

EXECUTIVE SUMMARY

For

**Proposed Redevelopment of
project**

On

Amalgamated plot bearing F.P.no 1181 & 1182 TPS IV of Mahim
division, in G/N ward, situated at 19th kashinath dhuru road, off
Cadell Road, Dadar (w), Mumbai

Proposed By

**SURAJ ESTATE DEVELOPERS PVT.
LTD**

EXECUTIVE SUMMARY

INTRODUCTION

M/s. Suraj Estate Developers Pvt. Ltd is proposing Redevelopment on amalgamated plot bearing F.P.no 1181 & 1182 TPS IV of Mahim division, in G/N ward, situated at 19th kashinath dhuru road, off Cadell Road, Dadar (w), Mumbai, Maharashtra. The proposed project site that is felled under CRZ II as per the CRZ notification 2011.

Public consultation is mandatory (as provision 8(v) (4) as per CRZ Notification 2011), for the dilapidated / cessed or unsafe buildings

GEOGRAPHICAL CONTEXT

The proposed redevelopment is under coastal regulation zone planned at Mahim division, located on 19°01'11.97" N latitude and 72°49'54.24" E longitude. The proposed project site is about 1.3 Km away from Dadar Station .The proposed project is located on Kashinath Dhur Marg which is on the north Side of the Premises.

PROJECT DETAIL

The total permissible built up area of proposed project is 1989.71 m². The total plot area of the proposed redevelopment project is 795.90 m²

The area statement is tabulated below:

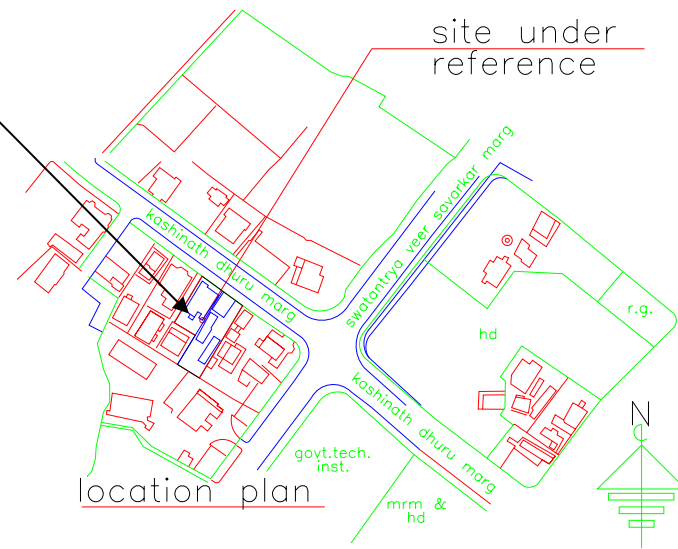
Area Statement

1	Total Plot area	795.90	m ²
2	Permissible FSI	2.5	
3	Permissible floor space	1989.71	m ²

Salient features of the proposed Project

Sr. No.	Details	Quantity
1.	Project Cost	Building No. 1: Rs. 3 Cr. Building No. 2 : Rs. 11.5 Cr.
2.	Total Water Requirement	23 m ³ /day
3.	Sewerage Generation	18 m ³ /day
4	Total Power Requirement	0.3 MW
5.	Total Solid Waste Generation	85 Kg/day
6	Building configuration	Building No. 1 St +7 upper floors Building No. 2 : Stilt+2 podium + 1 st to 14 th floors + 15 part

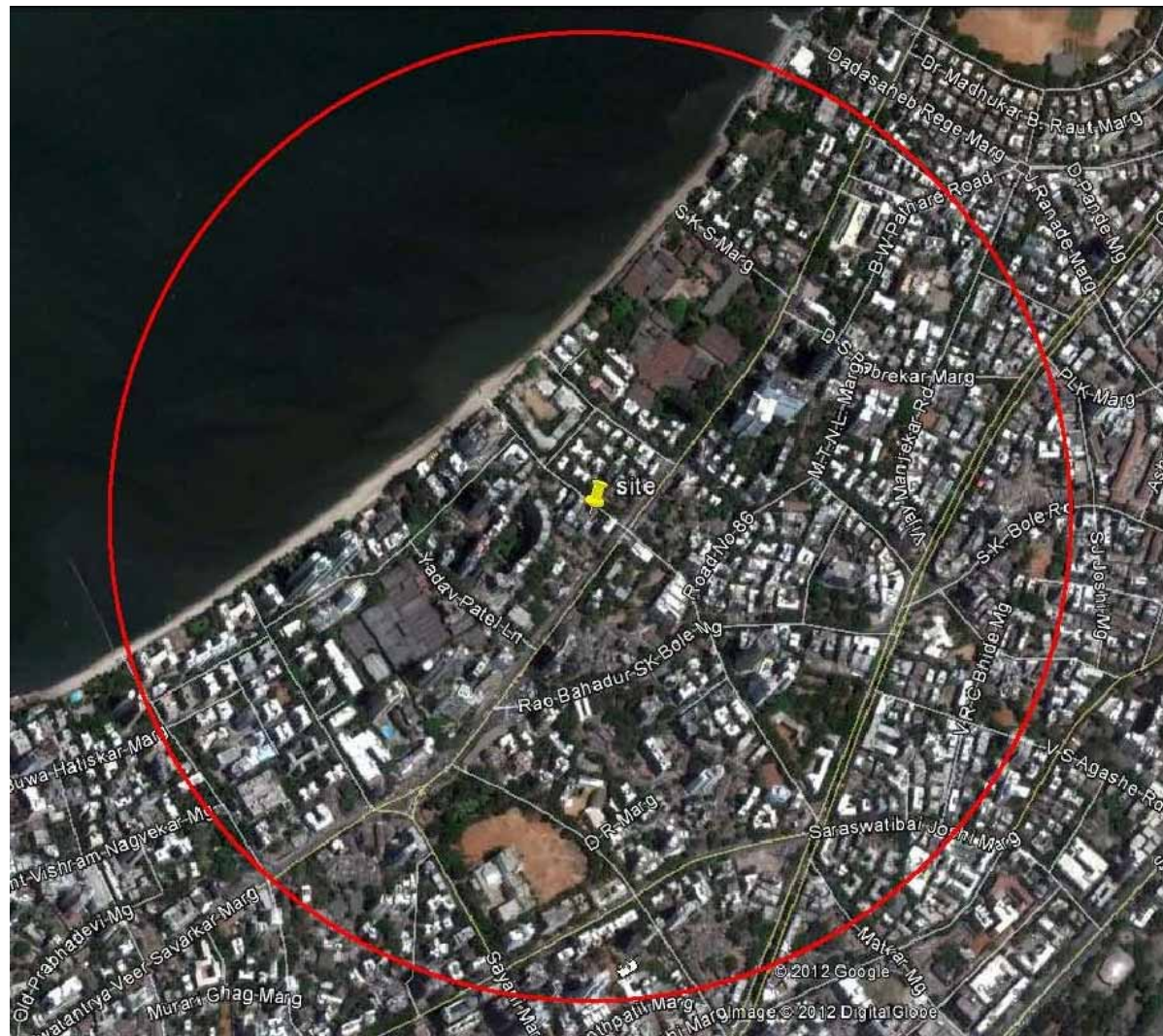
7	Number of flats	34
8	Parking Provided	23 Nos.

Location of the proposed redevelopment project:

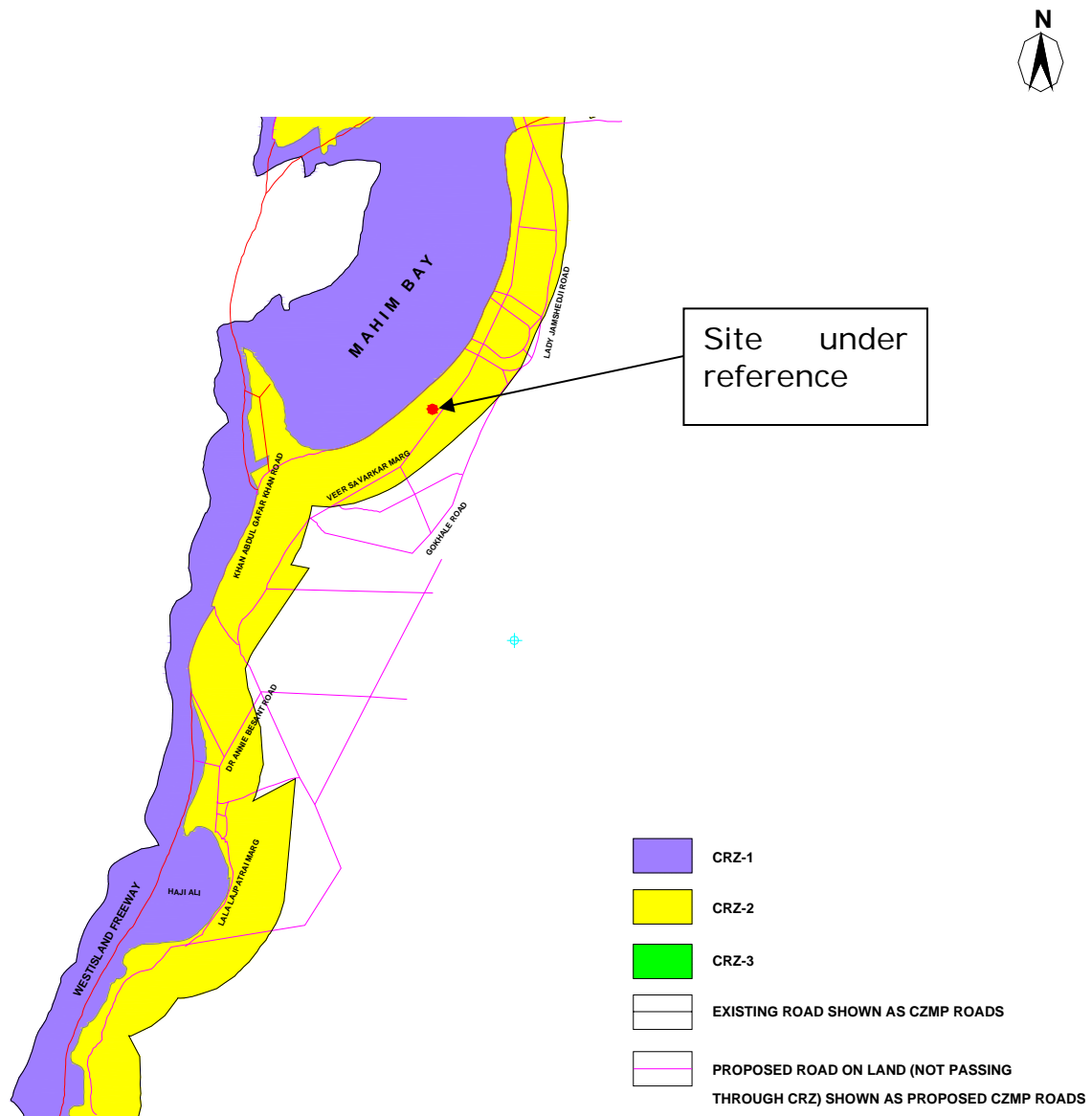
BASELINE ENVIRONMENT

The baseline environmental status of the study region has been collected by the study team to ascertain the present environmental conditions around the proposed construction site. The study region for this assessment has been confined to 7 km radius from the project site.

Study Area of the proposed project site



CRZ Demarcation:



1187 1177 1185 1186 1182 1181 1184 1183 1180 1205

KASHINATH DHURU RD

ROAD

S. VEER SAVARKAR

WITHIN 500 MT. C.P.

R-ZONE

N

BLOCK PLAN
SCALE: 80 TO 1
T.P.S. IV MAHIM
F.P. NO 1181

1187 1177 1185 1186 1182 1181 1184 1183 1180 1205

KASHINATH DHURU RD

ROAD

S. VEER SAVARKAR

WITHIN 500 MT. C.P.

R-ZONE

N

LOCATION PLAN
SCALE: 1:2500
G.P. PART IV

Remarks have been offered only from the Zoning Point of view without any reference to the ownership the existence and status of the structures, if any on the land in questions etc. The C. S. boundaries shown on plan are subject to confirmation from S. L. R. This plan is to be read with letter under No. Ch. E/ 511 /D2C dated.12/8/2005

S. Bhagwans

12/8/2005

A. S. S. R(City) - II

SHRAJ ESTATE DEVP,
15/8 MAHIM WATA BLD,
MARY NAGAR MAHIM,
AN 12041-400016

PLAN OF THE PROPERTY BEARING F.P. NO. 1181
OF T.P.S. IV MAHIM

1179 1176 1177 1187 1186 1185 1184 1183 1182 1181 1204 1205

KASHINATH DHURI ROAD

S. VEER SAKHAR ROAD

90'-0"

70'-0"

500 MT. R-2

R-ZONE

WITHIN

N

BLOCK PLAN

SCALE: 1:500 TO 1

T.P. S. L. MAHIM

F.P. NO. 1182

Remarks have been offered only from the Zoning Point of view without any reference to the ownership the existence and status of the structures. If any on the land in questions etc. The C. S. boundaries shown on plan are subject to confirmation from S. L. R. This plan is to be read with letter under No. Ch. E/1389/DPC dated. 12/3/2007

12/3/2007

A.P. SINGH

12/3/2007

N

LOCATION PLAN

SCALE: 1:2500

CH. PART IV

A.P. SINGH
SURAT ESTATE DEVEP. P.L.D.
S.B. MAHIM MATU BLDG.
MARI NAGAR COLONY

PLAN OF THE PROPERTY BEARING F.P. NO. 1182

Since, the land is situated in T.P.S. IV Mahim remarks from the Town Planning

Data Sources

The study team has collected the secondary information as well as the primary information on various environmental attributes. Information on existing environmental conditions has been gathered from several sources including:

- Site surveys and field experiments to gather the information on Air Quality, and Water Quality, Noise Quality, Biological environment and traffic were conducted by the study team.
- The published literature mainly Gazetteers and Environmental Status Report of Brihan Mumbai Municipal Corporation,
- Maps from Geological Survey of India and Development Plans of Brihan Mumbai Municipal Corporation.
- Mumbai City Census Data 2001 and satellite imagery.
- Secondary data from IMD, Santacruz.

Key aspects of prevailing baseline environmental qualities are as follows:

Meteorology

The climate of this region is mostly humid through out the year. It receives heavy rainfall in the monsoon season. On an average, the temperature varies from 16.6°C to 37.9°C. With marginal difference between summer and winter months and weather remains damp nearly through out the year. The year may be divided into four seasons, as outlined below:

Season	Period
Summer	March to May
Monsoon	June to September
Post monsoon	October to November
Winter	December to February

Ambient Air Quality

Air quality was measured at three locations in the study area considering the prevalent upwind and downwind directions. Concentrations of Suspended particulate matter, Respirable Particulate Matter, PM_{2.5}, Sulphur dioxide, oxides of Nitrogen, Carbon Monoxide were measured. Concentrations of Suspended particulate matter was in range 100-120 µg/m³, Respirable Particulate Matter, PM_{2.5} in range (35 - 70 µg/m³), Sulphur dioxide (4-12 µg/m³), oxides of Nitrogen (8-20 µg/m³) Carbon Monoxide (0.35-0.70 µg/m³). All the parameters were in the normal range and in conformance with their respective National Ambient Air Quality Standards

Water Quality

There are no surface fresh water bodies in the study region. No water samples were taken because there is no source of ground water on the site and drinking water will be supplied by MCGM.

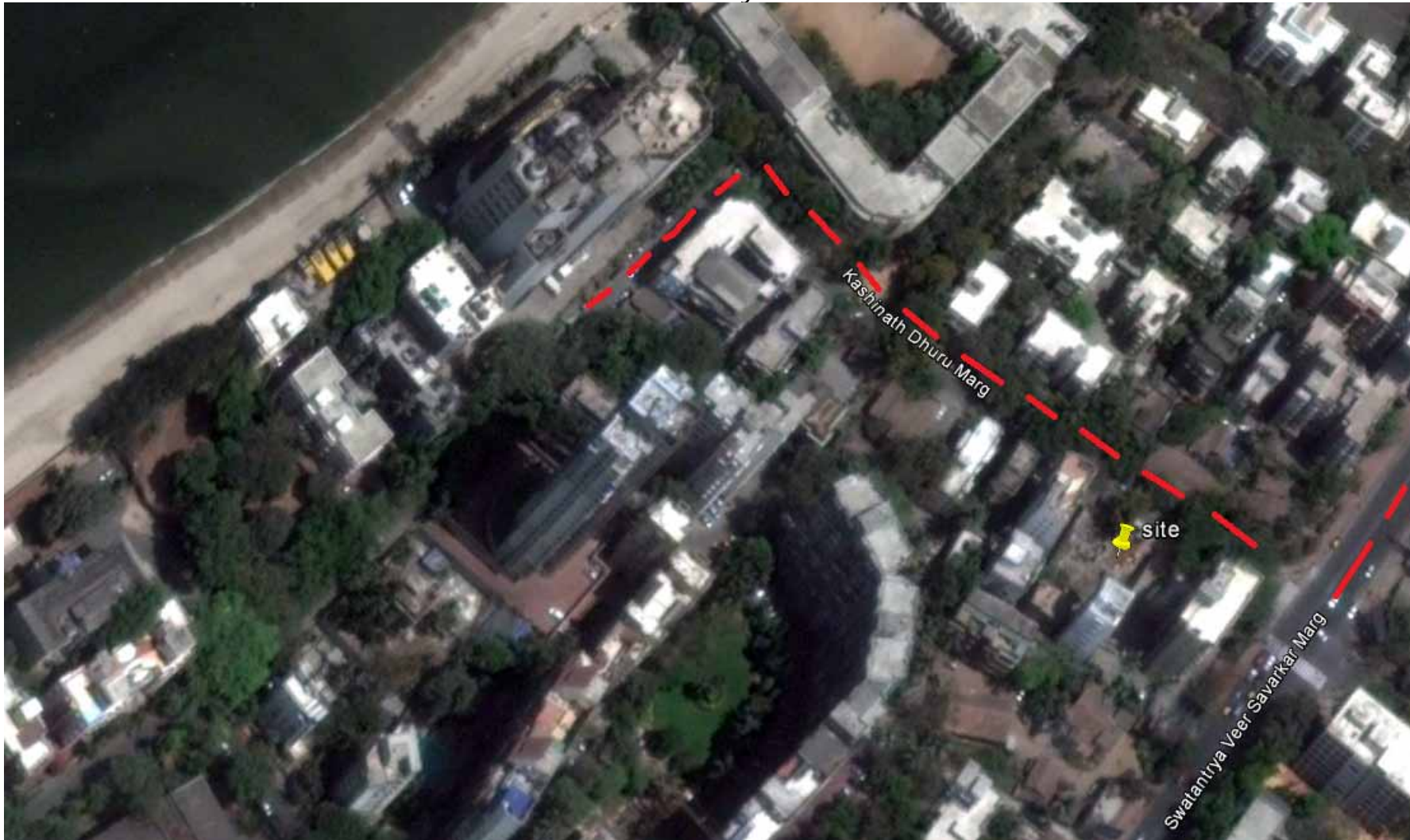
Noise Quality

The quality of noise was monitored at three locations in the study area. The locations selected were such as to represent residential areas. At two locations the day time noise levels were found to be exceeding the ambient noise quality standards for day time prescribed by CPCB due to traffic. The noise level at day time was around 60-65 dB This is attributed due to high traffic flow The night time noise levels were found in the range of 40-50dB (A).

Traffic Pattern and Density

The traffic survey was conducted to ascertain the present traffic scenario along kashinath Dhuru Marg and Swatatyaveer Savarkar Marg It has been observed from analysis of traffic surveys that surrounding road network has acceptable level of traffic carrying capacity considering the total traffic vis-à-vis total volume (i.e. both directions) during both the morning and evening peak hour

Traffic study area



Land use

The study area is predominantly well developed residential in nature.

The proposed project is the redevelopment of existing residential building hence there will not change the land use.

Flora and fauna

A field survey undertaken around the study area and analysis of secondary data with respect to flora & fauna indicates the following:

- Plant species have been observed in the area which includes trees, shrubs and climbers; herbs are common and found in other parts of Maharashtra as well.

Environmental Impact Identification

The Environmental Impact Assessment report enumerates the likely impacts due to implementation of proposed project on environmental components such as Air, Noise, Water, Land, Biological and Socio-economic environment.

Air pollution

During construction phase emissions from construction machinery and transportation vehicles would mainly contain particulates, SO₂, NO_x and CO. Dust in the atmosphere may increase during excavation and construction.

In the functional phase impact may be mainly due to vehicular emissions.

Noise pollution

During construction phase operation of construction machinery and use of DG sets may lead to increase in ambient noise levels.

In functional phase impact on noise may be due to vehicular traffic and operation of DG sets in case of power failure.

Water pollution

Probable source of pollution could be spillage of oil and fuels used for construction machinery. Also sewage from the sanitary facilities for workers on the site may contaminate water. Provision will be made for septic tanks and soak pits to maintain proper hygiene.

Impact during functional phase will be mainly due to discharge of domestic sewage.

The fresh water requirement is about 23 m³/day.

The sewage will be generated around 18 m³/day.

The sewage will be disposed in the existing municipal drains.

Land pollution

Soil erosion caused in the activities like clearing, cutting, filling and levelling during construction may contaminate the land.

Disposal of solid waste/garbage will be the only land pollutant factor in the functional phase. Appropriate measures will be adopted for its storage and disposal.

Solid waste generated: 85 kg/day

This waste will be disposed by vermi composting

Traffic Impact

During construction, movement of haul trucks carrying debris, construction material, etc. and parking of construction vehicles on the road outside the site premises may lead to congestion of traffic.

In the operation phase there will be increase in the vehicular movement because of the residents and visitors. The analysis indicates that the traffic in the proposed conditions during both the morning and evening peak hours are well below the carrying capacity of the access roads. Hence there would be no adverse impact on adjoining road traffic on account of this development.

Biological Environment

During construction phase there will be no significant impact as there will be no cutting of trees from the construction site.

The impact on ecological environment during the use phase of the project will be positive as landscaping and plantation will be done along the roads and within the residential complex premises.

Environmental Management Plan

Measures which will be adopted to reduce the magnitude of negative impacts from the proposed project during construction and functional phase are discussed below in the Environment Management Plan.

Environmental Management Plan during Construction Phase

Sr. No.	Environmental Components	Predicted Impacts	Probable source of Impact	Mitigation Measures	Remarks
CONSTRUCTION PHASE					
1.	Ambient Air Quality	Negative impact inside construction site premises. No negative impact outside site.	Dust emissions from excavation, air emissions from machinery and other construction activities at site.	Dust reduction measures such as road watering. Periodic maintenance of construction equipment. Use of good quality fuels. Use of Personal Protective Equipments	Impacts are temporary during construction phase. Impacts will be confined to short distances, as coarse particles will settle within the short distance from activities.
2.	Noise	Negative impact near noise generation sources inside premises. No significant impact on ambient noise levels in the surrounding area.	Noise generated from construction activities and operation of construction equipment and DG sets	Use of well maintained equipment. Heavy construction activity limited to day-time hours only. Use of noise mufflers in portable DG sets and construction vehicle. Use of earplugs/muffs by construction staff.	Temporary impacts during construction phase. No blasting or other high noise activities envisaged.
3.	Water quality	No significant negative impact.	Surface runoff from project site. Oil/fuel and waste spills. Improper debris disposal. Discharge of sewage from labour camp.	Silt fences to reduce run-off Secondary containment and dykes in material storage areas. Sewage treatment in septic tanks.	Impact will be temporary. Local labour will be employed to reduce size of labour camps. No perennial surface water resource adjacent to site.
4	Land	Minor negative impact	Excavation, Construction debris, waste from labour camp.	Reutilisation and recycling of construction debris Waste from labour camps will be	

Sr. No.	Environmental Components	Predicted Impacts	Probable source of Impact	Mitigation Measures	Remarks
CONSTRUCTION PHASE					
				collected and composted on site. Non compostable waste will be transported to landfill site. Topsoil will be conserved and used for landscaping in functional phase.-	
5.	Aesthetics	Minor negative impacts	Construction activities and Excavation	The impacts will be compensated by extensive tree plantation and gardening in the use phase.	Short term impact restricted only in the initial stages of construction.
6.	Biological	No Significant impacts	Cutting of trees in the labour camps for cooking, Habitat disturbance during construction activity.	Cutting of trees around labour camp will be prohibited. Suitable alternatives for this purpose will be found.	The site is devoid of any tree cover. There is no significant flora, fauna diversity and density
7.	Socio-economic	Overall positive impact	Increased job opportunity for locals.	--	--
8	Traffic Pattern	No Negative Impact	Haul truck movement and possibility of traffic congestion outside site on the road.	Adequate parking space for haul trucks will be provided inside the site.	--

Environmental Management Plan during functional Phase

Sr. No.	Environmental Components	Predicted Impacts	Probable Source Of Impact	Mitigation Measures	Remarks
FUNCTIONAL PHASE					
1.	Ambient Air Quality	Minor Negative impact	Particulate and gaseous emissions from DG sets and vehicle movement	Use of low sulphur good fuel Periodic maintenance of DG sets. Use of CNG/LPG as a fuel should be encouraged.	DG sets will be used only during power failure.
2.	Noise	Minor negative impact inside premises.	Noise from vehicle movement and operation of diesel generator sets during power failure.	Housing of DG sets in buildings with appropriate acoustics. Traffic management measures to reduce noise Appropriate trees which will act as noises barriers will be planted in the premises and along roadside.	--
3.	Water	No significant adverse impact	Oil/ fuel and waste spills in vehicle parking area. Discharge of sewage. Discharge of contaminated storm water	As the sewage generation will be drained in the sewer lines. Rainwater harvesting and recharge of groundwater aquifer is proposed. Good housekeeping and storm water management will be followed.	
4	Land	No negative impact	Storage and disposal of solid wastes. Discharge of sewage.	Integrated waste management and spill control plan Dry garbage will be sent for recycling and wet garbage will	Segregation of dry and wet garbage before will be done before disposal.

Sr. No.	Environmental Components	Predicted Impacts	Probable Source Of Impact	Mitigation Measures	Remarks
FUNCTIONAL PHASE					
			Fuel and material spills.	be composted.	
5	Biological	Overall Positive impact	Cutting and uprooting trees Habitat disturbance	Green spaces inside the premises will help to compensate the earlier effect from vegetation.	Landscaping will help in reducing any adverse impacts on air and noise quality.
6	Socio-economic	Overall Major Positive impact	Increased job opportunity in commercial complex, hotel and ancillary maintenance services.	--	Positive and long term impact-
7	Traffic Pattern	No significant Impact	The complex is likely to add moderately to the traffic flow considered during peak hour.	Traffic Management practises will be employed. Adequate parking space will be provided in the premises.	The existing traffic flow in the peak hours is below the capacity of the road to cater the traffic. Thus Project will add no significant additional traffic burden on the road.
8	Aesthetics	Positive Impact	Landscaping and gardens	--	Help in improving general ambience of the area.

नियोजित पुनर्विकास प्रकल्प

पर्यावरणीय परिणाम परीक्षण

संक्षिप्त अहवाल

सादरकर्ता

सुरज एस्टेट डेव्हलपर प्रा.लि.

२०१२

सुरज एस्टेट डेव्हलपर प्रा.लि.हे नियोजित प्रकल्पाचा पुनर्विकास करणार आहेत. नियोजित प्रकल्प हा प्लॉट no ११८१ आणि ११८२ ह्यांचे एकत्रीकरण करून विकसित होणार आहे.

हा प्रकल्प सागर तटीय कायद्यानुसार सागर तटीय विभाग २ मध्ये येतो. या कायद्यानुसार जाहीर जन सुनावणी कारण गरजेचे आहे.(provision 8(v)(4))

प्रकल्पाची माहिती :

प्रकल्पाचे बांधकाम क्षेत्रफळ १९८९.७१ चौ. मीटर एवढे आहे. प्रकल्प क्षेत्राचे एकूण क्षेत्रफळ ७९५.५० चौ मीटर आहे.

क्षेत्रफळ माहिती:

बांधकाम क्षेत्रफळ	१९८९.७१	चौ मीटर
चटई क्षेत्र	२.५	चौ मीटर
एकूण क्षेत्रफळ	७९५.५०	चौ मीटर

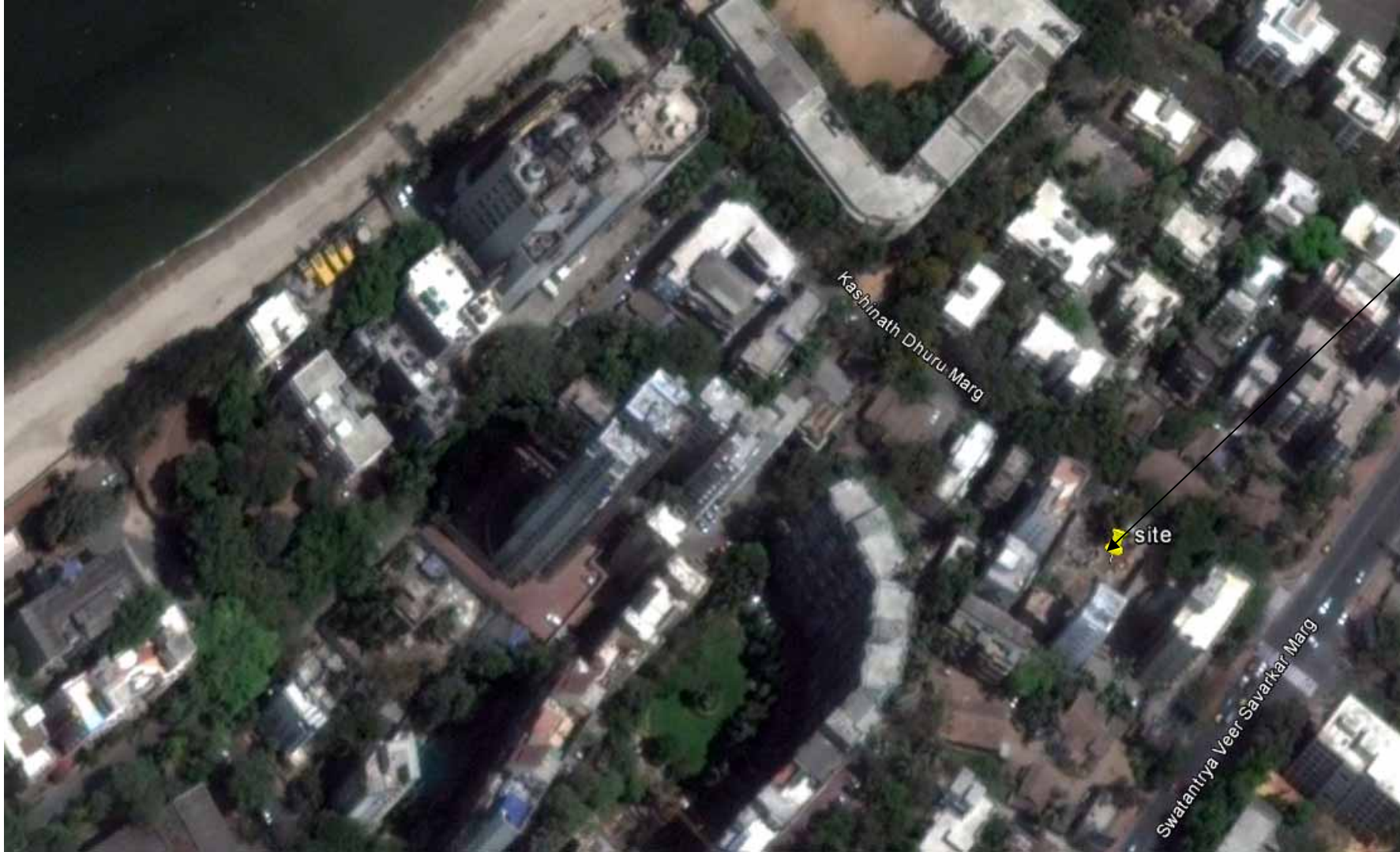
प्रकल्पाची थोडक्यात माहिती:

प्रकल्प खर्च	इमारत क्र. १ ३ करोड इमारत क्र. २ :११.५ करोड
पाण्याची गरज	२३ घन मीटर प्रती दिवस
सांडपाणी	१८ घन मीटर प्रती दिवस
वीज	०.३ मेगावट
घन कचरा	८५ किलोग्राम प्रती दिवस
एकूण सदनिका	३४
वाहन स्थळ	२३

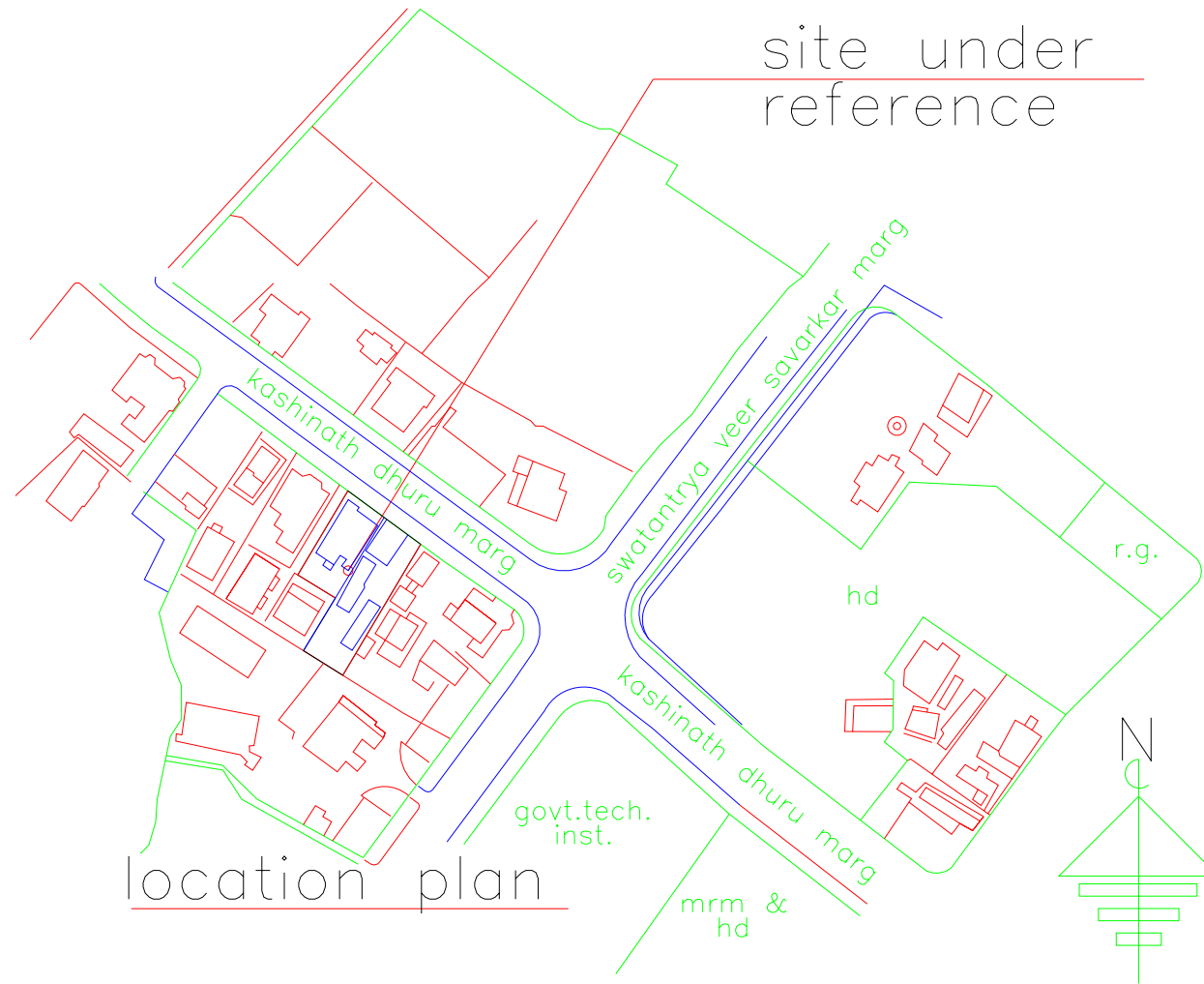
प्रकल्पाचे स्थान:

नियोजित पुनर्विकास प्रकल्प हा सागर तटीय विभागामधील माहीम विभागात मोडतो. १९^{०१}११.९७"उ आणि ७२^{०४}९'५४.२४ "पु मध्ये येतो. दादर रेल्वे स्टेशन प्रकल्पापासून साधारण १.३ किमी वर आहे.प्रकल्पाच्या उत्तर दिशेला काशिनाथ धूर मार्ग आहे.

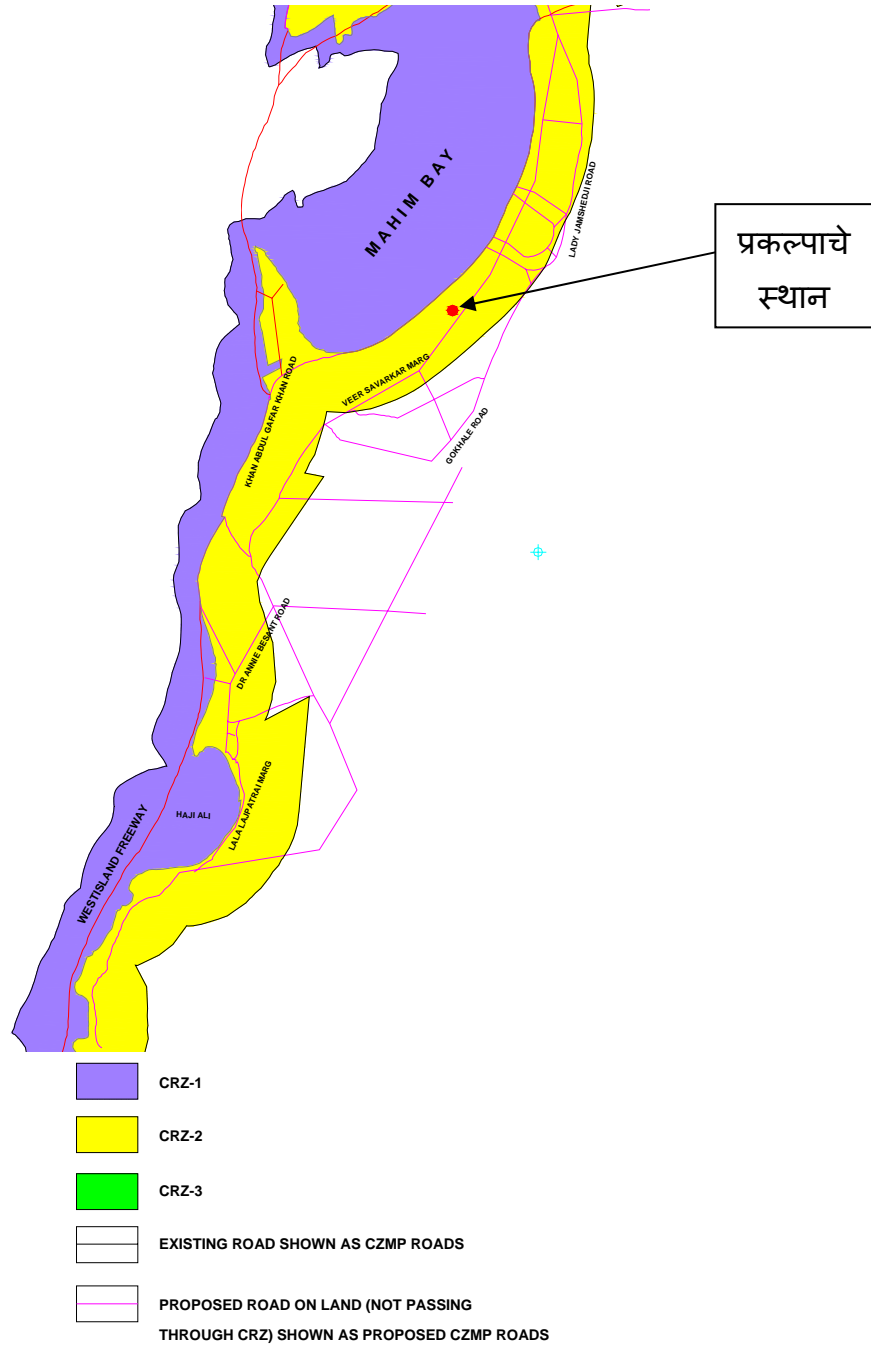
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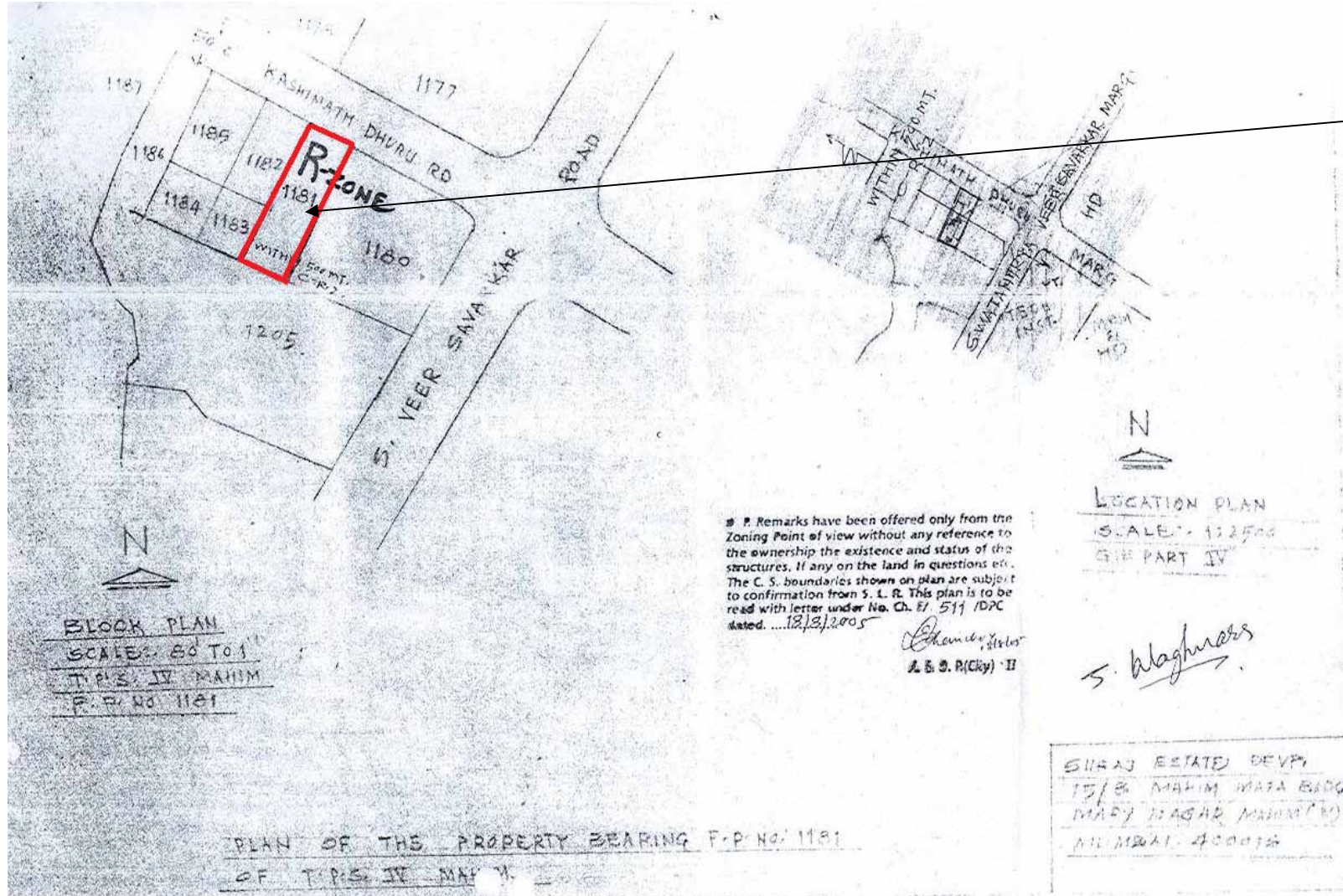
प्रकल्पाचे
स्थान

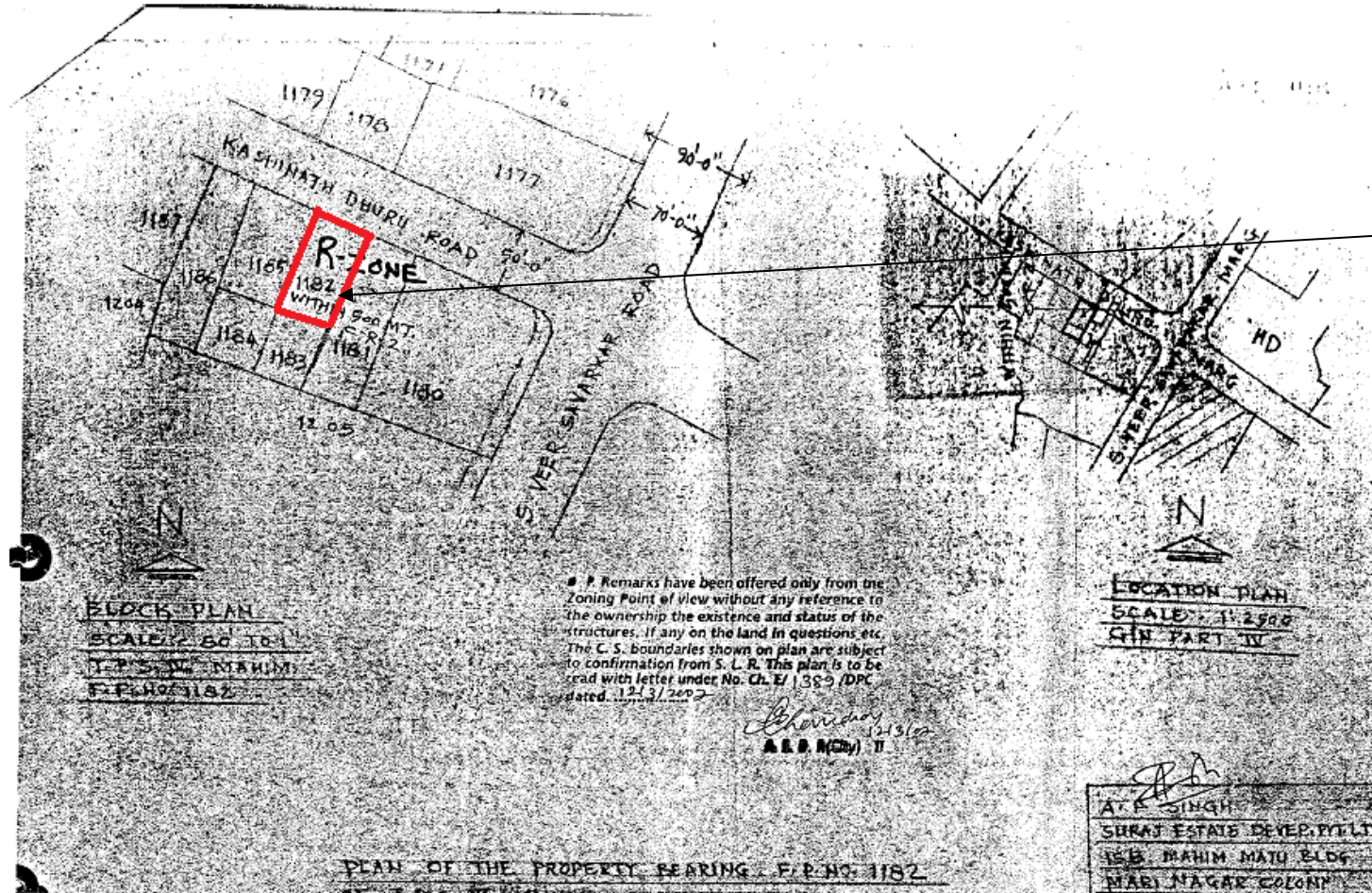


सागर तटीय कक्षा क्षेत्राचा नकाशा



विकास आराखडा





प्रकल्पाचे
स्थान

lines prescribed by and subject to the actual demarcation on site by the Executive Engineer (Traffic Planning) and S.E. Survey(City).

The land under reference falls entirely within the Coastal Area Regulation Zone as per the Govt. of India Notification under SO No.114(E) of 19.2.1991.

Since, the land is situated in T.P.S. IV Mahim remarks from the Town Planning

पर्यावरणाची सद्यस्थिती

नियोजित प्रकल्पाची पर्यावारीय सद्यस्थिती जाणून घेण्यासाठी एक अभ्यासकांची टीम तयार करण्यात आली. ह्या अभ्यासकांनी प्रकल्पाच्या ७ किमी कक्षेत पाहणी केली. अभ्यास पथकाने विविध पर्यावरण विषयांवर पर्यावरण स्थितीशी निगडीत अशी माहिती खालील प्रमुख स्थानाकडून मिळवली

- १) हवा , पाणी आणि आवाज ह्यांचा दर्जा जैविक पर्यावरण तसेच वाहनाची घनता ह्यांची माहिती गोळा करण्यासाठी प्रकल्पाची पाहणी आणि सर्वेक्षण केले गेले.
- २) मुंबई महानगरपालिकेचे भौगोलिक नकाशे आणि पर्यावरण अहवाल हे साहित्य उपयोगी पडले.
- ३) मुंबई शहर लोकसंख्या अहवाल २००१ आणि उपग्रहीय प्रतिमा
- ४) हवामानाबद्दलची माहिती : भारतीय हवामान संस्था सांताक्रूझ

खालील काही महत्वाचे घटक :

हवामान

ह्या भागातील हवामान प्रामुख्याने दमट आणि जास्त पाऊस आहे. सरासरी तापमान १६.६० ते ३७.९० ह्या दरम्यान असते. खालील चार ऋतुंमध्ये वर्ष विभागले गेले आहे

उन्हाळा	मार्च ते मे
पावसाळा	जून ते सप्टेंबर
पावसानंतरचा काळ	ऑक्टोबर ते नोव्हेंबर
हिवाळा	डिसेंबर ते फेब्रुवारी

हवा पर्यावरण

हवेची सांप्रत गुणवत्ता पाहण्यासाठी तीन नमुना स्थाने स्थापून तपासणी केली. या नमुना स्थानांवर हाय व्हाल्युम सॅम्प्लर या नमुना गोळा करणाऱ्या यंत्राची उभारणी विविध ठिकाणी केली आणि विहित पद्धती प्रमाणे ती यंत्रे दिवस रात्र चालवली. एकत्र केलेल्या ह्या नमुन्यांवर पुढील प्रक्रिया करून विविध प्रदुषकांची पातळी मोजली. ह्या प्रदुषकांमध्ये मुख्यत्वे धुलीकण, श्वसनीय धुलीकण, नायट्रोजनचे विविध oxide ,गंधक , कार्बन मोनो oxide ह्यांची पातळी तपासली. हि पातळी साधारणपणे धुलीकण(११० - १२०), श्वसनीय धुलीकण(४० - ७०) , नायट्रोजनचे विविध oxide (६ - १५) ,गंधक (४-१२), कार्बन मोनो oxide (०.३५ - ०.७०) अशी आढळली. ह्यावरून असे आढळून आले , निवासी आणि ग्रामीण क्षेत्रासाठी निर्धारित केलेल्या राष्ट्रीय हवा गुणवत्ता मानकानुसार सर्व प्रदुषकांची पातळी हि कमी आहे.

जल पर्यावरण

हया प्रकल्प क्षेत्रामध्ये कोणताही नैसर्गिक जलसाठा नाही. प्रकल्पासाठी लागणारे पाणी हे मुंबई महानगरपालिके कडून घेण्यात येईल.

ध्वनी पर्यावरण

ध्वनीचा दर्जा कळण्यासाठी हया प्रकल्पाचा जवळ असलेल्या तीन ठिकाण अभ्यासासाठी निवडली. दोन ठिकाण रहिवासी क्षेत्रातीलच निवडली गेली. हया ठिकाणांवर ध्वनीची तीव्रता सरासरी पातळीपेक्षा थोडी जास्त नमूद करण्यात आली. ती तीव्रता दिवसा आढळली. दिवसा आढळलेली ध्वनी पातळी साधारता ६० - ६५ डेसिबल आहे तर रात्री हि पातळी ४० - ५० डेसिबल आहे.

वाहतूक संरचना आणि घनता

वाहतूक क्षेत्राचा अभ्यास सध्याच्या वाहतूकवर आधारित केला गेला. हया प्रकल्पाचा बाजूलाच असलेले काशिनाथ धूर मार्ग वाहतूक पाहणीसाठी घेतले गेले. वाहतुकीची घनता सकाळी आणि संध्याकाळी अधीकृतम तासांना घेण्यात आली.

जमिनीचा वापर :

अभ्यास क्षेत्र हे उत्तम विकसित असलेल्या रहिवासी भागात आहे. नियोजित प्रकल्प हा पुनर्विकासित प्रकल्प असल्यामुळे जमिनीच्या वापरावर काही परीणार होणार नाही.

जैविक पर्यावरण

अभ्यास क्षेत्रामध्ये आढळलेल्या वनस्पती, झुडपे, वेळी हया महाराष्ट्रातल्या इतर भागातही आढळतात.

पर्यावरणीय परिणाम परीक्षण

हवा, पाणी, ध्वनी, जमीन , जैविक आणि सामाजिक आर्थिक पर्यावानावर होणारे परिणामांचे परीक्षण केले गेले.

हवाप्रदूषण

प्रकल्पाचे बांधकाम चालू असताना धुलीकण, धूळ, गंधक इत्यादी हवेन विसळून हवेचे प्रदूषण होण्याची शक्यता आहे.हि धूळ हवेत पसरू नये म्हणून त्यावर पाणी मारणे हा उपाय करण्यात येईल.

प्रकल्प झाल्या नंतर वाहनांमुळे हवा दुषित होऊ शकते.

ध्वनी प्रदूषण

प्रकल्प चालू असताना वापरण्यात येणारी साधन सामुग्री ह्या मुळे ध्वनी प्रदूषण होईल.

प्रकल्प बांधून पूर्ण झाल्यावर वाहनांमुळे ध्वनी प्रदूषण होईल.

जल प्रदूषण

प्रकल्प चालू असताना पाणी यंत्राचा तेल गळती मुळे होऊ शकते. शिवाय काम करणे कामगार तिथेच राहत असल्यास तयार होणारं सांडपाणी सुद्धा पाणी दुषित करू शकते.

प्रकल्प चालू असताना पाणी यंत्राचा तेल गळती मुळे होऊ शकते. शिवाय काम करणे कामगार तिथेच राहत असल्यास तयार होणारं सांडपाणी सुद्धा पाणी दुषित करू शकते.

प्रकल्प पूर्ण झाल्यावर रहिवासी लोकांकडून तयार होणारे सांडपाणी पाणी दुषित होण्यास कारणीभूत ठरू शकते. ह्या प्रकल्पामध्ये साधारण १५ घनमीटर प्रती दिवस एवढे शुद्ध पाणी लागणार आहे. सांडपाणी १८ घनमीटर एवढे तयार होईल. हे सांडपाणी गटारांमध्ये $1 \text{ Mik.kh xVjke/ks } 1 \text{ M. ;kr ;by.}$

जमीन प्रदूषण

बांधकाम चालू असताना जमीन खणणे, साफ करणे ह्यामुळे जमिनीचे प्रदूषण होऊ शकते.

बांधकाम चालू असताना जमीन खणणे, साफ करणे ह्यामुळे जमिनीचे प्रदूषण होऊ शकते.

प्रकल्प पूर्ण झाल्यावर रहिवासांमुळे तयार होणारा कचरा जमीन प्रदूषित करू शकतो.

प्रकल्प झाल्यावर तयार होणारा घन कचरा हा ८५ किलोग्रॅम प्रती दिवस आहे. ह्या मधील जास्तीत जास्त कचऱ्याचे जैविक अपघटन गांडूळखत पध्दतीद्वारे करण्यात येईल.

वाहतुकीचे परिणाम

प्रकल्पाचे काम चालू असताना वाहतुकीची ये जा असल्यामुळे रस्त्यावर वाहतुकीची कोंडी होऊ शकते.

प्रकल्पाचे काम झाल्यावर रहिवासी लोकांचा गाड्यांमुळे वाहतुकीची कोंडी होऊ शकते.

जैविक प्रदूषण

प्रकल्पचे बांधकाम चालू असताना कोणतीही झाड तोडणार नाही. त्यामुळे तेथील जैविक पर्यावरणाला काही बाधा होणार नाही.

पर्यावरणीय व्यवस्थापन योजना

अभ्यास क्षेत्रात एकत्र केलेली पार्श्वभूमी माहिती व प्रस्तावित प्रकल्पामुळे होऊ शकणार परिणाम यावर आधारित पर्यावरणीय व्यवस्थापन योजना आखणे योग्य होईल. त्यात दुष्परिणाम जरी कमी असले तरी ते नियंत्रित कारण भाग असेल अशी पर्यावरणीय व्यवस्थापन योजनेची कारवाही आहे.

प्रकल्प चालू असतानाचे लक्ष

- १) बांधकामाला लागणाऱ्या सामुग्रीचे व्यवस्थापन
- २) धुलीकण कमीत कमी पसरतील म्हणून रस्त्यावर पाण्याचा वापर.
- ३) उत्तम प्रकारचे इंधन
- ४) जास्तीत जास्त बांधकाम हे दिवसा होईल
- ५) कामगारांना कापसाचे बोळे देण्यात येतील जेणेकरून त्यांना आवाजाचा त्रास होणार नाही.
- ६) ह्या काळात तयार होणार सांडपाणी सेप्टिक टंक मध्ये सोडले जाईल.
- ७) बांधकाम काळात ट्रक साठी जागा पुरवण्यात येईल जेणे करून वाहतूक कोंडी होणार नाही.

प्रकल्प तयार झाल्यावरील लक्ष:

- १) प्रकल्प झाल्यावर वापण्यात येणारे डी जी सेट हे निश्चित काळाने तपासले जातील
- २) प्रकल्प झाल्यावर तयार होणारे सांडपाण्याचे शुद्धीकरण करण्यात येईल.
- ३) पर्जन्य पाणी साठवण्याची सोय केली जाईल.
- ४) तयार होणाऱ्या कचऱ्याचे गांडूळखत करण्यात येईल.

बाह्य संकट नियंत्रण योजना

लोकांना त्यांचा साधन संपत्तीचे गंभीर नुकसान होऊ नये ह्यासाठी सरकारी खाती, जसे कि सार्वजनिक आरोग्य , पोलीस, आग प्रतिबंधक दल, नागरी सुरक्षा दल, सामाजिक संघटना यांचा सहभागास बाह्य आणीबाणी योजना असावी लागते. स्थायिक रहिवासी लोकांनी अनपेक्षित असलेल्या सर=थिती संबंधीत जागरूक करणे गरजेचे आहे.

निष्कर्ष

प्रस्तावित पर्यावरण नियंत्रण योजनेची कार्यवाही अभ्यासक्षेत्रात केल्यास प्रस्तुत प्रकल्प आणि त्याचा परिसर ह्यांचा संबंध टिकून राहील.