped as it is from the 13 dewatering pumping stations into River Doodhganga. It is pertinent to note that even after a passage of 5 long years from filing the present case, the discharge is persistent.

4. In this regard it is significant to note that the earlier Action Taken Report by the Joint Committee dated 14.01.2022 on Page No. 3 of Para A under the head 'Sewage Treatment' states that there is total 13 dewatering pumping stations where the Srinagar Municipal Corporation is flushing 16.36 MLD waste water from into Doodh Ganga. It has been proposed to construct modular sewage treatment plants for treatment of untreated sewage coming out from these dewatering stations. The Applicant herein submits that as per the Joint Committee Report recommendations were made with regard to the formulation of Short-Term and Long-Term Action Plan to be prepared by the respective Departments, responsible agencies for sewage management. It also stated that DPRs will be ready by 31.03.2022 and modular STPs will be commissioned in 18 months. That the as a short-term action plan, the Committee recommended the installation of Modular STPs, however, till date no necessary action has been taken with regard to the compliance on the installation of Modular STPs and the discharge of sewerage into the Doodh Ganga is still persistent in complete violation of the orders of this Hon'ble Tribunal. The Report dated 10.12.2025 is silent on the short-term action plan recommended by the Joint Committee in its earlier Report dated 14.01.2022, particularly with regard to the installation of Modular STPs. This omission strongly suggests that, until the proposed STPs are installed and commissioned, which is now projected to extend until 2028, all untreated effluents will continue to be discharged into the Doodh Ganga. The failure to address or implement the recommended interim measure of installing Modular STPs indicates that the Joint Committee's short-term remedial plan has been entirely disregarded, thereby allowing ongoing environmental degradation in Doodhganga.

**RESUMPTION OF ILLEGAL MINING IN DOODHGANGA IN VIOLATION OF THE ORDERS OF THIS HON'BLE TRIBUNAL:**

5. It is respectfully submitted that the Compliance Report dated 10.12.2025, at Para iii (Page 9), states that the Department of Geology and Mining has been taking strict action against instances of illegal mining in and around Doodhganga. In support of this assertion, the Respondent has annexed screenshots of the Applicant's Twitter posts, wherein the Applicant had shared images from 6<sup>th</sup> July, 2023 highlighting the improvement in Doodhganga following the stoppage of illegal riverbed mining. In this regard, the Applicant submits that the illegal riverbed mining had again resumed in river Doodhganga in 2025 despite specific directions of this Hon'ble Tribunal. It is pertinent to note that the mining department in violation of the orders of this Hon'ble Tribunal started issuing Short Term Permits and Disposal Permits again thereby allowing illegal mining in River Doodhganga.

Copy of the image taken by the Applicant on 21.10.2025 shows usage of JCBs in the river Doodhganga for illegal mining in violation of the Hon'ble Tribunal's order is annexed herewith as **ANNEXURE A/1.**

6. The Applicant herein submit that despite the earlier orders of this Hon'ble Tribunal whereby compensation was imposed for conducting illegal riverbed mining in Doodhganga, the Mining Department once again for the resumption of mining wrote a letter dated 06.10.2025 to the Fisheries Department of Budgam in an area officially designated as a trout fish beat under the Fisheries Department thereby stating that the said work involves lifting of 1200 cums of GSB from Doodhganga. Copy of the letter dated 06.10.2025 from Mining Department to Fisheries Department of Budgam is annexed herewith as **ANNEXURE A/2.**

7. In this regard, the Fisheries Department, Budgam, vide letter dated 21.10.2025, addressed to the Mining Department, specifically requested that immediate directions be issued to halt the illegal extraction and transportation of minerals, failing which the conditional No Objection Certificate (NOC) granted earlier would be cancelled forthwith.

Copy of the letter dated 21.10.2025 from Fisheries Department of Budgam to Mining Department is annexed herewith as **ANNEXURE A/3.**

8. It is submitted that the resumption of illegal riverbed mining in the Doodh Ganga stream at Kralwari Borwah village, Chadoora, Budgam has resulted in grave and far-reaching consequences. Large-scale extraction of muck and gravel has been carried out with the use of heavy machinery, including JCBs, in an area officially designated as a trout fish beat under the Fisheries Department, and that too during night hours.
9. It is further submitted that multiple canals had been created within the Doodhganga River channel. Owing to the illegal mining and excessive dredging, the natural flow regime of the river has been severely altered, leading to a significant increase in flow velocity during the monsoon season. This, in turn, generated excessive hydraulic pressure within the canals and accelerated scouring around the foundation of the main bridge at Chadoora, thereby seriously affecting the residents of the area. Furthermore, the indiscriminate and non-uniform removal of riverbed material, particularly around the Chadoora Bridge, has caused uneven scouring, resulting in lateral tilting of the pier and consequent loss of effective bearing area, thereby compromising the structural stability of the bridge.
10. That in this regard, the Applicant herein has raised a complaint to the J&K PCC alleging the resumption of the illegal mining in river Doodhganga and its implication upon the ecology and the people of Chadoora. Thereafter, the J&K PCC issued directions to immediately stop the illegal mining.
11. It is pertinent to note that the National Institute of Technology, Srinagar has conducted an inspection in this regard. The Inspection Report dated 29.01.2026 categorically records that there has been massive amount of dredging in the River Doodhganga. The observations of the NIT, Srinagar are hereby reproduced:

*"After a detailed inspection, the observations made by the visiting faculty team are provided hereunder:*

- 1. There has been extensive dredging in the stream surrounding the bridge, which has accelerated the scouring around piers P2 and P3.***

2. *The foundation of the pier P3, which supports a steel-girder span on one side and an RC girder span on the other side, is exposed, and a significant amount of the bed material below the foundation is scoured. **The non-uniform scouring of the riverbed material around pier P3 has resulted in tilting of the pier in both lateral directions and loss of bearing area.***
3. *Much of the approximately 70m width of the river near the bridge site is occupied by encroachments, and the normal flow width has reduced to roughly 15m.*
4. *The foundations of piers P3 and P2 have been exposed due to the dredging of the riverbed material. The material at the current foundation level consists of a boulders and gravels mixed with small amount of sand and clay. The dredging and washing away of this fine matrix have caused settlement and a loss of contact area for the foundation."*

12. Thus, the observations made in the Report based on the site inspection, clearly shows that massive and extensive amount of dredging has been done in the Doodhganga River as a result of which the main Chadoora bridge is severely affected resulting to loss of connectivity.

Copy of the Inspection Report by National Institute of Technology, Srinagar dated 29.01.2026 is annexed herewith as **ANNEXURE A/4.**

13. Thus, the Applicant herein humbly prays that this Hon'ble Tribunal may be pleased to take necessary action as it may deem fit based on the above facts, circumstances and submissions.

THROUGH



**RAHUL CHOUDHARY**



**KAUSTAV DHAR**  
Counsel for the Applicant  
**ADVOCATES**

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**PLACE: NEW DELHI**

**DATE: 28.02.2026**

**BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL  
PRINCIPAL ZONE BENCH AT NEW DELHI  
ORIGINAL APPLICATION NO. 241 OF 2021**

**IN THE MATTER OF:**

RAJA MUZAFFAR BHAT

...APPLICANT

VERSUS

UNION OF INDIA AND OTHERS

...RESPONDENTS

**AFFIDAVIT**

I, Raja Muzaffar Bhat, S/o Bashir Ahmed Bhat, aged about 43 years, R/o 66, Alamdar Colony, Gopalpura, District Budgam, Jammu and Kashmir – 191193, do hereby solemnly affirm and state as under:

1. I am the Applicant in the above titled Original Application and conversant with the facts and circumstances of the case and competent to swear this affidavit.
2. That the contents of the accompanying Response are true and correct and nothing material has been concealed therefrom.

*Muzaffar*

**DEPONENT**

**VERIFICATION**

Verified at Budgam on this 20<sup>th</sup> day of February, 2026 that the contents of the above mentioned Affidavit are true and correct and nothing material has been concealed therefrom.

I, the undersigned, do hereby  
with and solemn affirmation before  
me on this the 20<sup>th</sup> day of  
February 2026  
by Raja Muzaffar Bhat  
S/o Bashir Ahmad Bhat  
Gopalpore Budgam  
as identified by Sheela Mushtaq

*Muzaffar*

**DEPONENT**

*Sheela Mushtaq*  
**S.S.H. GILLANI**  
Notary Public  
Budgam.

**ANNEXURE A/1**

**COPY OF THE IMAGE TAKEN BY THE APPLICANT ON 21.10.2025 SHOWS USAGE OF JCBS IN THE RIVER DOODHGANGA FOR ILLEGAL MINING IN VIOLATION OF THE HON'BLE TRIBUNAL'S ORDER:**



## ANNEXURE A/2



GOVERNMENT OF JAMMU & KASHMIR  
OFFICE OF THE DISTRICT MINERAL OFFICER, BUDGAM  
DEPARTMENT OF GEOLOGY & MINING, J&K UT

Ph No: 1951312511 Housing Colony, Ompora, Budgam, Opposite NIFT dmobudgam12@gmail.com

Assistant Director,  
Fisheries, Budgam.

No: DMO/Bud/DGM/F-87-iv/1151-

Dated: 06/10/2025

Subject: Permission for carrying of GSB from Budgam.

Ref: FSCDN/CS/4191-93, dated:06.10.2025.

Sir,

This office is in receipt of above referred letter from Executive Engineer, Flood Spill Channel Division, Narbal (Copy Enclosed) stating therein that the said work involves lifting of 1200 Cums of GSB from Doodhganga Nallah. The site plan photographs of identified locations duly signed by the Executive Engineer, Flood Spill Channel Division, Narbal is enclosed for ready reference.

In light of the above, you are requested to convey your comments and NOC or otherwise in this regard so as to proceed further in the matter please.

Yours Faithfully

District Mineral Officer  
Budgam. *District Mineral Officer*  
Geology & Mining Deptt  
Budgam.



The District Mineral Officer,  
Budgam.

No: - FSCDN/CS/4191-93  
Dated: 06/10/2025.

Sub: Permission for carrying of GSB from Budgam.

Ref: 1. Your office letter No. DMO/Bud/DGM/F-87-II/1411-1413, dated: 06/09/2025.  
2. Deputy Commissioner (Chairman MDTFC) Budgam's letter No. DCB/SQ/2021/1476-89, dated: 02/11/2021.

\*\*\*\*\*

Sir,

Regarding the subject cited above, it is to report that the case was forwarded to Assistant Executive Engineer concerned for identification of spot for lifting of GSB, who in turn reported that the site for lifting of GSB of **1200 cums** available at Doodganga Nallah at village U/S Kralwari Bridge. The agency has deposited consideration cost of **Rs. 211920/-** vide **GR No. 1574902, dated: 06/10/2025** as per the rates approved by the Deputy Commissioner (Chairman MDTFC) Budgam vide order No. 305DCB of 2021, dated: 29/10/2021. The permission may be granted subject to the following conditions after receiving necessary royalty:-

1. The material allowed to be transport shall be allowed only by the registered vehicles of the agency from the allotted site.
2. The extraction shall be carried out during day hours under close supervision of field staff of Flood Spill Channel Sub-Division Chadoora so that monitoring mechanism is ensured.
3. The Contractor shall wholly be responsible for any damages to the embankment or any other infrastructure of the department. In case of any collateral damage to protection, embankment or any other hydraulic structure, the contractor shall be responsible for its restoration/repairs before continuing his job.
4. Buffer zones on either side of water course shall be maintained as per mining norms.
5. That the permission may be granted for **07 days**.
6. Pre-execution and post execution x-sections be verified jointly by officials of Flood Spill Channel Division and Geology Mining Department.
7. All the rules and regulations laid down in Jammu & Kashmir Water resources (Regulation & Management) Act-2010 are abided.
8. In case of violations department has right to cancel said NOC.

Yours faithfully,

  
Executive Engineer,  
Flood Spill Channel Division,  
Narbal.

Copy to the:-

1. Deputy Commissioner (Chairman MDTFC) Budgam for information.
2. Assistant Executive Engineer, Flood Spill Channel Sub-Division Chadoora for information. This is with reference to his letter No. FSC/CSD/Corrs/183, dated: 22/09/2025..
3. File.

*Encl: Google map*

SHOWING THE PROPOSAL FOR LIFTING AND EXTRACTION OF BED MATERIAL /GSB FOR PERMISSION OF CARRYING OF GSB FROM DOODHGANGA NALLAH AT U/S SOGAM BRIDGE FOR THE WORK'S "Development Medcity by way of Design, Built, Operate by 500 KLD CETP/STP (expandable In future) on Turnkey basis. Construction of 2 no. RCC OHT 1.0 lac gallons capacity staging height of 17 meter, Construction of 2 no. Tube wells, Construction of Sewer Drain by laying of NP3 RCC pipes, Landscaping & Greenery, Illumination by solar lights, SITC of Fire Hydrant landing valves, P/F of GI pipes, Construction of Additional Chain link fencing at Medcity at Rakhe Gund Aksha, Bemino".



Lat : 33°55' 2.48" N  
 Long : 74°44' 37.40" E

Assistant Engineer

Executive Engineer,  
 Flood Spill Channel Division,  
 Nardal

Assistant Executive Engineer,  
 FSC Sub-division, Chadoora

**ANNEXURE A/3**

Government of Jammu and Kashmir  
Office of the Assistant Director Fisheries, District Budgam  
\*\*\*\*\*

The District Mineral officer ,  
Budgam,

No.ADF/Bud/2025-26/ Misc.

Dated: 21- 10 -2025

**Subject:- Illegal Extraction/transportation of GSB in Doodganga at Kralwari –  
Cancellation of NOC thereof .**

**Reference: i:** Ex. Engineer, Flood spill channel Division Narbal; Letter No.FSCDN/CS/4191-93,  
dated 06-09-2025.

**ii:** Your office letter No.DMO/Bud/DM/F-07-IV/1151. dated 06-10-2025

Sir,

As reported by Incharge Fisheries Circle Chadoora, the agency that has been granted STP by your office for extraction of GSB from Doodganga Nallah at village Kralwari has indulged in illegal extraction/transportation of GSB by the use of heavy machinery and passage through the water course in the stream.

As such it is requested that the concerned agency be directed to stop the illegal means of extraction/ transportation of GSB immediately, otherwise the conditional NOC issued from this office shall be cancelled forthwith.

Yours Faithfully

  
Assistant Director Fishereis,  
District Budgam

Copy to the:-

1. Director Fisheries , Jammu & Kashmir for information please.
2. District Development commissioner, Budgam for information please.
3. Joint Director Fisheries (South) Kashmir Division Srinagar for information please.
4. Station House Officer, Chadoora for information with the request to provide police protection to the Fisheries employees in the area as and when required.
5. Incharge Fisheries Circle Chadoora for information. He is directed to remain camped at the site / area along with his staff for enforcement of Fisheries Act in letter and spirit.

## ANNEXURE A/4



Office of the Dean Research and Consultancy  
 डीन अनुसंधान और परामर्श का कार्यालय  
 National Institute of Technology Srinagar  
 राष्ट्रीय प्रौद्योगिकी संस्थान श्रीनगर

NITS/R&C/2026/127  
 Dated: - 02/02/2026.

Superintending Engineer  
 PWD (R&B) Circle Budgam  
 अधीक्षण अभियंता  
 पीडब्ल्यूडी (आर एंड बी) सर्कल बडगाम

Subject: - Inspection Report  
 विषय: - निरीक्षण रिपोर्ट

Reference: - "SE/BUD/5436-39",  
 संदर्भ: - "एसई/बड/5436-39",

Dated: 10-12-2025  
 दिनांक: 10-12-2025

Dear Sir,  
 प्रिय महोदय,

In reference to above subject please find enclosed the inspection report of Structural, Hydrological and Geotechnical assessment of the main Bridge Chadoora site and existing bridge structure: *Site visit observations and recommendations*. The report has been prepared by the faculty members from Civil Engineering Department of this Institute.

उपर्युक्त विषय के संदर्भ में कृपया मुख्य पुल चदूरा स्थल और मौजूदा पुल संरचना के संरचनात्मक, जल विज्ञान और भू-तकनीकी मूल्यांकन की निरीक्षण रिपोर्ट संलग्न कीजिए। इस संस्थान के सिविल इंजीनियरिंग विभाग के फैकल्टी मेंबर्स ने यह रिपोर्ट तैयार की है।

*Handwritten signature*  
 02/02/2026

Dean R&C  
 डीन आर एंड सी  
 Research and Consultancy  
 NIT Srinagar 190006



Superintending Engineer,  
PW(R&B) Circle Budgam,  
Email: [sernbbudgam@gmail.com](mailto:sernbbudgam@gmail.com)

NITS/R&B/2026/127  
02-02-2026

NITS/CED/2026/06  
Date: 29/01/26

Enclosure.....

**Subject:** Structural, hydrological and geotechnical assessment of the main bridge Chadoora site and existing bridge structure: Site visit observations and recommendations.

**Reference:** Your letter No. SE/BUD/5436-39; dated: 10-12-2025.

Dear Madam,

In connection with the captioned subject, a team of undersigned faculty experts from the Department of Civil Engineering of this institute, along with Ex. Engineer, Asstt. Ex. Engineer, R&B, Chadoora and their technical staff visited the main Chadoora Bridge on December 23, 2025, for a detailed physical inspection and condition assessment. This bridge in Tehsil Chadoora, district Budgam, over the Doodh Ganga stream and comprises of five spans, totaling around 109 m length. A rough plan of this bridge is shown in Fig. 1. The piers of the bridge are designated through P1 to P4, and the dimensions of the spans shown in this figure are approximate. The bridge was designed as reinforced concrete (RC) girders overlain by an RC slab. Reportedly, the bridge was damaged in the 2014 flood and subsequently, one of the spans between piers P3 and P4 was replaced by steel girders with RC slab. Recently, a tilt was observed in one of the piers and the bridge has been closed to traffic due to this tilt as a precautionary measure. Reportedly, the present damage to the bridge follows the high streamflow that resulted due to rainfall in the first week of September 2025.

After a detailed inspection, the observations made by the visiting faculty team are provided hereunder:

1. There has been extensive dredging in the stream surrounding the bridge, which has accelerated the scouring around piers P2 and P3.
2. The foundation of the pier P3, which supports a steel-girder span on one side and an RC girder span on the other side, is exposed, and a significant amount of the bed material below the foundation is scoured. The non-uniform scouring of the riverbed material around Pier P3 (Fig. 2) has resulted in tilting of the pier in both lateral directions and loss of bearing area. Such situations arise due to a combination of high flow velocity, a choked waterway,



- inadequate foundation protection works, and insufficient consideration to hydraulic parameters in pier design.
3. Much of the approximately 70 m width of the river near the bridge site is occupied by encroachments, and the normal flow width has reduced to roughly 15 m.
  4. The foundations of piers P3 and P2 have been exposed due to the dredging of the riverbed material (Fig. 2 and Fig. 3). The material at the current foundation level consists of a boulders and gravels mixed with small amount of sand and clay. The dredging and washing away of this fine matrix have caused settlement and a loss of contact area for the foundation.
  5. Foundations of the piers are not provided to adequate depths below NSL. Furthermore, no due consideration has been given to the scour depth from HFL.
  6. The pier (P3) is out of plumb, which indicates a significant tilt. The team observed a tilt of approximately 2.41 degrees (i.e., a slope of roughly 1 in 25), with respect to its vertical axis in both directions (i.e., towards Chrari-e-sharief and upstream horizontal direction). This estimated tilt exceeds the generally accepted permissible limit of 1 in 500 to 1 in 250 (i.e., up to 0.23 degrees) in construction practices. As a result, bearing misalignment (Fig. 4) has resulted as an immediate consequence. Bearings are typically designed for near-vertical load transfer, and the present misalignments have caused edge loading on the bearing (Fig. 4b), reducing the bearing area to approximately one-third of its original size on the respective pedestal blocks. The repercussions of this changed alignment for the vertical load transfer mechanism clearly indicated an imminent loss of stability of the girder, with a potential dislodging of the superstructure if not repaired and retrofitted.
  7. Under existing conditions, the elastomeric bearing on the bridge does not meet the desired constraints or provide a load-transfer mechanism to prevent the superstructure from dislodging imminently, especially during impact, ambient vibrations, or seismic events. Mandatory transverse and longitudinal reaction blocks have not been provided on the bridge structure to prevent mishaps of superstructure dislodgement. The bearings in their current state are considered unsafe for the load transfer mechanism.
  8. The affected pier, P3, sits on the isolated square footing of approximately size 6.40 m x 6.40 m x 1.2 m (D) and free edge thickness 0.8 m. Due to the tilting of the pier, the



foundation has lost part of its bearing area contact with the underlying supporting soil (Fig. 2), thereby jeopardizing safe load transfer and safe bearing pressure, as well as compromising the overturning factors of safety for the affected substructure. The foundation, in its current state, can be considered structurally unsafe, posing an imminent risk of instability.

9. An RC concrete superstructure with one span and a steel-concrete superstructure as the other span can also lead to eccentric loading conditions on the affected pier, which may not have been considered in the original design, attributed to the major disparity in the self-weights of steel girders versus RC girders.
10. The expansion joints in this multi-span bridge (six simple spans) were fully clogged and overlaid by road surface macadamization, thereby altering the original and intended stress-relieving purpose and simple-span behavior of bridge spans.

### **Recommendations:**

In view of the vital public importance of this main bridge at Chadoora, the following recommendations are provided:

1. At the outset, minimize the load transfer from RC girder span on the affected pier P3 by way of introducing stone mounds encased with crate wire at regular intervals, 5 m c/c to prevent further tilt in the pier. The steel girder span be loaded up to design load level to prevent further tilting of the bridge.
2. Ascertaining the bearing capacity of soil at the foundation level is essential before the evaluation of the bridge/bridge piers.
3. Waterway is currently choked, but there is sufficient unutilized river width to increase the waterway. The waterway is to be designed to ensure subcritical flow and limit turbulence for the design discharge.
4. For the designed waterway, guide bunds are required for sufficient lengths on u/s and d/s of the bridge to guide and streamline the flood flows. Guide bunds are to be designed with sufficient slope, curvature, pitching and self-launching aprons to serve the purpose.



5. Sheetpiles/cut-offs of sufficient depths below the design scour levels around the pier foundation will form an enclosed compartment, thus providing stable pier foundation conditions. The same arrangement may also be provided for the adjacent piers (Fig. 5).
6. An RC mat riverbed across the waterway along with aprons on both sides of the piers with sufficient length on u/s and d/s of the pier are recommended.
7. Suitably designed check dams u/s and d/s of the bridge are recommended to break the high-water velocity.
8. A suitably designed pier collar or a well-designed riprap around piers should be placed on a suitable inverted filter.
9. It is recommended to replace all the bridge bearings in the bridge with properly designed POT-PTFE bearing types that safely transfer loads from the superstructure to the substructure while allowing controlled movements and rotations.
10. Suitable and properly designed reaction blocks (for transverse and longitudinal directions) are to be designed and constructed on all piers and abutments to prevent unforeseen dislodgment of superstructures. This inherent deficiency in the existing bridge requires urgent attention to ensure the stability and safety of the individual bridge spans.
11. All expansion joints need to be re-developed, and damaged ones need to be replaced to ensure the intended bridge behavior by allowing translations at these expansion joints.
12. Continuous monitoring of the pier tilt and overall bridge integrity is recommended.

*jm* *PSB* *PSB*

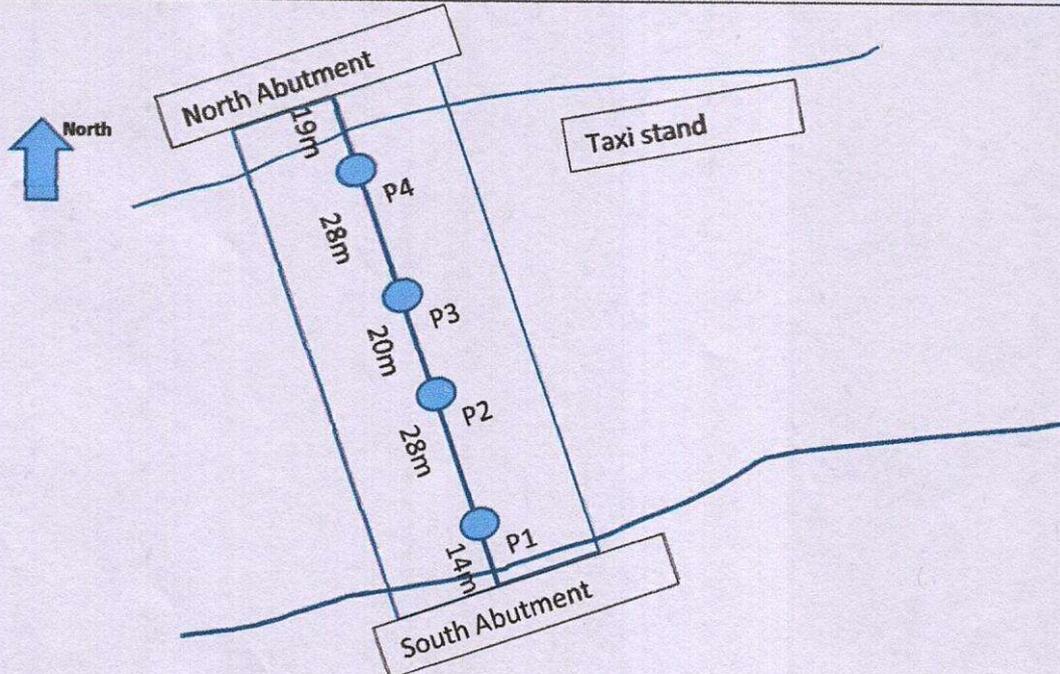
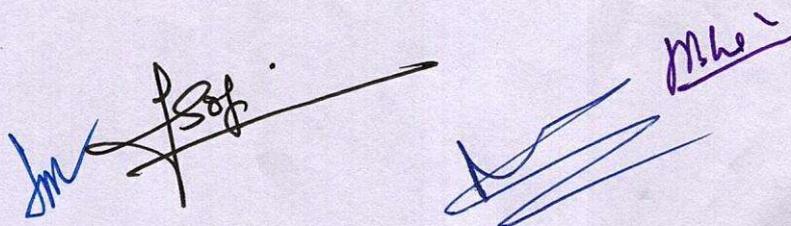


Fig. 1: Rough plan of Chadoora bridge.



Fig. 2: Non-uniform foundation erosion and loss of foundation contact area of the foundation



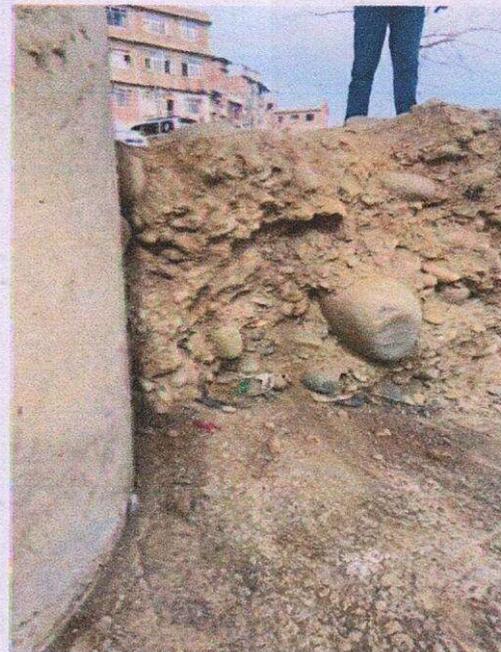
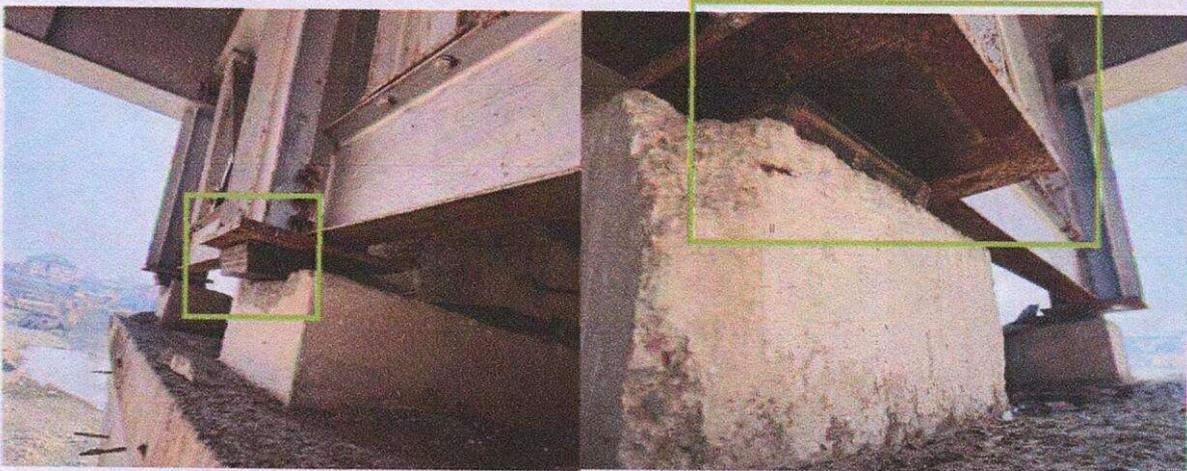


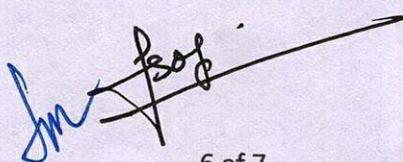
Fig. 3: Exposed foundation of the P2 and P3 due to dredging.



(a)

(b)

Fig. 4: Misalignment of bearings (a) bearing extruding from the base, (b) Edge dislodging on the bearing





For any queries or further information, please feel free to contact the undersigned team of faculty members from NIT Srinagar using the contact details provided on the Department of Civil Engineering's website at NIT Srinagar.

(<https://nitsri.ac.in/Pages/FacultyList.aspx?nDeptID=c>).

Thanking you,

Kind Regards,

Dr. Majid Hussain,  
Assistant Professor, Department  
of Civil Engg.

Dr. Fayaz A. Sofi  
Assistant Professor,  
Structural Engineering Division.

Dr. Shakeel A. Waseem,  
Assistant Professor,  
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Dr. Munir Ahmad Nayak,  
Assistant Professor, Department  
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Dr. Javed Ahmad Bhat,  
Professor & Head, Department  
of Civil Engg.

Head CED,



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Proof of Service

Litigation . <litigation@dclawchambers.com>

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**Copy of Response to the Compliance Report dated 10.12.2025 on behalf of the Applicant in OA No. 241 of 2021 - Raja Muzaffar Bhat v. Union of India & Ors.**

1 message

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**Litigation .** <litigation@dclawchambers.com>

Sat, Feb 28, 2026 at 2:46 PM

To: Gautam Singh <gautamsinghh.ind@gmail.com>, Balendu Shekhar <balendushekhar@gmail.com>, Advocate Raj Kumar <advraj कुमार@gmail.com>, membersecretaryjkspcb@gmail.com

Cc: Kol Office <kol\_office@dclawchambers.com>

Dear Sir/Madam,

Please find attached-Copy of Response to the Compliance Report dated 10.12.2025 on behalf of the Applicant in OA No. 241 of 2021 - Raja Muzaffar Bhat v. Union of India & Ors.

Thanks & Regards  
Counsel for the Applicant

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 **RESPONSE TO REPORT.pdf**  
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