

JUSTIFICATION FOR LOCATING THE PROJECT IN FOREST AREA

Name of Project: Diversion of 18.1824 ha. Forest land for Construction of link road between Thane Belapur Road to National Highway No. 4 Pune Road including Tunnel through Parsik Hill in Taluka Thane Dist. Thane .

The proposal envisages construction of link road between Thane Belapur Road to National Highway No.4 (Pune Road). The project consists of tunnel across Parsik Hill and interchanges at important cross roads on main land side.

India is a developing country with vast resources. The country is witnessing rapid economic growth due to liberalization of its market and rise in socio economic parameters. This has led to rapid urbanization. Mumbai Metropolitan region (MMR) , the commercial capital of India has seen similar growth in its urban area and population. MMRDA came out to identify road transport network required for the planned development. MMRDA has taken up the Link road between Thane Belapur Road to National Highway No. 4.

Details of Forest and Non Forest land required for link road between Thane Belapur Road to National Highway No. 4 Pune Road including Tunnel through Parsik Hill are as under

Taluka and District- THANE

Sr.No	Village	Reserved Forest (ha.)	Protected Forest (ha.)	Acquired Private Forest (ha.)	Total required Forest (ha.)	Non Forest Area ha.	Total Area (ha.)
1	Chinchavali	-	1.6055	1.5684	3.1739	2.6126	5.7865
2	Rabale	3.588	1.2980	-	4.8860	-	4.8860
3	Kausa	9.3340	-	0.7885	10.1225	1.9582	12.0807
	TOTAL	12.922	2.9035	2.3569	18.1824	4.5708	22.7532

Component wise break up of total land required for the project is as under.

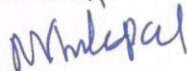
Sr.No.	Component	Forest Area (ha.)	Non Forest Area	Total
1	Tunnel	11.3685	-	11.3685
2	Flyover	2.1708	4.2480	6.4188
3	At grade	4.6431	0.3228	4.9659
TOTAL		18.1824	4.5708	22.7532

It will be seen from the details of area required that portion of Tunnel is under ground and no surface of forest will be disturbed. At the end of Parsik Hill alignment takes a left turn on Mumbra side and crosses the built up area till it reaches the existing Mumbra bypass on N.H.4. An interchange is proposed at this junction to exchange traffic with National Highway No. 4.

The alignment of proposed link road crosses the Thane Belapur Railway Line and Thane Belapur Road. The interchange is proposed at the junction of Thane Belapur Road. The alignment will then pass through land owned by M/s Bharat Bijalee in MIDC area at the elevated corridor. It is anticipated that the alignment will not require rehabilitation of any existing major facility of the company. After crossing MIDC central road alignment passes through Hilly terrain of Parsik Hill. The Parsik Hill section is a protected Forest and Reserved Forest. In order to reduce the length of alignment and also to improve geometric standard of the alignment, 1.75 k.m. flat tunnel is proposed to cross the Parsik Hill area. The tunnel is planned considering twin tubes each with 3 lane carriageway.

There is negligible felling of trees as the link road is passing through private forest which is FLYOVER under use for industry purpose. Major portion is for tunnel which is passing without disturbing surface and there will be no cutting of trees in this tunnel portion

Considering the traffic juncture and necessity of Mumbai Metropolitan Region it is essential to construct link crossing Parsik hill to save time, fuel and energy. It is therefore, requested to accord approval under section 2 of Forest (Conservation) Act 1980 for the diversion of required Forest area for construction of link road between Thane Belapur Road to N.H. No. 4 Pune Road.


(M.V. Jaitpal)

Executive Engineer, Engineering Division,
M.M.R.D.A.