

TAMIL NADU ROAD INFRASTRUCTURE DEVELOPMENT CORPORATION

(A Government of Tamil Nadu Undertaking)

CIN No. : U45203TN2005SGC055572

GSTIN :33AACCT2732R1Z2

Fax Tele No. : 044-2852 1717

E-mail : ridc2005@yahoo.co.in

REGISTERED OFFICE :

4th Floor, L.L.A. Building,

735, Anna Salai, Chennai - 600 002.

Phone : 2852 0000, 2854 3333

Lr.No.TNRIDC/CPRR/Forest Clearance/2019

Date :

03.03.2021

To

The District Forest Officer,
Chengalpattu Division,
Kancheepuram

Sir,

Sub: TNRIDC – Chennai Peripheral Ring Road (CPRR) – Proposal for diversion of 10.23 Hec of Forest land in Mannur RF, Sengundram RF and Thirutheri RF for Forming Peripheral road connecting Mahabalipuram to Ennore Port – Online proposal submitted – Justification of alignment – Furnishing - Reg

Ref: 1) Online application by User Agency – Proposal No.FP/TN/Road/24465/17
2) DFO, Kancheepuram Lr.C.No.D/184/19 dated 06.05.2019 and 22.02.2021

I wish to state that, an online application has been uploaded vide proposal No.FP/TN/Road/24465/17 for diversion of 10.23 Hectares of forest land in Mannur RF, Sengundram RF and Thirutheri RF of Kancheepuram Forest Division for forming Peripheral road connecting Mahabalipuram to Ennore Port.

The alignment of the proposed peripheral road passes through the above Reserve forests and hence a justification report was requested by DFO, Kancheepuram for the proposed alignment to reduce the fragmentation of the RF.

In this regard, it is informed that the Highways Department has engaged a consultancy namely M/s. STUP Consultants Pvt.Ltd to prepare DPR for the peripheral Ring road. The consultant has proposed alignment for the peripheral road after conducting detailed investigation and Field studies.

Thirutheri RF and Sengundram RF falls in the Section-V of the peripheral road which is entirely a new formation connecting Singaperumalkoil and Mahabalipuram with 4 lane carriageway and service road on both sides with 60m Right of Way.

As this Section is a new formation, alternate alignments were studied. The following things were taken into account before finalizing the alignment.

- There are number of Reserve Forests on the eastern side of NH-45 in the project area i.e. Thirutheri RF, Sengundram RF, Sirukundram RF, Irutteri RF, Anjur RF etc
- These forests were spread in North-South direction and are located stagger to each other
- In order to avoid forest area, an alignment was studied along the periphery of the forests. Due to the position and spread of these forests, the road alignment needs to take sharp turns, travel reverse direction etc. As the proposed Peripheral road is an access controlled highway with 100kmph design speed, the horizontal alignment in the periphery of Forest is not technically viable as per the standards set out by Indian Road Congress (IRC)
- Hence, another alignment was studied which runs through RF with minimum land requirement to cross the forest area. The alignment is designed as per the IRC standards
- The length of the project road through forest area is about 3.5Km shorter than the alignment running in the periphery for avoiding the forest area.
- The proposed alignment requires about 21 Ha of less land acquisition thereby cause less social impacts.
- The proposed alignment was reviewed by various technical Committees and finally approved by the Steering Committee constituted by Government.

Further, during the inspection of DFO, Kancheepuram on 09.02.2021 in Thirutheri RF, the DFO has requested to explore the possibility of detouring the alignment in the boundary of Thirutheri RF to avoid fragmentation of small portion of forest land from the total area and also to avoid disturbances for the animal movements in the Forest area. The observation of DFO, Kancheepuram with regard to Thirutheri RF was studied. In this regard, it is informed that the alignments cannot be modified abruptly at one particular location.

Here, in this case, shifting of horizontal alignment on Singaperumalkoil side is not technically viable as per IRC Standards due to its nearest proximity to Singaperumalkoil town. Further this section is proposed to be connected to the Road Over Bridge already constructed in lieu of Railway level crossing at LC.No.47 thorough an interchange at NH-32 near Singaperumalkoil. Further the proposed road is an access controlled Highway with 100kmph design speed which requires large curve radius and do not cope for sharp and abrupt turns.

Cost Benefit Analysis of the proposed alignment

- Length of the selected alignment is about 3.5 Km lesser than the alternate alignment, which reduces the construction cost of Rs.138 crores and annual

maintenance cost of Rs.28 lakhs per year (in 2019) which will increase around 5% per annum throughout the life of the project road

- Travel distance savings in selected alignment is about 3.5 Km which will reduce vehicle operating cost for all the vehicles using the project road throughout the life of the project road.
- From the above, it is clear that the selected alignment will have more benefits to
 - a) Government in terms of construction cost and maintenance cost
 - b) Road users in terms of savings in vehicle operating cost, travel time savings etc
 - c) Local people in terms of less social impacts etc

Considering all of the above, I request that necessary clearances for diversion of forest land area as requested in the online proposal may please be issued at the earliest for the construction of peripheral road.

Corrections in Area:

Further, it is observed that, the user agency while applying online for forest clearance, it was proposed for diversion of 1.86 Ha of land in Thirutheri RF and 8.09 Ha of land in Sengundram RF. However, the area was corrected as 2.56 Ha of land in Thirutheri RF and 7.39 Ha of land in Sengundram RF after reconciliation of measurements while applying for transfer of two times of land to Forest Department. The District Collector, Kancheepuram has also recommended only the corrected area viz. 2.56 Ha of land in Thirutheri RF and 7.39 Ha of land in Sengundram RF to the Commissioner of Land Administration (copy enclosed). Hence, necessary corrections shall be made at your end while proposing Thirutheri RF and Sengundram RF.

3.3.21
Executive Director
TNRIDC

Copy to:

- 1) The Divisional Engineer (H), C& M, Chengalpet
- 2) M/s. Stup Consultant, Chennai