
 <p>महाराष्ट्र शासन वन विभाग</p>	 <p>महाराष्ट्र शासन वन विभाग</p>
<p>दूरध्वनीक: 022-25220097 EmailId: dfommcu@gmail.com</p>	<p>विभागीय वन अधिकारी, मुंबई कांदळवन संघारण घटक यांचे कार्यालय ब- ६८, कामगार नगर, टिळकनगर स्टेशन जवळ, कुर्ला (पुर्व), मुंबई - ४०० ०२४</p>

O. No. land/ Desk-9/1054 /2023-24. Date: 31 /07/2023.

To,
Additional Principal Chief Conservator of Forest,
Mangrove Cell, Mumbai.

Sub: Diversion of 12.2607 ha of forest land in favour of Thane Municipal Corporation for Construction of Balkum to Gaimukh DP Road (NH3 Connector Ghodbunder By-Pass) in Taluka Thane Dist. Thane in the State of Maharashtra.

- Ref:
1. MoEF&CC letter FC-II/MH-231/2023/2023 NGP-11639 dated 29/05/2023.
 2. Assistant Conservator of Forests Desk -17 letter no. desk-17/FCA-51/PID-148050/7 Mangrove, Dated 08/06/2023.
 3. Executive Engineer (PWD), Thane Municipal Corporation letter No. TMC/PWD/EE/42 dated- 29/05/2023.
 4. Executive Engineer (PWD), Thane Municipal Corporation letter No. TMC/PWD/EE/177 dated- 10/07/2023.
 5. Executive Engineer (PWD), Thane Municipal Corporation letter No. TMC/PWD/EE/191 dated- 17/07/2023.

MoEF & CC vide reference no.1 has raised queries regarding the forest proposal Diversion of 12.2607 ha of forest land in favour of Thane Municipal Corporation for Construction of Balkum to Gaimukh DP Road (NH3 Connector Ghodbunder By-Pass) in Taluka Thane Dist. Thane. The user agency has submitted the compliance of the same to this office vide reference no.3, 4 & 5. We hereby submit the point wise compliance of the same as follows:

Sr. No.	Conditions	Compliance
1	The User Agency in consultation with the DCF concern shall explore the possibility of shifting alignment further towards the main land at chainage 750.	To explore the possibility of shifting alignment towards the main land at chainage +0.750 Km, site visit was carried out on 08.07.2023. In the current alignment, 0.5778 ha. Mangrove area is to be diverted from chainage 0.750 km to 0.0 km. If the current alignment is shifted at chainage 750 as per the alternate alignment no. 1, the total mangrove area to be diverted will be 0.6393 ha. As per alternate alignment

		<p>no.2, the total mangrove area to be diverted will be 0.4527 ha.</p> <p>As per alternate alignment no.2 the area to be diverted is less. However according to the user agency, the current alignment has been selected considering the criteria of road engineering. The proposed alignment is required to cross the old Agra road at level 2 due to ongoing Mumbai Metro line at 5 at the chainage +1.700 Km and requires sufficient distance to avoid the steep gradient to join the designated junction and for that purpose certain degree of the curve has been proposed to increase the distance between ch 0.00 Km to 0.750 Km. Hence the alternate alignment no .2 suggested by DFO, MMCU does not adhere to design criteria of road engineering. The comparative map showing alternate alignment on Google image and MRSAC Maps is attached as Annexure 1.</p>
2	<p>The DCF concern shall certify whether the mangroves can grow naturally under the proposed structure.</p>	<p>Looking at the site conditions and natural vegetation of mangroves present at the site, there is ample scope for the restoration of mangroves in the said areas.</p> <p>Mangroves can be restored under the proposed structure considering precautions as below: -</p> <ul style="list-style-type: none"> • For the development of approach Road, only natural materials such as sand, stones, mud, etc should be used. Usage of Construction and Demolition Waste material should be avoided for the development of a temporary approach road. • Culverts should be placed intermittently at a minimum of 30 meters with a diameter of 0.5 to 1 meter each depending on the flow of water throughout the length of the temporary approach road in order to ensure proper flow of tidal water. • Before handing over the area to Mangrove Cell for undertaking restoration, all the materials laid for making the temporary approach road should be removed. • In the area that will be affected due to the construction of the Cut and Cover Tunnel, measures should be undertaken to ensure the proper flow of high tide water that is necessary for the restoration of mangroves.

3	Specific comments of the CWLW/PCCF (Wildlife) with respect to the proposed mangroves cutting, maintenance of flow of water/wild animals across the proposed structure at the time of construction and also proximity of the proposed alignment to the SGNP.	TMC have submitted the proposal to CWLW/PCCF (Wildlife) for his specific comments. The copy of the same is attached herewith as Annexure 2 .
4	The State Government shall submit CA schemes and KML files for NFL and DFL areas proposed for CA.	The CA Scheme and KML of NFL and DFL of the Proposed CA land is attached herewith as Annexure 3 .
5	User Agency shall submit CRZ clearance from competent authority.	The User agency have applied for CRZ Clearances and MCZMA has recommended the project. Copy attached herewith as Annexure 4 . User agency have given undertaking to obtain CRZ clearances for the project, prior to commencement of work, attached herewith as Annexure 5 .


(Adarsh Reddy)

Divisional Forest Officer,
Mumbai Mangrove Conservation Unit.

Copy to: Executive Engineer (PWD), Thane Municipal Corporation for information.