

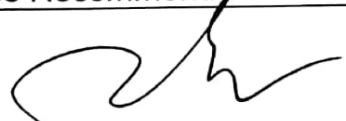
# SITE INSPECTION REPORT

Prescribed vide PCCF (HoEF) No. Desk-17-4/1445, dated 05/11/2015

Sr. No.	Items		Observations & Remarks			
1.	Name of the Project and location (Range, Round, Beat)	:	Diversion of 0.8325 ha. Mangrove land for Construction of link Road between National Highway No. 4 ( Mumbai Pune Road ) to Katai Junction in Thane Takuka by MMRDA.			
			<u>Range</u>	<u>Round</u>	<u>Beat</u>	<u>Village</u>
			Thane	Kalwa	Shil	Desai
2.	Name of the User Agency	:	MUMBAI METROPOLITAN DEVELOPMENT AUTHORITY ( M.M.R.D.A.)			
3.	Date of site inspection	:	11 / 12 / 2017			
4.	Extent (ha) and legal status of forest land proposed for diversion	:	Mangrove Land 0.8325 ha. of village Desai in Thane Taluka. ( Not Notified as Protected Forest )			
5.	a) Details of forest land proposed for diversion and activity-wise break-up of forest land	:	As per Area Statement attached on page no.			
	b) Density and Eco-value class	:	Density – 0.1 to 0.2 Eco-value Class – I			
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 proposed forest land.			
	c) Aerial distance from the nearest boundary of any Protected Area (km)	:	10.640 km & above			
	d) Remarks about sensitivity of the forest area likely to be affected due to project	:	No sensitive forest area. The proposed alignment of link road, Mangrove portion is under Flyover and in Non Forest area on embankment and Flyover.			
	e) Whether wildlife mitigation plan is required? If yes, reasons thereof	:	No.			

9.	Details of Vegetation		
	a) Total number of trees to be felled	:	7
	b) Number of trees to be felled of girth below 60 cm.	:	3
	c) Number of trees to be felled of girth above 60 cm.	:	4
	d) Effect of removal of trees on the general ecosystem in the area	:	Nil.
10.	Background note on the proposal (short summary)	:	<p>Proposal for obtaining approval of MoEF &amp; C. C. Govt. of India for construction of link road between National Highway No. 4 ( Mumbai Pune Road) to Katai Junction in Taluka and Dist. Thane . This corridor would provide direct transport connectivity to the existing built up areas of the NH-4 ( Mumbai Pune Road) &amp; Katai Junction on Kalyan Shil Road. at present and can be developed in future for Multi Model Corridor. This project will help smoothen traffic flows, shorten the travel distance between Navi Mumbai and town like Kalyan, Dombivali &amp; Badlapur.</p> <p>Since in the proposed alignment passes through Mangrove land/creek at village Desai followed by urbanized area. In order to have minimum disturbance, this stretch will be elevated.</p> <p><b>Though the alignment passes through minimum Mangrove area ( Nott notified as Protected Forest ) it is mandatory to obtain Forest Clearance.</b></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?	:	No
13.	Details on catchment and culturable command area under the project (if applicable)	:	Not Applicable.
14.	Utility of the project	:	<p>This corridor would provide direct transport connectivity to the existing built up areas of the NH-4 (Mumbai Pune Road) at present and can be developed in future for Multi Model Corridor. This project holds an important strategy for the future development of Kalyan, Dombivali and Badlapur. This new road will help smoothen traffic flows, shorten the travel distance and also save fuel, time and energy.</p>

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.  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.	:	Enclosed on page no.
18.	Recommendations of the Inspecting Officer (DCF )	:	This project is in larger public interest. This corridor would provide direct transport connectivity to the existing built up areas of the NH-4 (Mumbai Pune Road) at present and can be developed in future for Multi Model Corridor. the alignment in Mangrove land is under Flyover, minimum disturbance of Mangrove surface .The proposed area is of scanty patches of mangroves. . Hence Recommended..

  
(Dr. Jitendra Ramgaonkar )  
Deputy Conservator of Forests  
Thane Forest Division, Thane.

  
Project Authority  
**EXECUTIVE ENGINEER**  
**ENGINEERING DIVISION**  
**M.M.R.D.A.**