

## Form - 'A'

FORM FOR SEEKING PRIOR APPROVAL UNDER SECTION - 2 OF THE PROPOSALS BY THE STATE GOVT. AND OTHR AUTHORITIES


### Part - 1 (to be filled by user agency)

<b>1. Project Details</b>		
(i) Short narrative of the proposal and Project/Scheme for which the forest land is required	:	Chennai - Chittoor - Bangalore Road NH-4 road is included in NHDP IV to upgrading to 4-lane from TN/AP Boarder to AP/KA Boarder Km 133/600 to 216/975 in Chittoor District, AP.
(ii) Map showing the required forest land, boundary of adjoining forest on a 1:50000 scale	:	Original Map in SI Sheet showing the location of the existing road passing through Reserve Forest Area is enclosed. DGPS Survey Map duly authenticated by the Geometrics cell of Prl. Chief Conservator of Forests Office is also enclosed.
(iii) Cost of the project	:	Rs. 812 crores
(iv) Justification for locating the project in the forest area	:	The road i.e., NH-4 is a National Highway and interstate connectivity and there is no other alternative except proposing widening road in Forest Area of Reddigunta & Basavapalli RF. Hence, we seek permission for working in these stretches and felling permission of trees in these stretches.
(v) Cost - Benefit Analysis (to be enclosed)	:	Cost Benefit (CB) analysis is enclosed
(vi) Employment likely to be generated	:	2,00,000 Man days
<b>2. Purpose - wise break-up of the total land required.</b>		For widening of existing 2-lane to 4-lane in following RF's

S.No	Name of Forest Range	Name of RF Block	Compt. No.	Bit No.	Area Authenticated
<b>Chittoor East (WL) Division</b>					
1	Chittoor East	Basavapalli RF	457	1	0.52
			458	1, 2, 3, 4 & 5	2.22
		Reddigunta RF	453	1	0.590
		<b>Sub total:</b>			<b>3.33</b>
<b>Chittoor West Division</b>					
<u>1</u>	Chittoor West	Basavapalli RF	227	1	0.27
<u>2</u>	Palamaner	Palamaner & Tekymanda RFS	309, 310 & 384	1, 2, 3 & 4	4.07
			309 & 310	5, 6, 7 & 8	5.76
			309 & 310	9, 10 & 11	1.65
<u>3</u>	Palamner	Pathikonda RF	271	7, 8 & 9	1.66
			272	1, 2, 3, 4, 5 & 6	6.17
			273	10	0.32
		<b>Sub Total:</b>			<b>19.90</b>
		<b>Total</b>			<b>23.23</b>

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3. Details of displacement of people due to the project, if any:	:	No displacement of people due to this project
(i) Number of families	:	None
(ii) No. of Schedule Caste / Schedule Tribe /Families	:	None
(iii) Rehabilitation plan (to be enclosed)	:	Does not arise
4. Whether clearance under Environmental (Protection) Act, 1986 required (Yes/No)	:	Not required
5. Undertaking to bear the cost of raising and maintenance of compensatory afforestation as well as cost and protection and regeneration of Safety Zone, etc. as per scheme prepared by the State Government (undertaking to be enclosed).	:	Enclosed
6. Details of certificates/documents enclosed as required under the instructions		<ul style="list-style-type: none"> <li>• Undertaking To Bear The Cost Of NPV</li> <li>• Undertaking To Bear The Addl. NPV</li> <li>• Undertaking To Bear The Cost Towards Compensatory afforestation charges</li> <li>• Original Map in SI sheet showing the location of the existing road passing through reserve forest are is enclosed</li> <li>• DGPS survey map duly authenticated by the Geometrics cell of Pri. Chief Conservator of Forests Office is also enclosed.</li> </ul>

  
 18/08/17  
 Project Director  
 NHAI, PIU, Tirupati



**भारतीय राष्ट्रीय राजमार्ग प्राधिकरण**

(सड़क परिवहन और राजमार्ग मंत्रालय)

**National Highways Authority of India**

(Ministry of Road Transport & Highways)

परियोजना कर्यनवाया इकाई, डै.नां:23/3/39/501, 5th मंजिल, धनलक्ष्मी नगर, वैकुण्ठपुरम रोड, एमआर पल्ली, तिरुपति-517 501

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**FULL JUSTIFICATION FOR LOCATING THE PROJECT IN FOREST AREA  
(UN-AVOIDANCE OF THE FOREST AREA FOR THE PURPOSE)**

Upgradation of 4-lane of Chennai – Chittoor – Bangalore Road NH-4 TN/AP Boarder to AP/KA Boarder from Km 133/600 to 216/975 in Andhra Pradesh. The road is passing through of Reddigunta and Basavapalli RF. These stretches are part and parcel of NH-4 and needs to widen in to National Highways standards. There is no alternative path for the same. This road after completion in provide good connectivity to Tamilnadu / AP Boarder to AP / Karnataka Boarder via Chittoor.

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18/08/17  
Project Director  
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**COST BENEFIT ANALYSIS****PARAMETERS FOR EVALUATION OF LOSSES TO FORESTS**

Sl. No	Parameters	Remarks
A	Evaluation of loss of forest	
1	Loss of value of timber, fuel wood and minor forest produced on annual basis including loss of man-hours per annum of people who derived livelihood and wages from the harvest of these commodities	Only shrub will be removed. There are no people – who are depending in the harvesting of forest products like., fuel wood and minor forest produce for their livelihood in this area
2	Loss of animal husbandry productivity including loss of fodder	Nil
3	Cost of human resettlement	Nil, no human displacement involve due to the upgradation of this road
4	Loss of public facilities and administrative infrastructure (roads, buildings, school dispensaries, electric lines, railway etc) on forest land, or which would required forest land if these facilities were diverted due to the project	No loss of public facilities involved in this project
5	Environmental losses (soil erosion, effect on hydrology cycle, wild life habitat, micro climate upsetting of ecological balance)	Minor environmental impact will be associated due to proposed widening of the project road. But it will be kept at minimum through the compensatory afforestation and taking care during execution of civil work, after construction it will reduce the travel distance and fuel consumption as compared to the existing situation.
6	Suffering to oustees	There will be No oustees due to upgradation of this road. Hence, the soil cost of rehabilitation of oustees is nil.

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## **CERTIFICATE FOR COMPENSATORY A FORESTATION**

I hereby certify that I am willing to bear the cost of raising and maintenance of Compensatory Afforestation in degraded forest land double the extent of forest land proposed for diversion as per the scheme prepared by the Forest Department.

*Naandhu*  
18/08/17  
Project Director  
NHAI, PIU, Tirupati

**COST BENEFIT ANALYSIS****PARAMETERS FOR EVALUATION OF LOSSES TO FORESTS**

Sl.No	Parameters	Remarks
A	Evaluation of loss of forest	
1	Increase in productivity attributable to the specific project	Upgradation of 4-lane of Chennai – Chittoor – Bangalore Road NH-4 TN/AP Boarder to AP/KA Boarder from Km 133/600 to 216/975 in Andhra Pradesh under NHDP-IV on Engineering Procurement and Construction (EPC basis) – under Forest Division, Chittoor, will give more safety to the road users which will save human lives and vehicle operational and maintenance cost and it will reduce travel time.
2	Benefits of economy	The upgradation of road will save time, fuel and also maintenance of vehicles will be reduced. It will provide safe and faster transport between Tamilnadu, Andhra Pradesh and Karnataka States and also between southern districts of AP
3	No. of population benefited	Due to construction of this road the population of Tamilnadu, Andhra Pradesh and Karnataka will be benefited. The total population by construction of this project – either directly or indirectly will be about 1.25 crs.
4	Employment benefit	More local people will be benefited during construction as well as operation period of this highway. The project is likely to generate employment of about 2,00,000 man days during construction period. It will also generate employment of about 15 people.
5	Cost of acquisition of facility on non-forest land wherever feasible	NA, the existing road itself is passing through the Forest Area which is now, proposed to be widened. Hence, the acquisition of non-forest land is not feasible
6	Loss of (a) agricultural & (b) non-forest land wherever feasible	NA
7	Cost of rehabilitating the displaced persons as different from compensatory amounts given for displacement	There are no displacement, hence, the issue of cost of rehabilitation does not arise
8	Cost of supply of free fuel-wood to workers residing in or near forest area during the period of construction	NA no human settlements in the near by vicinity, hence the question of providing free fuel wood during period of construction does not arise
9	Details of positive and negative impact of the project is provided below	.

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## **COST BENEFIT ANALYSIS**

### **POSITIVE IMPACTS**

Key long – term environmental and social benefits from the project will arise mainly from traditional sources

- Savings in travels time from faster vehicle speeds and reductions in congestion of traffic from Chennai –Chittoor – Bangalore NH-4, the projected overall savings in travel time and fuel consumption. It will also reduce the emission of dust.
- Reduced cargo delays from faster vehicle speeds and reductions in travel time
- Reduced vehicle operating costs- from improved riding surface
- Reduced road maintenance cost from higher quality infrastructure
- Reduction in exhaust emission
- Reduced accidents mainly as a result of reduced travel time and congestion but also because of the provision of safety infrastructure and warning signs, though this later element was impossible to quantify. It was however, estimated that the benefits from 50% reduction in accidents improved access to Tamilnadu / AP Border to AP / Karnataka Border via Chittoor and various parts of the Country, new business, including that from increased passing trade

**Other tangible benefits associated with the Project are :**

- Project will help in ribbon development along the road
- Enhance the safe connectivity along the highway side villages and markets
- Enhances the local employment opportunity along with various developmental works
- Improve the drainage condition along the highway
- Addl. Plantation along the highway will enhance aesthetic beauty of the area

### **NEGATIVE IMPACTS**

A total of 23.23 Hc of forest land has to be diverted for non forest activity

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### CERTIFICATE FOR BARE MINIMUM

This is to certify that the forest land required is Bare minimum area for purpose and their will be no further requirement of additional area. We as the User Agency also certify that we will not shift to any area other than the area as mentioned in the proposal. We also certify that no suitable private or government non-forest land is available at the site required for reasons as mentioned in the proposal.

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### CERTIFICATE FOR PAYMENT OF NPV / ADDL. NPV

I hereby undertake to pay the cost of Net Present Value / Addl.NPV of forest land to be diverted for as per State Government Order and Hon'ble Supreme Courts' decision in this regard.

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## NATIONAL HIGHWAYS AUTHORITY OF INDIA

### PROJECT IMPLEMENTATION UNIT - TIRUPATI

The existing road is passing through Basavapalli, Chittrapara, Mogili, Nagamangalam, Reddigunta, Mitturu, Palamaner and Patikonda reserved forest. The proposed is widening of existing 2-lane road to 4-lane for the present and future upgradation requirement, the right of way required is 45m. Hence, additional acquisition is inevitable. The existing project road is through reserved forest area for a length of 17.0 Kms.

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**UNDERTAKING**

I hereby undertake to pay the cost of exploitation of tree growth on the forest land proposed for diversion under the project as and when demanded by the forest authorities and also under take to pay the additional amount if any due to escalation or any other charges at later date as per the demand raised by the forest department.

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