

BRIHANMUMBAI MUNICIPAL CORPORATION

No. Ch.E./ 2314 /Coastal Road dtd. 21/09/2026

Office of Chief Engineer (Coastal Road)

Worli Eng. Hub Building,
3rd Floor, Dr. E Moses Road,
Worli Naka, Mumbai 400 018.

Email: che.coastalroad@mcgm.gov.in

To,

✓ **Chief Engineer ,**

Orange Gate Tunnel Project, MMRDA ,
BKC, Bandra (E), Mumbai -400 051.

Project:	Construction of Underground Road Tunnel Connectivity including approaches on Design Build Basis between Orange Gate, Eastern Free Way to Marine Drive , Coastal Road at Mumbai
Sub:	Regarding In Principle Approval for No Objection Certificate for revised Alignment (Option-E) & Permission to Commence Construction Works within 1st & 2nd Reserve Area for Orange Gate to Marine Drive Road Tunnel Project
Ref:	1. MMRDA/ED/EWCT/BMC/624/08-2026 dtd. 11.08.2026 2. Ch.E./1744/Coastal Road dtd.31.07.2026 3. Ch.E./1745 /Coastal Road dtd. 31.07.2026 4.Tunnel Circular Ch.E./1421/Coastal Road dtd. 30.10.2018 .

Dear Sir,

This has reference to your letter dated 11.08.2026 requesting permission to commence construction works within the 1st and 2nd Reserve Areas, as indicated in the enclosed plan, along with the reports titled "Impact Assessment on MCRP Bored Tunnel Crossing with EWCR (East West Corridor) Structures (EWCR-LNT-480-DR-1111053)" and "Impact Assessment on MCRP Bored Tunnel Crossing with EWCR Structures (EWCR-LNT-480-DR-1111054)", duly vetted by IIT Madras.

The proposed EWCR tunnels and Cut & Cover structures fall within the Protection Zone of the Mumbai Coastal Road Project (South) tunnels in the 1st and 2nd Reserve Areas. Considering the infringement of the proposed Orange Gate Cut & Cover works on the existing MCRP (South) tunnels and Cut & Cover section, the proposed construction activities may adversely affect the existing MCRP infrastructure unless adequate precautions and protective measures are implemented.

In particular, the overlap of the proposed Cut & Cover section with the existing MCRP structure may result in a reduction in the existing overburden cover. Further, drilling for the proposed secant piles may generate vibrations and other construction-related effects, which could potentially result in leakage, structural distress, or damage to the existing MCRP tunnels/Cut & Cover structure during the construction stage.

Nevertheless, in-principle No Objection for carrying out the proposed works within the 1st and 2nd Reserve Areas is hereby accorded with the approval of the Municipal Commissioner, subject to strict compliance with the following conditions:

1. The ground-structure interaction arising from the close proximity of the proposed Cut & Cover structure to the existing MCRP (South) tunnels and Cut & Cover structures shall be duly considered in the design, including the effects on the existing structures and foundations.
2. The design shall adequately account for any modification and/or redistribution of structural forces, particularly bending moments, in the existing MCRP structures and foundations due to the proposed construction activities.
3. MMRDA shall submit the following detailed documents/information to MCRP (South) for review and record vetted by IIT:
 - I. Geotechnical Investigation Report
 - II. Detailed design calculations and structural designs for the proposed tunnel, Cut & Cover and ramp structures
 - III. Instrumentation and Monitoring Plan and
 - IV. Construction methodology and sequence.
4. MMRDA shall jointly verify and confirm the levels/reduced levels of the existing and proposed structures in consultation with the MCRP (South) Contractor, M/s L&T, prior to commencement of the relevant works.
5. MMRDA shall closely coordinate with BMC and M/s L&T during execution of the proposed works and shall establish an adequate Instrumentation and Monitoring System to ensure the safety and stability of the existing MCRP (South) structures.
6. MMRDA shall arrange for the instrumentation through its appointed Contractor and shall obtain the Instrumentation and Monitoring Plan, including the geotechnical instrumentation scheme, duly vetted by its Consultant.
7. The Instrumentation and Monitoring System shall include, as applicable, vibration sensors, ground/building settlement markers, inclinometers, tilt meters, crack meters, piezometers and other suitable instruments. Baseline readings and trigger levels of the existing MCRP structures shall be established and recorded prior to commencement of the relevant works.
8. MMRDA shall permit authorised representatives of BMC to inspect the instrumentation, monitoring arrangements and associated works during execution.

9. Anchors, wells/bore wells, or any other drilling or construction activity in the crossing/interface region shall not be undertaken without ensuring adequate protection of the existing MCRP structures.
10. Cross-drilling of anchors through the secant piles towards the MCRP tunnels & Cut & Cover is strictly prohibited.
11. MMRDA shall be responsible for implementing all necessary precautionary and safety measures at site during execution.
12. MMRDA shall ensure the structural safety, stability and water tightness of the existing abutting bored tunnels and Cut & Cover structures of the Mumbai Coastal Road Project (South).
13. Any leakage, seepage, structural distress or damage to the existing MCRP tunnels/Cut & Cover structures arising from excavation, secant pile drilling, ground movement, settlement, vibration or any other activity associated with the proposed works shall be rectified/restored by MMRDA entirely at its own risk and cost.
14. The proposed works shall be executed strictly in accordance with the submitted and independently proof-checked Impact Assessment Report by IIT , Madras.
15. MMRDA shall submit a vetted monthly Instrumentation and Monitoring Report covering the works undertaken within the 1st, 2nd and 3rd Reserve Areas.
16. Any change in the assessed alignment, loading, excavation geometry/depth, structural arrangement, construction sequence or methodology shall be subject to prior technical review and approval, wherever required.
17. Any abnormal movement, settlement, vibration, structural distress, leakage, seepage or other adverse response observed in the MCRP structures shall be immediately reported to BMC. The concerned activity shall be reviewed and, wherever necessary, stopped until suitable remedial measures are approved and implemented by MMRDA at its own risk and cost.
18. The above permission shall not be construed as approval of the structural design or drawings of the proposed EWCR works, except to the extent specifically covered under this in-principle NOC.
19. The MCRP Technical Building (South), Maintenance Shaft and SACCARDO opening interface, as identified and excluded from the clouded NOC area in the attached revised Plan drawing, are not covered under this concurrence.

20. This NOC shall be valid for submitted dwg.no.EWCR-LNT-800-CD-105627 & report EWCR-LNT-480-DR-1111053 & EWCR-LNT-480-DR-1111054.

21. Any change in the above given information is to be notified to BMC for assessment.

The above in-principle No Objection is subject to strict compliance with all the conditions stipulated herein and shall not absolve MMRDA, its Contractor or Consultant of their responsibility for ensuring the safety, stability , water tightness & integrity of the existing MCRP (South) structures.

Thanking you.

Your's ,



(M.M.Swami)

Chief Engineer (Coastal Road)