

SITE INSPECTION REPORT


Sr. No.	Items	Observations & Remarks			
1.	Name of the Project and location (Range, Round, Beat)	Diversion of 4.0122 Ha. Reserved / Unnotified Mangrove Forest land for Construction of Ghansoli to Airoli Creek Bridge in taluka & district Thane, Navi Mumbai, Maharashtra.			
		Range	Round	Beat	Village
		Navi Mumbai	Vashi	Ghansoli	Ghansoli Talavali
		Thane Creek Flamingo Sanctuary (TCFS)	Airoli	Airoli	Dive
2.	Name of the User Agency	Navi Mumbai Municipal Corporation (NMMC)			
3.	Date of Site Visit	29/06/2021.			
4.	Extent (ha) and legal status of forest land proposed for diversion	Reserve Forest u/s 20 of IFA 1927	3.8942 Ha.		
		Un-notified Mangrove forest	0.1180 Ha.		
		Total Forest Area		4.0122 Ha.	
5.	a) Details of forest land proposed for diversion and activity-wise break-up of forest land	As per Area Statement attached herewith as Enclosure. 51A			
	b) Density and Eco-value class	Density: 0.4 to 0.6 Eco-value Class: II			
6.	Whether the requirement of forest land as proposed by the User Agency in col.2 of Part-I is unavoidable and barest minimum for the project. If no, recommended area item-wise with details of alternative examined.	Yes.			
7.	Whether the proposal involves any construction of building (including residential) or not? If yes, details thereof	No.			
8.	a) Whether forest area proposed for diversion is important from wildlife point of view or not	No.			
	b) Details of any rare or endangered or unique species of flora and fauna found in proposed forest land. If so, the details thereof	No rare or endangered or unique species of flora and fauna found in the forest land proposed for diversion.			

	c) Aerial distance from the nearest boundary of any Protected Area (km)	5.60 km from Sanjay Gandhi National Park & 0.24 km from Thane Creek Flamingo Sanctuary. The major part of the said project is falling within proposed Eco-Sensitive zone of Thane Creek Flamingo Sanctuary.
	d) Remarks about sensitivity of the forest area likely to be affected due to project	NA
	e) Whether wildlife mitigation plan is required? If yes, reasons thereof	No.
	Details of Vegetation	
	a) Total number of trees to be felled	1454
	b) Number of trees to be felled of girth below 60 cm.	1201
	c) Number of trees to be felled of girth above 60 cm.	253
	d) Effect of removal of trees on the general ecosystem in the area	<p>Total 1454 Trees are likely to be cut in the proposed alignment (construction of piers, approach road/working space).</p> <p>The area for approach road/Working space in the mangrove area used during construction will be restored & replanted after completion of construction stage of the project. The cost of restoration/replantation will be borne by the user agency.</p>
10.	Background note on the proposal (short summary)	<p>Navi Mumbai Municipal Corporation has identified requirement of construction of bridge (approx. 3.05 km) connecting Ghansoli and Airoli along the Thane creek considering traffic congestion scenario on major roads in the region. The proposed bridge will connect the Vashi Road which is originating from Sion-Panvel Expressway and ends at Varista Junction. This will provide an alternate route parallel to Thane-Belapur Road and Palm Beach Road. This will ease off the traffic in these two roads.</p> <p>The proposed project is located in Ghansoli, Talavali & Dive villages of Thane District of Maharashtra State in India and involves construction of 6 lane road on embankments (2 Nos.), bridge, 4 lane fly over with steep road, 4 lane & additional ramp, interchange with provision of RHS 2 lane ramp up, RHS 2 lane ramp down, 2 lane flyover, LHS 2 lane ramp down & LHS 2 lane U loop ramp.</p> <p>Presently Palm Beach Marg and Thane-Belapur Roads are two Major arterial roads which is the regional connectivity for JNPT, upcoming Navi Mumbai International Airport (NMIA) to Thane, Mulund. The Thane-Belapur Road was widened recently on ASIDE scheme to provide an outlay for development of export infrastructure in the region. This has led to increase in the local traffic movement and</p>

		<p>with the development of nearby regions the regional traffic will also escalate. The present V/C ratio of Thane-Belapur Road is 1.22 and thus Level of Service is F. Thus, as an there is a requirement of alternate parallel route plying along Thane-Belapur Road. The proposed linking road will provide alternate connectivity parallel to Ghansoli node to Airoli connecting Vashi-Koparkhairane Road to Mulund Airoli Bridge and proposed Airoli-Katai Naka connectivity. Also there has been a demand for this alternate Bridge cum road from the local residents and fishermen of Airoli, Ghansoli, etc. area and was brought up to NMMC.</p> <p>In Navi Mumbai area, as per UDCPR Sanctioned on Dec.2020 for the Residential, Industrial and Commercial zones FSI is increasing from 0.5 to 4-5, escalating the influx and outflux of population in the area. This will increase the local traffic.</p>
11.	Whether the proposal involves any violation of Forest (Conservation) Act 1980? If yes, a detailed report on violation including action taken against the concerned officials to be attached.	No.
12.	Whether the proposal involved rehabilitation plan has been approved by the State Government?	The proposal doesn't involve any rehabilitation, hence no rehabilitation plan required.
13.	Details on catchment and cultivable command area under the project (if applicable)	Not Applicable.
14.	Utility of the project	<ul style="list-style-type: none"> • The project will go a long way in solving the problems of traffic movement. • Better Linking of Sion-Panvel Expressway to the IT hubs in Airoli, Ghansoli, Vashi etc. • The travel time as compared to the distance travel on Thane-Belapur Road to the proposed Missing link get reduced. • Saving in Vehicle Operating Cost (VOC) for vehicle users due to improved operating conditions <p>Network Connectivity: With its completion, it will connect the two important nodes of Navi Mumbai i.e. Ghansoli and Airoli which is essential for regional connectivity in the area. By connecting Ghansoli -Airoli Bridge to Airoli -Katai Naka elevated corridor, it will connect Mumbai, Thane and other important places via Airoli Mulund Bridge and Airoli-Katai Naka elevated corridor.</p>

		Katai Naka elevated corridor.
15.	Whether land being diverted has any socio-cultural/religious values? Whether any scared grove or very old growth trees/ forests exist in the areas proposed for diversion?	No.
16.	Any other important information related to the project (Separate note may be attached, if required)	No.
17.	Details of documents and photographs enclosed.	Documents enclosed on page no. <u>49/1 to 49/4</u>
18.	Recommendations of the Inspecting Officer (CCF/CF/DCF)	<p>The project will connect the two important nodes of Navi Mumbai i.e. Ghansoli and Airoli which is essential for regional connectivity in the area. By connecting Ghansoli - Airoli Bridge to Airoli -Katai Naka elevated corridor, it will connect Mumbai, Thane and other important places via Airoli Mulund Bridge and Airoli-Katai Naka elevated corridor.</p> <p>The proposed project will help to in traffic regulation & decongestion. Hence, the proposal is recommended as it will be beneficial for public.</p>

Date: 20/08/2021
Place: Mumbai


(Adarsh Reddy)
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