

Minutes of the 157th meeting of Expert Appraisal Committee for Projects related to Infrastructure Development, Coastal Regulation Zone, Building/Construction, Industrial Estate and Miscellaneous projects held on 28-29 March, 2016 at Indira Paryavaran Bhawan, Ministry of Environment, Forest and Climate Change, New Delhi

Monday, 28th March, 2016

1. Opening Remarks of the Chairman.
2. Confirmation of the Minutes of the 156th Meeting of the EAC held on 28 – 29 January, 2016 at New Delhi.
- 2.1 The EAC, after detailed discussions on minutes of the 156th meeting held on 28-29 January, 2016, and having taken note that none of the members has put up any comments, confirmed the same.

3.1	Development of Industrial Park at Kopparthy, Tadigotla, Yadavapuram, Tholaganganapalli, Ambavaram, Rampathadu of Chintakomma Dinne, Vallur and Pendlimarri Mandals of Kadapa District, Andhra Pradesh by Andhra Pradesh Industrial Infrastructure Corporation Ltd – Further consideration for ToR – [F.No.21-1/2016-IA-III]
3.1.1	<p>The project proponent made a presentation and provided the following information to the Committee:-</p> <ol style="list-style-type: none"> (i) The proposed project is development of Mega Industrial Park at Kopparthy, Tadigotla, Yadavapuram, Tholaganganapalli, Ambavaram, Rampathadu of Chintakomma Dinne, Vallur and Pendlimarri Mandals of Kadapa District, Andhra Pradesh by Andhra Pradesh Industrial Infrastructure Corporation Ltd. (ii) The site is located 24 km North West of Yerraguntla and 7 km from Kadapa City with an area of 6553.04 acres. The total area for development is 6553.04 Acres. Total plotted area for the proposed site is 3222.65 acres. (iii) Different type of industries is proposed on the plotted area. Nine Industries are already allotted. Roads – 897.76 acres, open space 694.62 acres, common facilities 203.36 acres, green belt area – 1510.45 acres. In the common facilities Administration Building is proposed and common Facilities like Bank, ATM, canteen, post office, weigh bridge, truck parking area, CETPs, fire station and Occupational Health Centre are proposed to facilitate the Industries within the Estate. (iv) The total power requirement for the project is 24.1 mVA which will be sourced from APEPDCL. Individual industries upon establishment will have their own power back up facility. (v) Raw water requirement will be 35166 KLD. The source of water is proposed from Adinimayapalli reservoir around 8.2 Km from the site. (vi) APIIC will be providing CETPs and STPs for the proposed Mega Industrial Park There will be temporary influx of around 75 persons during construction phase and 7000 persons during operation phase. (vii) An area of 700 sqm is proposed for Municipal Solid waste processing. Organic waste of 1418 Kg is expected during operation phase. Individual industries will have their own Hazardous waste storage and disposal facility. (viii) Rainwater harvesting is proposed to augment the water requirement during monsoon days.

	<p>(ix) Investment/Cost: The project cost is Rs.130575 Lakhs.</p> <p>(x) Whether the project is in Critically Polluted area – No</p> <p>(xi) Forest land: No forest land involved in the project.</p> <p>(xii) Wildlife issues: There is no ESZ involved in the project.</p> <p>(xiii) Water bodies, diversion if any if any – Not applicable</p> <p>(xiv) Court cases, if any – No</p> <p>(xv) Employment potential- 75 persons - construction phase, 2275 persons - operation phase.</p> <p>(xvi) Benefits of the project: The proposed project will create employment opportunities for the surrounding populations directly or indirectly during and after plant setup, which will enhance the overall growth of the surrounding regions. The plant setup will create an environment of indirect employment for loading, unloading, transportation and other peripheral activities including cultural, educational, small industries and hotel industries around the area.</p>
3.1.2	<p>During deliberations, the EAC noted that the proposed industrial park is >500 ha, and would be housing 219 industrial units in a total area 3222.35 acres, including category A and B as defined under the EIA Notification, 2006. It was informed that as of now nine industrial units have been allotted also, including M/s Venkshi Pharma for 'Active Pharmaceutical Ingredients & Intermediates', which is a Category A project/activity.</p>
3.1.3	<p><i>The EAC, after detailed deliberation, recommended the project for grant of Terms of Reference, specified by the Ministry in April, 2015 as Standard ToR for the said project/activity, and for preparation of EIA/EMP reports after public consultation.</i></p>
3.2	<p>Construction of Kundli - Manesar-Palwal Expressway (135.65 km) in State of Haryana by Haryana State Industrial and Infrastructure Development Corporation Ltd– Finalization of ToR – [F.No.10-8/2016-IA-III]</p>
3.2.1	<p>The project proponent made a presentation and provided the following information to the Committee:-</p> <ul style="list-style-type: none"> (i) The project involves construction of Kundli- Manesar- Palwal Expressway (135.65 km) in state of Haryana by Haryana State Industrial and Infrastructure Development Corporation Ltd. (ii) The Kundli-Manesar-Palwal Expressway (KMPE) passing through the State of Haryana has been conceived in view of orders of Hon'ble Supreme Court of India dated 16.12.2001 and 15.07.2002 in Writ Petition (Civil) 13029 of 1985. (iii) Proposed KMPE has an estimated length of 135.65 km. The strategically designed alignment of expressway is connecting NH-1, NH-10, NH-8 and NH-2 and bypasses Delhi. The connectivity with the highways have been proposed at selective locations at NH-1, NH-10, NH-8 and NH-2 for prestigious industrial projects, promoted by the State government. (iv) The previous environment clearance for the project was awarded to the project vide letter No.5-42/2006-IA-III dated 22nd February, 2007. Substantial construction work was done within the validity of the EC period, which expired in February 2012. About 68% of the construction work is already completed and the executing agency has again applied for the EC to complete the remaining construction work. (v) Details of necessary Clearances for the Kundli Manesar Palwal Expressway (KMPE) Project are as follows: <ul style="list-style-type: none"> (a).Environment Clearance obtained from MOE&F Govt. Vide letter No.5-42/2006-IA-III dated 22nd February, 2007. (b).Clearance for diversion of 35.66 ha of Forest Land obtained from MOE&F,

	<p>through their Regional Office (North) Chandigarh vide No. – 9-HRC-1261/2006-CHA/8042-50 dated 22.08.2007 followed by their letter No 9-HRC-1261/2006-CHA/12412 dated 11.12.2007</p> <p>(c).Transfer of 35.66 ha of Forest Land to HSIIDC for KMPE vide letter No. 9305 dated 28.12.2007.</p> <p>(vi) The alignment of the project passes through five districts, i.e. Sonipat, Jhajjar, Gurgaon, Mewat and Palwal. Road land width of 100 m along the alignment of proposed expressway has already been acquired by HSIIDC.</p> <p>(vii) The alignment of the proposed road starts from NH-1 near Kundli, crosses NH-10 at Bahadurgarh, Crosses NH-8 near Manesar and finally joins NH-2 near Palwal. The proposed expressway is dual carriageway 6-lane (3+3) expressway and is a divided highway intended for traffic with full control of access and provided with grade separators at intersections. No slow moving traffic will be allowed to ply on the expressway.</p> <p>(viii) To prevent any change in natural watercourse and drainage, 302 culverts are proposed along the alignment of the expressway. 4 major and 13 minor bridges are also proposed over several small seasonal streams, irrigation canals/channels, distributaries and nallahs.</p> <p>(ix) About 132 km length out of 135.650 km of expressway has been designed in complete embankment. The roadway in embankment will generally be about 2 m or more above the surrounding ground level.</p> <p>(x) Tree cutting: About 75,932 trees are affected along alignment in the area other than forest land. No rare/ endangered and/or wildlife species have been observed/ recorded in the near vicinity of the of the project area About 35.63 ha forest land is also involved. Forest clearance is already obtained by HSIIDC from the MoEF vide letter No.9-HRC1261/2006-CHA/12412, dated 11th December 2007. 35.66 ha area has already been identified by forest department for Compensatory Afforestation.</p> <p>(xi) Investment/Cost: Total estimated total cost for the entire stretch of the project is Rs.3340.81 crores, which also includes Rs.1020 crores, already spent on road construction. The unit cost per km of Road has been assessed as Rs 24.64 crore per km.</p> <p>(xii) Wildlife issues: Sultanpur reserve forest and bird Sanctuary is at a distance of 2.35 km from the alignment of the expressway. No other Archaeological Features or eco-sensitive zones are present within a distance of 15 km from the alignment. Archaeological features present in Delhi city are not in the vicinity of the project alignment.</p> <p>(xiii) Other planned activities include construction of intersections/junctions, culverts and drainage works, toll plazas and ancillary structures, temporary access, diversion roads and site location for WWM plant and other road construction related plants and establishments. The offsite work includes, quarrying from nearby quarry sites, labour camps, material storage yard, earth from nearby burrow area and dumping of construction spoils at dumping sites.</p>
3.2.2	<p>The EAC noted that the EC issued to the project vide letter dated 22nd February, 2007 remains valid since nearly 68% of the physical progress was already achieved within the validity period of five years. As such, the request for issuing ToR at this stage for the project could be considered to be infructuous. The Ministry may examine the same.</p>
3.2.3	<p><i>The project proponent desired to withdraw their proposal for issue of ToR.</i></p>
3.3	<p>Development of Jodhpur – Pali - Marwar Industrial area in Rajasthan by Delhi Mumbai Industrial Corridor Development Corporation Ltd - Extension of validity of ToR – [F.No. 21-6/2013-IA.III]</p>

3.3.1	<p>The Committee noted that the ToR was issued for the project vide letter dated 12th November, 2013 with its validity period of two years i.e. up to 11th November, 2015. The project proponent has applied for extension of validity of ToR in December, 2015 i.e. after the expiry of validity of ToR.</p> <p>The Committee was informed that the Ministry has recently prescribed/notified for validity of ToR from 2 to 3 years, further extendable for a period of one year. However, in the instant case, the applicability of the same and that too, when application has been made after the expiry of validity of ToR, the matter needs to be examined in consultation with the Policy Division.</p>
3.3.2	<p><i>After deliberations, the Committee recommended that the Ministry take a view on the present request of the project proponent.</i></p>
3.4	<p>Development of SIPCOT Industrial Park Tuticorin at Therkuveerapandiyapuram, Meelavittan, Sillanatham, Nainapuram, Swaminatham, Pudiampattu (Tamil Nadu) by State Industries Promotion Corporation of Tamil Nadu Limited - Amendment in ToR – [F.No.21-182/2014-IA-III]</p>
3.4.1	<p>The project proponent made a presentation and provided the following information to the Committee:-</p> <p>(i) The project was accorded ToR approval vide No.21-182/2014-IA.III dated 19.03.2015 for the following listed activities/sectors which comes under the purview of Environmental Clearance.</p> <p style="padding-left: 40px;">Thermal Power Plants 1(d)-B category only, (a).Metallurgical Industries 3(a), (b).Chemical Fertilizers 5(a), (c).Synthetic Organic Chemicals 5(f), (d).Induction/Arc Furnaces/Cupola Furnaces 5TPH or more 5(k) and (e).Isolated Storage & Handling of Hazardous Chemicals 6(b).</p> <p>(ii) The total land area of the Industrial Park would be 609.05 ha of land falling in the revenue villages of Therkuveerapandiyapuram in Ottapidaram Taluk, and Meelavittan Villages in Tuticorin Taluk, Tuticorin District.</p> <p>(iii) The water requirement is assessed at 2 MGD and it will be made available from the approved water drawal for SIPCOT from River Tamiraparani. The member Industries will be mandated to have “Zero Discharge” for establishing the respective industries.</p> <p>(iv) The effluent will be collected, treated, and reused by recycling. Any residues out of solids-separation (sludge) will be disposed of through approved TSDF. The common facilities like Water, Power, Roads, Storm water lines and the like will be fully managed by SIPCOT.</p> <p>(v) Accordingly, Amendment in the ToR is sought to accommodate the following activities/sectors under the purview of Environmental Clearance.</p> <p style="padding-left: 40px;">(a).Thermal Power Plants 1(d)-B category only, (b).Metallurgical Industries 3(a), (c).Cement Grinding 3 (b)- B Category only, (d).Induction/Arc Furnaces/Cupola Furnaces 5TPH or more 5(k) (e).Petroleum refining Industry 4(a) and (f). Petro-chemical complexes 5(c)</p>

3.4.2	<p>The EAC was informed that with the changes proposed, the scope of study will exclude project/activity namely Chemical Fertilizers, Isolated Storage & Handling of Hazardous Chemicals and Synthetic Organic chemicals. But at the same time, the proposed industrial estate would house Cement Grinding, Petroleum Refining Industry and Petro-chemical Complex.</p> <p>The Committee noted that the project would cover handling of the processed materials pertaining to petroleum refining and petro-chemical industry, and would thus involve handling, storage of finished products relating to these industries and dust pollution control measures for Cement Grinding units. The project proponent explained the changes/revision in the Form-I accordingly.</p>
3.4.3	<p><i>The EAC, after deliberation, recommended for amendment in the ToR in accordance with the submissions made by the project proponent and explained in para 3.4.2 above.</i></p>
3.5	<p>6-laning of Bangalore-Chennai Expressway including Spur Alignments in the states of Karnataka, Andhra Pradesh and Tamil Nadu by National Highways Authority of India - Finalization of ToR - [F.No.10-15/2016-IA-III]</p>
3.5.1	<p>The project proponent made a presentation and provided the following information to the Committee:-</p> <ul style="list-style-type: none"> (i) The project is a proposed new 6-lane Expressway connecting Bangalore to Chennai. The proposed Expressway takes off at distance of 415 m from Kondasapur village on Bangalore –Chennai Section of NH-4 towards Eastern side of Bangalore City in the state of Karnataka and terminates at Sriperumbudur village near Chennai city in the state of Tamil Nadu covering a total distance of 258.8 km. the proposed road will be passes through Bangalore Rural and Kolar districts in the state of Karnataka, Chittoor district in the state of Andhra Pradesh and Vellore, Kanchipuram and Thiruvallur districts of the state of Tamil Nadu. The project also includes four Spur alignments connecting Bangalore-Chennai Expressway (BCE). Spur alignments are here as under: <ul style="list-style-type: none"> (a).Spur- 1 is from Dobbaspeta-Dodballapur-Devenhalli- NH-4 near Hoskote, (b).Spur-2 is from NH-4 to NH-207 , (c). Spur-3 is from Expressway to Kolar Gold Fields (d).Spur-4 is from Expressway to Vellore. (ii) The major settlements along the alignment are Hoskote, Bangarpet, Palamaner, Chittoor, Katpadi, Kancheepuram and Sripermbudur etc. (iii) The land use pattern on 10 km either side of the project road is predominantly agriculture followed by habitation area and forests. (iv) There are no protected forests along the entire proposed alignment and there is no forest in the stretch of the proposed alignment passing through the state of Karnataka. The proposed project road section from km 115.288 to km 122.310, for a length of 7.083 km on both sides, passes through Rayala Elephant Reserve and Palamaner Reserved Forests in the state of Andhra Pradesh and proposes for diversion of 63. 747 ha of land from this reserve forest. The stretch of the proposed alignment in the state of Tamilnadu, also passes through Mahimandalam Reserved Forests, from 171.371 km to 171.551 (from center line to right side, proposes the diversion of 0.180 ha) and from 171.551 to 171.746 km on both sides (proposes 0.195 ha) .The total forest land proposed to be diverted in the state of Tamil Nadu is 3.373 ha. (v) Wildlife issues: Kaundinya Wildlife Sanctuary is located at a distance of 2.200 km from km 115.300 of proposed alignment of BCE towards southern side.

- (vi) In consultation with Forest/Wild Life department, four (4) nos. of Animal/Elephant crossing has been provided in the project, where the movement of the elephant has been recorded.
- (vii) **Land requirement:** The proposed land acquisition for the proposed alignment is 2645.59 ha. This includes 2350.00 ha. of private land, 228.47 ha. of Government land, rest 67.12 ha forest land.
- (viii) The proposed Right of Way (RoW) will be 90 m of 2 x 11.25 m carriageway.
- (ix) The proposed road will have 9 nos. of major bridges, 144 nos. of minor bridges, 143 nos. of culverts, 4 nos. of ROBs, 52 nos. of pedestrian/cattle underpasses, 41 nos. of vehicular underpasses, 17 nos. of flyover, 13 nos. of toll plazas and 10 no. of wayside amenities
- (x) There is provision of 10 nos. Truck lay byes, 10 nos. of Rest areas, High mast light approximately at 72 locations and Street Light approximately at 172 locations.
- (xi) Safety measures will be provided as per NHA Safety Manual and IRC: 67 and 6 laning Manuals. Safety Measures, as provided in NHA Safety Manual i.e. Unit-3 (pertaining to Traffic Safety, such as traffic control zone, advance warning zones, traffic control devices, regulatory & warning signs cylindrical cones, drums, flagman, Barricades, Pedestrian Safety, speed control etc) and other safety guidelines & measures suggested in Unit -4 (Construction Zone Safety), Unit 5 (Temporary Structures Safety), Unit-6 (Workers & Work Zone Safety), Unit-7 (Electrical & Mechanical Safety) will be strictly implemented . All required illustrative plans for safety at construction sites keeping in view all situations highlighted IRC: SP: 55 and in NHA Safety Manual will be prepared and strictly implemented.
- (xii) **Trees cutting:** About 1,50,000 trees are likely to be affected due to proposed ROW of 90 m. Efforts will be made to minimize the trees loss by restricting tree cutting within formation width. Avenue plantation shall be carried out as per IRC SP: 21:2009 on available ROW apart from statutory requirements. The enumerations (tree inventories) of total trees and trees to be affected will be prepared during detailed EIA study and the preparation of Forest Clearance proposals, in local & scientific names and girth range specific manner.
- (xiii) Materials requirements are aggregate (35,54,743cum), Bitumen (3,21,934MT) , Earth (5,40,09,167cum) , Sand (17,77,372cum) , Steel (1,44,310mT) and cement (9.64.908 MT)
- (xiv) **Thermal Power Plant:** Ennore Thermal Power Plant (55 km) and Athipattu Thermal Power Plant (57 km) fall within 100 km of proposed project alignment and the fly ash will be used in the project depending upon their availability of quantity of fly ash in aforementioned thermal power stations. Specific estimations of fly ash quantities available in these power plants for getting utilized in the project will be made during detailed studies.
- (xv) **Water requirement:** The total requirement of water for construction is estimated to 2100 KL/day. To meet the water requirement for construction 1260 KL/day surface water will preferably be used to the possible extent depending upon the availability of water in nearby rivers/ streams with requisite permission from line department. 840 KL/day Ground water will be used only in those areas, where there is no source of surface water. Requisite permission for abstraction of ground water will be taken in advance from concerned authority.
- (xvi) A total number of 68 structures will be affected due to proposed Road. The NHA shall compensate the affected title holder as per NHA Act, 1956..
- (xvii) **Investment/Cost:** The total estimated Project Civil Cost is approximately Rs. 4,999 crores, The EMP cost is Rs. 149.79 Crores and R & R Cost is Rs. 2129.45 crores.

3.5.2	<p><i>The EAC observed that the documents were not circulated in advance to the committee members, and as such, it was not possible to consider the proposal.</i></p> <p><i>The proposal was, therefore, deferred.</i></p>
3.6	<p>Development of Delhi - Meerut Expressway – New alignment of Delhi – Meerut Expressway from Dasna to Meerut (km 27.500 to km 64.552) & connector (km 0.00 to km 9.004) in Uttar Pradesh by National Highways Authority of India – Reconsideration for Environmental Clearance – [F.No.10-63/2013-IA-III]</p>
3.6.1	<p>The Project Proponent made a presentation and provided the following information to the Committee:-</p> <ul style="list-style-type: none"> (i) The project involves development of Delhi-Meerut-Expressway-New Alignment of Delhi Meerut Expressway from Dasna to Meerut (km 27.500 to 64.552=37.052 km) & connector (km 0.000 to 9.004=9.004 km) on Annuity Hybrid Model. (ii) The proposed project is starting from km 27.500 of NH-24 at Dasnato km 64.552 of NH-235 at Hazipur Village and connector starting from km 50.950 of DME near Jainuddinpur Village to km 52.250 of NH-58 at Meerut Bypass. (iii) The proposed alignment does not fall in eco-sensitive zone of Wildlife Sanctuary/National Park/CRZ etc. However project involves diversion of 15.053 ha of forest area (14.018 ha of Chudiyala RF and 1.035 ha of PF at Upper Ganga Canal location). The proposal for diversion of forest land at the high level of State Government. (iv) The entire alignment is passing through plain terrain. (v) Land use pattern along the project road is mainly agricultural, followed by homestead areas and some barren land. (vi) Total land required for the proposed greenfield alignment will be 479.91 ha, comprising 420.09 ha of private land, 44.77 ha of government land and 15.053 ha forest land. (vii) The proposed green field alignment project is 6 lane expressway with 90 m ROW. (viii) There are 5645 nos of trees in the proposed ROW of 90 m. However, NHA require to cut for the area of construction zone which is 45 m. (ix) One major and four minor bridges have been proposed. 19 culverts have also been proposed. (x) There are 36 underpasses where 24 PUP & 12 VUP, 10 flyovers, 3 ROBs (i Moradabad-Ghaziabad, ii Hapur-Meerut, iii Ghaziabad-Meerut railway lines) are in this stretch. (xi) There are 2 toll plazas on the alignment. One at km 57.00 on DME and other one is at km 7.50 on connector. (xii) The length of the service road is 55.876 km. (xiii) The major canal crossings include the Upper Ganga Canal (km 33.650). (xiv) The affected structures are 79. (xv) Dadri Thermal Power Plant is located within radius of 100 km from the proposed alignment. The fly ash (22,82,831 cubic meter) from this power station will be used for construction work. (xvi) Total Project Cost is Rs. 1657 Crore. Cost of Environment Management Plan is Rs.1.046 Crore.
3.6.2	<p>The proposal was considered by the EAC in its 154th meeting held on 22/23rd December, 2015 wherein the Committee recommended for grant of environmental clearance, subject to all the generic conditions applicable for building and construction</p>

projects, along with the additional conditions as under:-

- There shall be no frequent puncturing, and proper access control to be provided all along the proposed NH.
- The expenditure towards EMP has to be proportionately increased to comply with the green belt development plan, and for exigencies, if any.
- The project proponent shall obtain the required permission for diversion of 808.619 ha of forest land, before start of the project in that area.
- NHAI and MoRTH shall reevaluate the minimum distance between NH and urbanization, industrialization or commercialization of stretches along the NH to avoid congestion.
- All entry/exit/access points on this highway shall be appropriately designed and preferably frozen to avoid traffic congestion and pollution, defeating the very purpose of this expensive project.

However, while processing the proposal, certain discrepancies were observed, with the details as under:-

(i) The title and other details of the project seeking EC is not consistent with that mentioned in the Form-I and reflected in the ToR granted on 10th December, 2013.

(ii) Public hearing was conducted in August/October, 2012 i.e. prior to the ToR issued in December, 2013.

(iii) Public hearing mentions about widening/development of 100.36 km in District Ghaziabad, 15.823 km in Hapur and 19.020 km in District Meerut. Whereas, in the Form-I, the total design length of the proposed expressway has been mentioned as 150.147 km.

3.6.3

In view of the discrepancies between the ToR and the EIA/EMP reports, and also the public hearing conducted prior to issue of ToR, the case was again taken to the EAC in accordance with the directions on file.

During deliberations, the EAC sought a clarification whether the project proponent was coming to EAC as a consequence of the ToR issued on 4th November, 2011 or that of 10th December, 2013.

The EAC noted that the validity of the ToR at the time of issue of ToR on 4th November, 2011 was two years extendable by one year subject to accompanying pre-conditions. Thus, even if a period of three years is taken, the validity of this ToR with extension finishes on 4th November, 2014.

Public hearing in the matter was conducted on 4th August, 2012 in Ghaziabad District, 8th August, 2012 in Hapur District and 5th October, 2012 in Meerut District. The PP submitted the EIA/EMP reports with MoEF&CC on 27th November, 2015.

Meanwhile, the scope of the project was revised, and a fresh ToR was issued on 10th December, 2013 with validity of two years, and the revised proposal was given involving a deletion of a portion of 2.2 km given in the earlier proposal of 2011.

Later, the MoEF&CC extended general validity of the ToR to three years extendable by another one year subject to necessary conditions. No public hearing has been conducted yet in respect of ToR issued on 10th December, 2013.

3.6.4	<i>The EAC, after detailed deliberations and in view of the above facts, desired that NHAI may inform the EAC/Ministry as to which proposal they would like to pursue at this stage so that its validity and merits can be assessed. The Ministry may also advise the EAC whether it is to proceed with the examination of the ToR issued in 2011 or that of 2013.</i>
3.7	Construction of elevated road from Chennai Port to Madhuravoyal (Tamil Nadu) by Chennai Port Trust - Extension of validity of CRZ Clearance - [F.No.11-23/2009-IA-III]
3.7.1	<p>During deliberations, the EAC was informed that</p> <p>(i) The validity of CRZ Clearance expired on 24th February, 2016, whereas the proposal for extension of validity of the same was applied online on 19th January, 2016.</p> <p>(ii) The project proponent informed that the work stalled since 2012. However, the Hon'ble High Court of Madras vide their order dated 20th February, 2014 in WP No.5934, 33152 of 2013 & 21638 of 2012 has held that</p> <p>'we are fully convinced for issuing writs as prayed for. Consequently, we set aside the impugned orders dated 28th January, 2013 and 29th March, 2012 passed by the Chief Engineer, PWD, Government of Tamil Nadu, with a direction to the Government of Tamil Nadu and all the contesting respondents to extend full co-operation for continuance of the project which has already been started after getting CRZ clearance from the Ministry from Environment and Forests. The undertaking given before this Court by NHAI to maintain free flow of sewerage/rain water Cooum river at the maximum level of 25000 cusecs at all times is recorded. At the time of construction also NHAI and the Concessionaire are directed to see that there shall be no obstruction and free flow of water in Cooum river and the debries/building materials are to be removed/stored in such a manner without obstructing the free flow of water. The PWD of the Government of Tamil Nadu to co-ordinate and monitor free flow of water along with NHAI authorities and the Concessionaire in Cooum River and all should work in tandem for early completion of the project'.</p> <p>(iii) Subsequently, the Government of Tamil Nadu has challenged the aforesaid order of the Hon'ble High Court in Hon'ble Supreme Court. The matter is pending before the High Court and project proponent informed that the Hon'ble High court has so far not stated the above mentioned order of the High Court.</p> <p>(iv) The project proponent claimed that they have been filing the compliance reports till 2012 however they have not filed compliance report beyond 2012 since the work is stalled by the Government of Tamil Nadu. Now they have submitted a report giving the present status of the project.</p>
3.7.2	<i>The EAC noted that there has been no stay by the Hon'ble Courts on implementation of the project. Keeping in view, the Committee recommended for extension of validity of CRZ Clearance without prejudice to any order of Hon'ble Supreme Court/High Court, and there should not be any violation of any of the orders of Hon'ble Court of Law.</i>
3.8	Setting up of SEZ for chemicals at Vilayat GIDC in Taluka Vagra, District Bharuch (Gujarat) by M/s Jubilant Infrastructure Limited - Amendment in Environmental Clearance – [F.No.21-1087/2007-IA.III]
3.8.1	<i>The EAC observed that the related documents were not circulated in advance to the</i>

	<p><i>committee members, and as such, it was not possible to consider the proposal.</i></p> <p><i>The proposal was, therefore, deferred.</i></p>
3.9	Proposed Beach Resort at near Suryalanka Beach at Survey No.517 of Adavi Village, Bapatla Mandal of Guntur District (Andhra Pradesh) by M/s Golden Sands Beach Front Resorts - Further consideration for CRZ Clearance - [F.No.11-10/2016-IA-III]
3.9.1	<p>The project proponent made a presentation and provided the following information to the Committee:-</p> <ul style="list-style-type: none"> (i) M/s Yaganti Estates proposes to develop Golden Sands Beach Front Resorts near Suryalanka Beach with a built up area of 3144.84 Sqm in land area of 10.75 acres at Survey No.517 of Adavi Village, Bapatla Mandal of Guntur District with full-fledged landscape and green belt. (ii) This resort is a getaway beach for individuals & families. Visitors can enjoy swimming & sunbathing without feeling squeezed. Latitude and Longitude of the site is 15°48'48" North Latitude 80°26'41" East Longitude. It falls under CRZ-III Zone, Nearest Highway to the site is (NH-214 A) at a distance of 7 km, nearest railway station to the site is Chirala Railway Station is at a distance of 10 km on Howrah –Chennai – New Delhi Railway Lines, nearest airport is Gannavaram at a distance of 115 km, nearest habitat is Pandurangapuram, adavi which lies at a distance of about – 0.5 km, project site is 10 km away from Chirala & Bapatla is 52km south of Guntur City, nearest water body is Bay of Bengal. (iii) The study area falls under Seismic Zone - 2. (iv) The total water requirement of the project is 27.3 m³/day which is proposed to be obtained from the Nearby Gram Panchayath supply system. Total wastewater generated is 14.49 m³/day. STP of 20m³/day capacity is proposed to treat water. MBBR technology is proposed. Treated water will be used for flushing and greenbelt development. Zero discharge will be maintained. (v) Total area of 1071.27 sqm has been provided for parking. (vi) Total solid waste generated from the project is 42.8 kg/day. (vii) The total power demand load of the project is about 400 KW. The power is sourced from the APSPDCL through a transformer. The power requirement will be met from the APSPDCL Substation. The underground electrical lines will be laid to meet the requirement of power. (viii) For emergency purposes back up power is proposed by using DG sets of 250 kVA capacity. (ix) SCZMA Approval: The Andhra Pradesh Coastal Zone Management Authority has recommended the project vide their letter dated 25th June, 2015. (x) Energy Saving Measures proposed are Solar Lighting and LED is proposed. Total Energy Saved from the project is 15.4%. (xi) Employment potential: 20 Employees will be appointed during the operation stage. (xii) Benefits of the project: Beach resorts are the perfect option when planning a vacation.
3.9.2	<p>The project proponent indicated that the site involved only cottages of different dimensions and not any large groups coming for recreation. The Committee felt that the fresh water supply arrangement is not provided in a satisfactory manner. It would not be advisable to supply water through tankers at this site. The project proponent has another piece of land away from CRZ area from where it is proposed to extract ground water which can be transported through a pipeline to this resort.</p>

	<p>The State Ground Water Authority should give a report that extraction of ground water at the site for meeting the water requirements would be permissible without endangering the quality of ground water aquifer on account of sea water ingress. The project proponent will also bring the consent of the land owners through which land the pipeline would pass along with the plan of the pipeline from the extraction point to the point of induce. The project proponent should modify the parking plan for two buses parking.</p>
3.9.3	<p><i>The proposal was, therefore, deferred, for want of clarification and inputs on the above lines.</i></p>
3.10	<p>Proposed Beach Resort at R.S. No. 477/1, 2, 3, 5 & 6, 479/3, 4, 7 & 8 of Thengamputhur Village, Agastheeswaram Taluk, Kanniyakumari District (Tamil Nadu) by M/s Escapade Resorts Pvt Ltd - Further consideration for CRZ Clearance – [F.No.11-8/2016-IA-III]</p>
3.10.1	<p>The project proponent made a presentation and provided the following information to the Committee:-</p> <ol style="list-style-type: none"> (i) The project involves construction of Beach Resort Project by M/s Escapade Resorts Pvt. Ltd. at re-Survey Nos. 477/1, 2, 3, 5 & 6, 479/3, 4, 7 & 8 of Thengamputhur Village, Agastheeswaram Taluk, Kanniyakumari District (Tamil Nadu). (ii) The total Plot Area on which development is proposed is 5.325 hectares (53,290 sq. m.). The total built up area is 5,168 sq. m. The land use of the project site is Residential. It is proposed to construct 28 Cottages together with other infrastructure like swimming pool, spa, health club, internal road, parking area & services etc. The access road to the project site is from Thengamputhur-Pallam Road, which is in north direction of the project site. (iii) SCZMA Approval: The Tamil Nadu Coastal Zone Management Authority has recommended the project vide their letter No.P1/627/2011 dated 15-02-2012. (iv) Forest land: No diversion of forest land involved. (v) The proposed development is beyond 200m. (No Development Zone) from HTL of sea and hence in CRZ III. The CRZ Status report confirming above aspects and the CRZ Classification of the project site, prepared by National Centre for Earth Science Studies (NCESS) is submitted along with CRZ Application. As per the report, the study area where resort is proposed to be developed has seasonal beaches on sea side. The seasonal beaches are between the HTL and LTL and hence these belong to CRZ I(ii) category. The present field investigations indicated the presence of sand dunes field in the area. The sand dunes are CRZ(i). The CRZ other than CRZ I is CRZ III. (vi) The total daily domestic water consumption for the project would be 25 KLD. The sources of water during operation phase for the proposed project are: - <ul style="list-style-type: none"> • Stored Rain water (domestic req.) (Rainy days) • Public supply (domestic req.) (non-rainy days) • Treated waste water from STP (horticulture Req.) (Entire Year). <p>The permission from Puttalam Town Panchayat has been obtained regarding public water supply.</p> (vii) Wastewater:- During operation hours, the total water demand of the project is expected to be 25KLD. The domestic sewage will be about 22.47 KL / day which will be treated through proposed Sewage Treatment Plant of capacity 30 KLD to be installed within the project premises. The treated water from STP will be used for horticulture water requirement. (viii) The treated water from STP will be about 22 KL/Day which is available for

	<p>recycling / reuse. The water requirement for horticulture will be met from the remaining treated water available.</p> <p>(ix) Solid waste generation will be about 100 Kg/day and which will be collected separately as Bio-degradable (approx. 60%) and Non-biodegradable (approx. 40%) waste at source by providing bins (green for biodegradable waste and blue for non-biodegradable waste). The PP has proposed to set up a Biodegradable Plant working on the principle of Anaerobic digestions for the disposal of biodegradable waste. The biodegradable waste would be sent to the Bio-mass digester plant. The non-biodegradable and recyclable waste would be sold to the vendors.</p> <p>(x) The total power requirement during construction phase is 50 KW and will be met from Tamil Nadu State Electricity Board & 62.50 KVA D.G. Set and total power requirement during operation phase is 75 KW and will be met from Tamil Nadu State Electricity Board & D.G. Set (100 kVA X 1 No.) Noise control for the DG Sets through necessary acoustic enclosures as per CPCB norms will be provided. Proposed energy saving measures would save about 25 % of power.</p> <p>(xi) Rooftop rainwater of buildings will be collected in RCC RWH tanks/pond of total 500 KL + 1000 KL capacity for harvesting after filtration.</p> <p>(xii) Parking facility for 55 ECS and 103 two wheelers is proposed to be provided against the requirement of 54 ECS respectively (according to local norms).</p> <p>(xiii) It not located within 10 km. of Eco Sensitive areas.</p> <p>(xiv) There is no court case pending against the project.</p> <p>(xv) Investment / Cost of the project is about Rs. 4.74 Crores.</p> <p>(xvi) Employment potential: This Beach resort project will provide direct and indirect jobs to the locals with improvement in infrastructure with other ancillary developments near site. The employment potential is estimated to be at about 100 jobs</p>
<p>3.10.2</p>	<p>The EC noted that the project was last considered by the EAC in its 156th meeting held on 28-29 January, 2016 wherein the Committee requested the project proponent to bring a contour map of the site indicating the HFL contours points super-imposed on the site plan. The project construction should be undertaken on stilts for safety of the resort. Also, the project proponent was advised to bring an appropriate plan for the same. The proposal was deferred for want of inputs.</p> <p>The PP has submitted the contour points. The PP has proposed to construct restaurant on stilts as assembly point for emergency situations, and by doing so the <i>floor level of restaurant will be at 6 m above the existing ground level and this will result in the ground floor level to 22 m (16m+6m) above MSL.</i></p>
<p>3.10.3</p>	<p><i>The EAC, considering the legal provisions, recommended approving the project from CRZ perspective subject to the following conditions:-</i></p> <ul style="list-style-type: none"> • <i>The construction in CRZ areas shall strictly in accordance with the provisions of CRZ Notification, 2011.</i> • <i>There shall be no dressing or alteration of the sand dunes, natural features including landscape changes for beautification, recreation and other such purpose.</i> • <i>The project proponent shall ensure compliance to all the safety measures, as proposed for the project site, to meet any contingency during Tsunami or any such natural calamity including the construction of restaurant on stilts in the resort project site as assembling place as part of on-site emergency preparedness for all guests and staff within resort in case of any natural calamity.</i> • <i>The development of Resort shall be strictly for occupation of tourist and visitors. There should not be any construction for residential purpose.</i>

	<ul style="list-style-type: none"> • All waste (liquid and solid) arising from the proposed development will be disposed off as per the norms prescribed by Tamil Nadu State Pollution Control Board. There shall not be any disposal in to the sea/coastal water bodies. • No labour camp, machinery and material storage is allowed in CRZ Area. • Project Proponent will ensure that no untreated wastewater is discharged outside the project premises. It will be ensured that the wastewater generated is treated in STP and is reused for landscaping, flushing and HVAC cooling purposes within the development. The PP should also make alternate arrangement for situation arising due to malfunctioning of STP. There shall be regular monitoring of the effluent from STP under intimation to the SPCB. • The project proponent shall not undertake any construction within 200 m in the landward side of High Tide Line and within the area between Low Tide Line and High Tide Line. The proposed constructions shall be beyond 200 m from the HTL. • Live fencing and barbed wire fencing with vegetative cover is allowed around private properties subject to the condition that such fencing shall in no way hamper public access to the beach. • There shall no ground water drawal within CRZ. • The PP shall obtain necessary permission from concerned authorities for their proposed construction. • Installation and operation of DG sets shall comply with the guidelines of CPCB. The D.G set shall be at least 6 m away from the boundary. • The PP shall obtain necessary clearances as applicable.
<p>3.11</p>	<p>Eco-friendly Resort at Village Manjeri (Badabalu), Tehsil Ferrarganj (Andaman & Nicobar Island) by M/s Smartspace Infrastructure Pvt. Ltd & M/s Surya Chidiya Tapu Resorts Pvt Ltd - Further consideration for CRZ Clearance - [F.No.11-39/2015-IA-III]</p>
<p>3.11.1</p>	<p>The project proponent made a presentation and provided the following information to the Committee:-</p> <ol style="list-style-type: none"> (i) The Eco-friendly Resort having 65 cottages is proposed in an area of 19 ha (192185 sqm) with a built up area of 11264 sqm with a setback of 50 m, at Bada Balu, Manjeri Village, Ferragunj Tehsil, South Andamans, Andaman & Nicobar Islands. The other facilities include gym, spa, restaurant and adequate parking space. (ii) Physiographically, the area can be classified into coastal areas and plain land with small intermittent hills. The latitude 11^o30'49.09" N & longitude 92^o40'34.15"E of the site respectively. The study area is classified under Seismic Zone V. (iii) The land has been diverted for running an eco tourism resort. It is owned jointly and equally by M/s Surya Chidiya Tapu Resorts Private Limited and M/s Smartspace Infrastructure Private Limited. (iv) The project site is on the shoreline of Bada Balu, Chidya Tapu in South Andamans, and falls under ICRZ-III. The site is located at a setback of 50 meters from the HTL (v) The project would have one STP of 75 kld capacity, rain water harvesting system and solid waste management system. (vi) During Construction phase, Water will be abstracted from ground. The total water requirement for the proposed Eco Friendly Resort shall be 160 KLD. The fresh water requirement of 104 KLD shall be sourced through ground water. 59 KLD of waste water will be generated which shall be treated in a MMR Technology based STP of capacity 75 KLD and the treated water shall be completely reused within the facility thereby achieving zero discharge. Treated waste water of 56 kld shall be reused for flushing, gardening and other purposes, and there shall be no discharge from the

complex.

- (vii) A creek is running adjacent (50-100 m away) to two land parcels within the project site. No water shall be discharged into the creek.
- (viii) Green belt shall be developed along most of the periphery of the project area, as well as along roads. Green area shall be approximately 70% of the plot area.
- (ix) The project is located outside the Mahatma Gandhi National Marine Park (approx distance 400 m).
- (x) The Andaman and Nicobar Coastal Zone Management Authority in its meeting held on 2nd November, 2015 has recommended the proposal.
- (xi) **Waste Generation during Construction phase:** As most of the materials shall be dry solids, there shall be air pollution during their handling at different stages for which all mitigation methods shall be adopted. The construction debris shall be used for backfilling & road construction purposes within the project site. Excavation of 33792 m³ soil will be carried out in order to provide foundation. This excavated soil will be properly stacked within the project site under tarpaulin cover and will be reused for levelling, backfilling purpose & road construction purposes. The top soil shall be collected and use for landscaping purposes within the Project. Approx. 15 Kg/day of Municipal Solid Waste generated from temporary labours shall be disposed off as per Municipal Solid waste handling norms. Used oil whenever generated from the DG sets shall be kept in an isolated area and in leak proof container and shall be sent to the approved recycler.
- (xii) **Waste Generation during Operation:** Total 80 kg/ day Municipal solid waste will be generated out of which 56 Kg/day of Bio-Degradable waste which would be treated in Organic Waste Converter followed by Pyrolysis within the premises. 24 Kg/day of Recyclable Waste shall be given to Authorized Recycler. The hazardous waste in the form of used oil will be 8 litres/day which will be given to approved vender of CPCB. The E -Waste of 1 kg/day will be handled as per E-waste Management Rules.
- (xiii) The total power requirement is established to be 1258 KW which shall be obtained from the Port Blair Electricity Department. 3 D.G. sets of 500 KVA are proposed as a power back up.
- (xiv) **Investment/Cost:** The total estimated cost of the project is Rs. 60 Cr.
- (xv) **Employment potential:** The construction phase shall involve about 100 skilled and un-skilled people. During the operational phase, about 75 persons would be required for resort staff. There shall also be indirect employment to hundreds of people.
- (xvi) **Benefits of the project:** The benefits relate to the direct employment associated with the construction of the facility. Additional employment opportunities will lead to a rise in the income and improve their standard of living. It will an Eco Friendly Resort of International Standards with all latest amenities, and shall serve to put Andamans on the tourism map of India.
- (xvii) **Parking facility** for 16 ECS will be provided apart from 5 buggies (Electrical vehicles) for guest & 2 buggies for services.
- (xviii) 20 No. of Rain Water Collection Tanks will be provided.
- (xix) **Wildlife issues:** Mahatma Gandhi Marine Park- 400 m from site.

3.11.2 The EAC noted that the project was last considered by the EAC in its 154th meeting held on 22-23 December, 2015 wherein the Committee observed that the project proponent shall prepare a layout plan indicating contours based on the ITS maps prepared during the present financial year. This map will indicate the highest Tsunami levels attained as well as the proposed ground level of the building/structures to be located at the sites. The object of this exercise is to ensure that no portion of the public facility is disaster

prone. The proposal was deferred for want of the inputs.

During the present meeting, the EAC was informed that while recommending the proposal by the A&N CZMA on 2nd November, 2015, the ICRZ map for the UT was no longer valid, and as such, the Authority need to ratify the same in the present conditions.

3.11.3 *The EAC, considering the legal provisions, recommended approving the project from CRZ perspective, subject to ratification of the proposal by the A&N CZMA in the present conditions when the validity of the ICRZ map has been recently extended up to 31st January, 2017, and further subject to the following conditions:-*

- *The construction in ICRZ areas shall strictly be in accordance with the provisions of IPZ Notification, 2011.*
- *There shall be no dressing or alteration of the sand dunes, natural features including landscape changes for beautification, recreation and other such purpose.*
- *The development of Resort shall be strictly for occupation of tourist and visitors. There should not be any construction for residential purpose.*
- *All waste (liquid and solid) arising from the proposed development will be disposed off as per the norms prescribed by State Pollution Control Board/Committee. There shall not be any disposal in to the sea/coastal water bodies.*
- *No labour camp, machinery and material storage is allowed in CRZ Area.*
- *Project proponent will ensure that no untreated wastewater is discharged outside the project premises. It will be ensured that the wastewater generated is treated in STP and is reused for landscaping, flushing and HVAC cooling purposes within the development. The PP should also make alternate arrangement for situation arising due to malfunctioning of STP. There shall be regular monitoring of the effluent from STP under intimation to the SPCB.*
- *The project proponent shall not undertake any construction within 200 m in the landward side of High Tide Line and within the area between Low Tide Line and High Tide Line. The proposed constructions shall be beyond 200 m from the HTL.*
- *Live fencing and barbed wire fencing with vegetative cover is allowed around private properties subject to the condition that such fencing shall in no way hamper public access to the beach.*
- *There shall no ground water drawal within ICRZ.*
- *All stacking and loading areas should be provided with proper garland drains equipped with baffles to prevent run off from the site to enter any water body. Disposal of construction debris should be as the norms. Wastewater channels from the site shall be connected to septic tank during construction to prevent wastewater from entering the sea. Oil and Grease traps shall be installed in rain water collection system.*
- *Appropriate measures shall be undertaken during construction to reduce dust emission*
- *The PP shall obtain necessary permission from concerned authorities for their proposed construction.*
- *Installation and operation of DG sets shall comply with the guidelines of CPCB. The D.G set shall be at least 6 m away from the boundary.*
- *The study area is classified under Seismic Zone V and the structural design shall be as per applicable IS code.*
- *The project proponent shall obtain necessary clearances as applicable under the EIA Notification, 2006 and the CRZ Notification, 2011.*

3.12	Installation of proposed Sulphuric acid (2*12500 MT) and Phosphoric acid (2*10000 MT) storage tanks along with unloading facilities and pipelines at the existing fertilizer Wharf of Coromandel International Limited, Visakhapatnam (Andhra Pradesh) by M/s Coromandel International Ltd - Further consideration for CRZ Clearance - [F.No.11-35/2015-IA-III]
3.12.1	<p>The PP made presentation before the EAC and made submissions as under:</p> <p>(i) M/s Coromandel International Limited (Coromandel), has a manufacturing plant at Visakhapatnam Andhra Pradesh, which manufactures NP, NPK and water soluble fertilizers. The facility was largely expanded in the year 2007 from a production capacity of 8 lakh MTPA to the current production capacity of 12 lakh MTPA. Prior Environmental Clearance was obtained from the Ministry of Environment and Forest & Climate Change (MoEF&CC) for the same.</p> <p>(ii) The raw materials required for the manufacturing of NP/NPK fertilisers include Ammonia, Potash, Urea, rock phosphate and sulphur. The Coromandel International limited is operating a dedicated jetty within the Visakhapatnam port limits which is leased from Port Authorities. Ammonia is currently imported at the wharf and transferred to the plant through a dedicated pipe line. Similarly other raw materials like Potash, Urea and Sulfur, and Rock Phosphate are imported and transferred to the plant through trucks. Wharf is located 5 km away from plant premises and is connected through a dedicated road owned by Coromandel and built in with adequate infrastructure. Besides the above raw materials, since the last 10 years, Coromandel Visakhapatnam Unit is importing both Sulphuric Acid and Phosphoric Acid for the Plant over and above captive production capacity and storing in leased tanks of private vendors within the Port premises and transporting the same to the plant through road tankers passing through the public road.</p> <p>(iii) Currently the phosphoric and sulfuric acid required for the plant are stored in leased storage tanks of private vendors (within the port premises but outside the facility) and transported to the plant through road tankers passing through public road. In order to avoid the risks associated with the transportation of toxic acids through the public roads, Coromandel International Ltd has proposed to install storage tanks and associated facilities for the storage and handling of sulphuric acid and phosphoric acid in their own premises. Accordingly, the tanks will be installed at the existing wharf of Coromandel International Ltd which was leased by Visakhapatnam Port trust. Thus no additional land will be acquired or leased for this project.</p> <p>(iv) In order to avoid risks associated with the transportation of these hazardous chemicals through public road and environmental degradation with Acid leakage due to improper maintenance of storage tanks and road tankers by private vendors, Coromandel has proposed to install storage tanks of Sulphuric Acid (2 x 12,500 MTs) and Phosphoric acid (2 x 10,000 MTs P₂O₅) and associated facilities for storage and handling of Sulphuric Acid and Phosphoric Acid in their premises i.e., at the existing wharf of Coromandel which has been leased by Visakhapatnam Port Trust. As a part of current proposal, necessary unloading facilities and transfer pipelines will be installed at all the existing three berths at the wharf. The stored phosphoric acid will be transferred to plant by road tankers through a dedicated road of Coromandel, while Sulfuric acid is pumped to the storage tanks in the plant through a dedicated line laid along the road.</p> <p>(v) The development would include:</p> <p>a. Two Nos. of Sulfuric acid plants each of 125000 MT capacity and two Nos. of Phosphoric acid plants each of 10000MT of P₂O₅ with closed roof and built in</p>

with dyke walls around storage tanks at wharf

- b. Flexible hoses connecting ship manifold and the unloading lines to the proposed acid storage facility.
- c. Dedicated line for transfer of Sulfuric acid from proposed storage facility to the storage tanks in plant premises.
- d. Loading station at wharf to transfer Phosphoric acid into road tankers for onward transfer to plant premises
- e. Loading station at wharf for transfer sulfuric acid from wharf to plant premises
- f. Fire fighting arrangement around proposed storage facility and at unloading loading area.
- g. Blowers at wharf to facilitate emptying of unloading line after ship unloading activity.

(vi) The proposed acid and Phosphoric acid storage facilities along with unloading pipelines connecting OR1 & OR2 and Fertiliser berth at wharf area in the existing pipeline corridor as permitted by the Vishakhapatnam Port Trust would be located at 17° 41'48" N and 83° 16' E and the entire route of the pipeline is falling in Visakhapatnam Port area.

(vii) The average elevation of the site 5.18 M (17 ft.) above MSL. The area envisaged for setting up the project is 2.4836 Ha. The length of the proposed new pipelines is 525m long with 400mm outer diameter in the existing 2 m. pipeline corridor and will be laid 1m above the ground supported by strands. The Sulphuric acid tanks of 2 nos with 22 m diameter and 12 m high with a capacity of 7500 MT each. The Phosphoric acid tanks of 2 nos with 26 m diameter and 12 m high with a capacity of 10,000 MT each are proposed near the berths in port area.

(viii) The proposed pipelines traverse through CRZ-II over a distance of 270 m. The proposed facilities cover an area admeasuring 24836 sq. m. As per the approved CZMP of the area, it is classified as CRZ-II. The N/o carried out the demarcation of LTL and HTL and CRZ area and classified the same as CRZ-II. As per the rep[ort, creek width is 270 m,, and a setback line of 100 meter from the HTL is marked as CRZ. The route of the Pipeline does not cover any ecological sensitive areas such as mangroves, coral reefs or sanctuaries except mud flats. The area is earmarked as liquid pipeline corridor and is well within the Visakhapatnam Port Limits. The area is provided with well developed infrastructure facilities such as roads, conveyance and is notified port and industrial area as several industrial establishments are located within the vicinity.

(ix) The Sulphuric Acid / Phosphoric Acid Storage Tanks are built in with separate dykes provided with sump and pump to recycle back any spill / overflow acid. The dyke is provided with drain valve which will be closed at all times, except for draining in accumulated drain water in the dyke. This would ensure that any accidental acid leaks are held within the dyke area and do not get into the outside environment.

(x) The Andhra Pradesh State Coastal Zone Management Authority (CZMA) has already recommended the project for Environmental clearance under the provisions of CRZ Notification 2011.

(xi) Andhra Pradesh State Pollution Control Board has issued no objection certificate for the proposed acid storage tanks. The design of the systems will be undertaken as

per the applicable guidelines and good engineering practices. Adequately design spill control systems and safety systems will be adopted while designing and operating the proposed facilities.

(xii) The total capital cost of the proposal is envisaged as INR 27 Crores and the project is expected to be completed in 18 months time after obtaining all necessary permits and approvals.

(xiii) No increase in pollution load as there is no increase in fertilizers production and no manufacturing process is involved in the proposal.

(xiv) The proposed acid storage facility will be built in the premises of Coromandel, which is levelled and compacted. The Impact during construction phase of the development on air quality shall be limited to marginal dust emission ie 5-10 ug/m³ at Coromandel site. Dust emissions due to construction activity will be prevented by water sprinkling.

(xv) It would be ensured that construction vehicles are properly maintained to minimize smoke in their exhaust emissions. The vehicle maintenance area would be located in such a way that contamination of surface soil/water by accidental spillage of oil will not take place and dumping of waste oil is strictly prohibited.

(xvi) Construction workers would be given adequate personnel protective equipment like helmets, safety shoes, goggles etc while working in the site to protect themselves from occupational hazards.

- i. No trash or debris from construction activities would be left at project site. All the waste is handled as per standard industry practices.
- ii. As the proposal of acid storage facility at wharf does not involve any manufacturing process, no fugitive emissions or point source emissions are envisaged during the operation face.
- iii. As no manufacturing process and no chemical reactions are involved in the said proposal, no additional consumption of fresh water and hence no generations of effluents is envisaged.
- iv. The proposed facility will be set up in the existing premises without any additional requirement fresh land. Besides the propose storage tanks will be constructed with leak proof system and hence no impact is envisaged on the land Environment and topography.
- v. Proposed storage tanks would be operated in a closed system with minimum number of rotary equipments and it is envisaged that noise environment would be remain unaffected during operation of proposed storage facility.
- vi. No solid waste generation is envisaged from the storage tanks. However used oils and used cloth generated during operation would be disposed to authorize TSDF.
- vii. The potential impact on marine waters due to any possible acid leakage/ spill from ship unloading system would be addressed through effective spill control plan developed as part of Environment Management Plan.
- viii. Spillage control plan would be put in place to prevent further leakage and contamination of soil including marine waters.

	<p>ix. The PP submitted that the proposed project is for obtaining CRZ clearance and doesn't attract Environmental Impact Assessment as per EIA notification, 2006.</p> <p>x. Quantitative Risk Assessment (QRA) study was undertaken for the proposed of Sulphuric acid (2*12500MT) and Phosphoric acid (2*10000MT) storage tanks along with unloading facilities and pipelines at the existing Fertilizer wharf of Coromandel International Limited. With reference to the risk acceptance criteria specified by HSE, UK in IS 15656:2006 – Code of Practice on Hazard Identification and Risk Analysis it is observed that the risk levels are in acceptable region. The risk levels are expected to be remaining within these acceptable limits if all the control measures recommended in the QRA report are implemented in addition to the existing risk control measures.</p>
3.12.2	<p>The project was considered by the EAC in its 154th meeting held on 22-23 December, 2015 wherein the Committee desired a comprehensive Disaster/Environmental Management Plan for the proposal, ensuring safe and eco-friendly handling of the hazardous chemicals. They were requested for exploring best practices regarding risk management and spillage plan, and also to find out if any permission is required from the Indian Coast Guard in this regard.</p> <p>The PP submitted the Disaster/Environment Management Plan. Regarding Best Risk Management Practices, the project proponent informed that well designed pipelines with expansion loops would be used. Storage tanks are designed to withstand worst weather conditions, good engineering practices, National standards and applicable codes would be adopted.</p> <p>With regard to permission from Indian Coast Guard, the project proponent informed that their facility was examined by the Commandant & Dist. Pollution Response Officer for COMDIS-6 (AP) along with his team. It has been recommended to comply with Tier-I capability for ship berthing as per NOS-DCP (National Oil Spill Disaster Contingency Plan).</p>
3.12.3	<p>The EAC was not satisfied with the disaster response plan for acid spillage. The Committee desired that the project proponent shall resubmit the proposal with a provision of dyke spill hold equal to the entire tank capacity within the dyke area, collectively or individually, depending upon the dyke design.</p>
3.12.4	<p><i>The EAC, after deliberations, deferred the proposal for clarifications in view of safety issues.</i></p>
3.13	<p>Proposed Beach Resort at Village Kadalur, Taluk- Cheyyur, District Kancheepuram (Tamil Nadu) by M/s Dual Structural and Industries (P) Ltd - Further consideration for CRZ Clearance - [F.No.11-28/2015-IA-III]</p>
3.13.1	<p>(a) The proposal was first considered in the 153rd meeting of EAC held in November, 2015, wherein the Committee deferred decision for want of following information:-</p> <p>(i) Revised EIA Report containing correct information in respect of water requirement, water sourcing and measures proposed for water and energy conservation and impact of desalination plant;</p> <p>(ii) Building Plan should be to scale clearly indicating all proposed facilities;</p> <p>(iii) Revised undertaking in respect of ground water drawal; and</p> <p>(iv) Recommendation/endorsement of TNCZMA in respect of Desalination Plant</p>

proposed to be set up in CRZ.

(b) During the 156th meeting held in January, 2016, the Committee took note of the inputs/documents provided by the project proponent and observed as under:-

‘However, the Committee later noted that the project proponent has provided required information such as water requirement/source, measures proposed for water and energy conservation, and impact of desalination plant, building plan (to the scale) indicating all proposed facilities, undertaking in respect of ground water drawl and endorsement of TNCZMA in respect of Desalination Plant proposed to be set up in CRZ.’

However, no recommendations were made by the Committee.

(c) During the present meeting, the EAC also noted that the built-up area for the proposed project is exceeding 20,000 sqm. Therefore, the project attracts the provision of EIA Notification, 2006. As per the CRZ Notification, 2011 4(i) (b), the projects attracting EIA Notification, 2006 and CRZ Notification, 2011 are required clearance under EIA notification only subject to being recommended by the concerned State or Union Territory coastal Zone Management Authority. However, the development of beach resorts or hotels in CRZ-III for occupation of tourists and visitors are subject to prior approval of the Ministry.

3.13.2 *The EAC, considering the legal provisions, recommended approving the project from CRZ perspective subject to the following conditions:-*

- *The construction in CRZ areas shall strictly be in accordance with the provisions of CRZ Notification, 2011.*
- *There shall be no dressing or alteration of the sand dunes, natural features including landscape changes for beautification, recreation and other such purpose.*
- *The development of Resort shall be strictly for occupation of tourist and visitors. There should not be any construction for residential purpose.*
- *All waste (liquid and solid) arising from the proposed development will be disposed off as per the norms prescribed by Tamil Nadu State Pollution Control Board. There shall not be any disposal in to the sea/coastal water bodies.*
- *No labour camp, machinery and material storage is allowed in CRZ Area.*
- *Project Proponent will ensure that no untreated wastewater is discharged outside the project premises. It will be ensured that the wastewater generated is treated in STP and is reused for landscaping, flushing and HVAC cooling purposes within the development. The PP should also make alternate arrangement for situation arising due to malfunctioning of STP. There shall be regular monitoring of the effluent from STP under intimation to the SPCB.*
- *The project proponent shall not undertake any construction within 200 m in the landward side of High Tide Line and within the area between Low Tide Line and High Tide Line. The proposed constructions shall be beyond 200 m from the HTL.*
- *Live fencing and barbed wire fencing with vegetative cover is allowed around private properties subject to the condition that such fencing shall in no way hamper public access to the beach.*
- *There shall no ground water drawal within CRZ.*
- *The PP shall obtain necessary permission from concerned authorities for their proposed construction.*
- *Installation and operation of DG sets shall comply with the guidelines of CPCB. The*

	<p><i>D.G set shall be at least 6 m away from the boundary.</i></p> <ul style="list-style-type: none"> • <i>The PP shall obtain necessary clearances as applicable under the EIA Notification, 2006 and the CRZ Notification, 2011.</i>
3.14	Construction of administration building and staff quarters at Okha, Dist- Devbhumi Dwarka (Gujarat) by Gujarat Maritime Board - CRZ Clearance - [F.No.11-27/2015-IA-III]
3.14.1	<p>The project proponent made a presentation and provided the following information to the Committee:-</p> <ul style="list-style-type: none"> (i) The project involves construction of administration building and staff quarters at Okha, Dist- Devbhumi Dwarka (Gujarat) by Gujarat Maritime Board. (ii) The construction area of the proposed project is 3523.28 m². The project comprises demolition of the old quarters (169 nos quarters - Area: 7250 sqm) and construction of administrative buildings and staff quarters (Area: 3523.28 sq. m). The project also involves the construction of new quarters in place of old quarters existing since British regime and not in good condition and required to be demolished for creating new housing facility for the GMB employees working at the Okha Port (about 130 personal). The old quarters are of different type spread in area of 7250 sqm which needs to be demolished. The GMB as a Government organization will carry out tendering and as part of the Environment Management, work is to be given to the party with condition for demolition of the old building in such a way to reduce the temporary fugitive emission as well as disposal of the debris generated from demolition to the low laying area of nearby area. This waste debris generated from the demolition of the quarters is @8925 cubic meter. It will be used in the construction activities and rest will be safely disposed off to the location identified by the party in concurrence of GMB to dispose off waste for proper environment management. (iii) No construction activity shall be carried out in 200 m from the HTL on landward side, i.e. No Development Zone. (iv) Water requirement: During construction Phase: 30 KLD which will be supplied through tankers. During operation Phase: 61.560 KLD which will be supplied through Nagarpalika-Okha. (v) Waste water generation: Sewage generation: 57.456 KLD which will be treated in Package sewage treatment plant. The sludge will be disposed off through local Nagarpalika-Okha. Treated sewage will be reused. (vi) MSW will be disposed off at Local MSW facility of Nagarpalika-Okha. (vii) Power requirement and Source: During operational phase 80-90 kVA will be provided from existing PGVCL line. (viii) Energy saver equipments for lighting and other facility would be used whenever feasible. (ix) RWH system would be installed appropriately if feasible. (x) Car Parking: Administrative building is planned to be constructed ground plus first floor and staff quarters are planned to be constructed ground plus two floors. Parking would be provided adjacent to the structure. (xi) Investment/cost of the project: Approx. Rs. 1.7 crores. (xii) SCZMA Approval: Gujarat Coastal Zone Management Authority (GCZMA) recommended the project vide their letter No. ENV-10-2014-129-E dated 24th February, 2015. (xiii) Wildlife issues: No (xiv) There is no court case pending against the project. (xv) Benefits of the Project: Administrative building and quarters is the basic needs

	<p>for employee working at Okha Port since Okha is located at extreme end of the state where the commuting is very difficult for the Port staff for day to day operations.</p> <p>(xvi) Employment potential: Not applicable since project is of construction of administrative building and staff quarters for Govt. servant working at the Okha Port.</p>
3.14.2	<i>The EAC, in the first instance, noted that no layout plan for the project site has been submitted by the project proponent. As such, there being no prime details available, the proposal was not taken forward and thus deferred.</i>
For Agenda items No.3.13 & 3.14, the Vice Chairman Dr. M. L. Sharma chaired the meeting.	
2nd Day - Tuesday, 29th March, 2016	
3.15	Development of building on plot bearing CTS No. 5, 6-A/1, A/2 & B, 7-A & B, 8-A&B, 9-A&B, 10, 11-A/1, A/2, & B, 12-A/1, A/2 & B, C-13B & 13C, 17-A & B, 18-A&B, & 25B of village Charkop at Kandivali (West), Mumbai (Maharashtra) by M/s Dhaval Developers – Further consideration for amendment & revalidation of CRZ Clearance – [F.No.11-101/2010-IA-III]
3.15.1	<p>The Project Proponent made a presentation and provided the following information to the Committee:-</p> <ol style="list-style-type: none"> i. M/s Dhaval Developers is developing residential project at Charkop, Kandivali, Mumbai. The project is located at on 19°12'46.35"N Latitude and 72°49'08.47"E Longitude. The project is a proposed Residential Building at on plot bearing C.T.S.no. 5, 6-A/1, A/2,& B,7-A & B, 8-A&B,9-A&B ,10,11-A/1,A/2, & B,12-A/1,A/2,B & C,13B & 13C, 17-A & B,18-A & B & 25B of village- Charkop, Mumbai. ii. The proposed project received CRZ clearance vide letter No.11-101/2010-IA.III dated 2.08.2011. In accordance with the clearance, work was constructed in area of 8,780 m². The proposal is for revalidation and amendment in the CRZ clearance. However the non CRZ plot is added hence the project is under the purview of EIA Notification 2006. iii. Proposed project is a residential project. The plot area of proposed site is 14,178.78 m², FSI area is 22,323.43 m², non FSI area 23,676.57 m² and Total Construction Area is 46,000 m². Total 298 nos. of tenements shall be developed. iv. The layout comprises one building with three wings A, B & C with configuration Wing A: Stilt+2P+20 Upper Floors, Wing B: Stilt+2P+20 Upper Floors and Wing C: Stilt+2P+36(part) Upper Floors. v. Total water requirement is 201 KLD. Sewage generation is 188 KLD. Sewage Treatment Plant of total capacity 200 KLD will be provided. vi. The solid waste generation is 745 kg/day. vii. Parking provisions of four wheelers 449 nos. are made. viii. As per CRZ Notification 2011, there is less area affected under CRZ i.e. 100 m as against 150 m from HTL as per CRZ Notification, 1991. ix. SCZMA Approval: The Maharashtra Coastal Zone Management Authority has recommended the case with respect to CRZ status of the land wide its letter no. MCZMA 2014/CR 37/TC4 dated 23rd November, 2015. x. Investment/Cost: The project cost is Rs. 241 crore.

3.15.2	The project was last considered by the EAC in its 150th meeting held on 29 - 31 July, 2015 wherein the Committee was of the view that the project involves construction on additional area reported to be within the CRZ area. This requires appraisal of the proposal first by SCZMA, and then approval by the concerned regulatory authority.
3.15.3	<p>The Ministry's representative informed the Committee that neither there is positive recommendation for the project from the MCZMA, nor the exact narration and classification of the property in different CRZs as depicted by MCZMA.</p> <p>The Authority noted the CRZ map which stipulated the approximate area of project site within CRZ. As per the report, area of the project site under reference within CRZ I is 487 sqm, in CRZ II it is 8012 sqm and in Non-CRZ it is 6827 sqm. The Authority further noted that the CTS No.6B fall within 50 m mangroves buffer zone area. Further, CTS No.134 is substantially falls within 50 m mangroves buffer zone area.</p> <p>The Authority after deliberation decided to confirm the CRZ status of the plot under reference, as mentioned above. It is to mention that this clarification is without prejudice to litigation in application No.119/2014 filed by Reji Abraham Vs MoEF & Ors before the Hon'ble National Green Tribunal and a Miscellaneous Application No.54/2015.</p> <p>The Committee noted that the disclaimer clause in the red hatched window at the bottom of the map '<i>Superimposition of approved CZMP and calculation of area within CRZ are subjected to errors caused by variation in scale of mapping and generalisation error</i>' virtually make the map infructuous.</p> <p>The EAC suggested that the Ministry may write to this organisation which is an approved organisation that they should desist from using this terminology as it raises a question mark over the reliability of the maps.</p>
3.15.4	<i>In view of the above observations, the proposal was not considered, and deferred. The project proponent were requested to approach to the concerned regulatory authority for clearance under the EIA Notification, 2006, after being recommended by the MCZMA.</i>
3.16	Proposed redevelopment of existing college building on plot bearing C.S. No. 5 (pt) of Mahim Dn. & C.S. No. 209(pt) of Worli Dn. Scheme No.52, Adarsh Nagar at Worli, Mumbai (Maharashtra) by M/s Art and Crafts Education Society – CRZ Clearance – [F.No.11-11/2016-IA-III]
3.16.1	<p>The project proponent made a presentation and provided the following information to the Committee:-</p> <ul style="list-style-type: none"> (i) The project involves redevelopment of existing college building on plot bearing C.S. No. 5 (pt) of Mahim Dn. & C.S. No. 209(pt) of Worli Dn. Scheme No.52, Adarsh Nagar at Worli, Mumbai (Maharashtra) by M/s Art and Crafts Education Society. (ii) The project is located at 19°00'51.90"N Latitude and 72°49'15.09"E Longitude. (iii) The total plot area is 2,499.44 m². FSI area is 7,903.50 m² and total construction area is 13,500.00 m². The project comprises of one college building with 2B + G + 1 to 5 upper floors. Maximum height of the building is 25.10m (upto terrace level). (iv) During construction phase, total water requirement is expected to be 60KLD which will be met by tanker water. During the construction phase, soak pits and septic tanks will be provided for disposal of waste water. Temporary sanitary toilets will be provided during peak labor force. (v) During operational phase, total water demand of the project is expected to be 98

	<p>KLD and same will be met by fresh water from MCGM and recycled water. Wastewater generated (95 KLD) uses will be treated in STP of 100 KLD capacity. 65 KLD of treated wastewater will be recycled for flushing. About 28 KLD will be discharged in Municipal sewer lines.</p> <p>(vi) About 435 kg/d solid waste will be generated in the project. The biodegradable waste (261 kg/d) will be processed in mechanical composting (Ecobiocompack) and the non-biodegradable waste generated (174 kg/d) will be handed over to authorized local vendor.</p> <p>(vii) The total power requirement during construction phase is 250 kVA and will be met from BEST and Total power requirement during operation phase is 1.5 MW and will be met from BEST.</p> <p>(viii) Rooftop rainwater of building will be collected in one RWH tank of total 50 m³ capacity for harvesting after filtration.</p> <p>(ix) Parking facility for 44 four wheelers are proposed to be provided against the requirement of 42 four wheelers (as per local norms)..</p> <p>(x) Proposed energy saving measures would save about 22.11 % of power..</p> <p>(xi) Wildlife issues: Site is not located within 10 km of Sanjay Gandhi National Park (Eco Sensitive areas).</p> <p>(xii) SCZMA Approval: The Maharashtra Coastal Zone Management Authority has recommended the project vide their letter dated 7th December, 2015.</p> <p>(xiii) There is no court case pending against the project.</p> <p>(xiv) Investment/Cost of the project is Rs.39.89 Cr.</p> <p>(xv) Employment potential: 100 Nos.</p> <p>(xvi) Benefits of the project: Old college building was of G + 1 storey structure and now Redeveloped building will have 2B + G + 1 to 5 storey structure which will add more classrooms and hence more intake of students.</p>
3.16.2	<p>During deliberations, the EAC noted the following:-</p> <p>(i) The proposal has been recommended by the MCZMA vide their letter dated 7th December, 2015.</p> <p>(ii) The Institute of Remote Sensing, Anna University, Chennai has carried out superimposition of approved CZMP on Coastal Regulation Zone Map for the proposed project site in Charkop Kandivali (W), Mumbai.</p> <p>(iii) As per the approved CZMP of Mumbai, the plot under reference falls in CRZ II area and situated on landward side of existing Khan Abdul Gafar Khan Road.</p> <p>(iv) As per para 4 (ii) (i) of the CRZ Notification, 2011, the proposed project involving demolition and reconstruction of buildings under public use, is permissible in the CRZ areas, and provides for clearance to such activities after being recommended by the concerned CZMA.</p>
3.16.3	<p><i>The EAC, considering the legal provisions, recommended approving the project from CRZ perspective subject to the following conditions:-</i></p> <ul style="list-style-type: none"> • <i>The construction in CRZ areas shall strictly be in accordance with the provisions of CRZ Notification, 2011.</i> • <i>There shall be no dressing or alteration of the sand dunes, natural features including landscape changes for beautification, recreation and other such purpose.</i> • <i>All waste (liquid and solid) arising from the proposed development will be disposed off as per the norms prescribed by Maharashtra State Pollution Control Board. There shall not be any disposal in to the sea/coastal water bodies.</i> • <i>No labour camp, machinery and material storage is allowed in CRZ Area.</i> • <i>The project proponent will ensure that no untreated wastewater is discharged outside</i>

the project premises. It will be ensured that the wastewater generated is treated in STP and is reused for landscaping, flushing and HVAC cooling purposes within the development. The PP should also make alternate arrangement for situation arising due to malfunctioning of STP. There shall be regular monitoring of the effluent from STP under intimation to the SPCB.

- *The project proponent shall not undertake any construction within 200 m in the landward side of High Tide Line and within the area between Low Tide Line and High Tide Line. The proposed constructions shall be beyond 200 m from the HTL.*
- *There shall no ground water drawal within CRZ.*
- *Installation and operation of DG sets shall comply with the guidelines of CPCB. The D.G set shall be at least 6 m away from the boundary.*
- *The PP shall obtain necessary permission/clearances as applicable under the EIA Notification, 2006 and the CRZ Notification, 2011.*

3.17 Setting up of 10 MW wind farm by dismantling and removal of existing 1.1 MW wind farm at Deogad in District Sindhudurg (Maharashtra) by M/s Maharashtra State Electricity Distribution Co. Ltd - CRZ Clearance - [F.No.11-43/2015-IA-III]

3.17.1 The project proponent made a presentation and provided the following information to the Committee:-

- (i) The project involves setting up of 10 MW wind farm by dismantling and removal of existing 1.1 MW wind farm at Deogad in District Sindhudurg (Maharashtra) by M/s Maharashtra State Electricity Distribution Co. Ltd.
- (ii) The proposed site is located at village Jamsade, Tal Devgad, District: Sindhudurg Maharashtra on 16°22'01.63" N latitude and 73°22'20.57"E longitude.
- (iii) Earlier Wind power project of 1.1 MW consisting of 0.55KW x 20 Nos. wind turbine generator was commissioned in the year 1989. Dismantling of existing of 20 wind turbines (55KW) is proposed by replacing new 8 nos. turbines (1.250MW) of higher capacity.
- (iv) Proposed wind turbine Type: Suzlon _S66, 1.25 MW,50Hz

Rated Power	1250 kW
Rotor Diameter	66 m
Rotor Blade type	66 m
Rotational speed	13.50 to 20.30
Hub Height	Including 1m Foundation height 74.5 m Foundation top equal to ground level 73.5m

- (v) The proposed project is at Peninsula of Devgad beach. Deogad is located approximately 55 km from Kankavali, 67 km from District Head quarter- Oros and approximately 400 km from Mumbai. The site is easily approachable from Kankavali by NH-17 & SH-116. The nearest Railway station to the site is at Kankavali and nearest Airport is at Goa.
- (vi) Total 8 nos. of the wind mill will replace the existing 20 Nos. of wind mills 55KW capacity on the same land (4 Ha) at Jamsande village, Taluka Deogad, Dist Sindhudurg. The repowering project comprises 1.25 MW Wind Turbine Generator Units each (WTG UNITS) as per the MICRO SITING carried out at the site. This project comes under the CRZ area as it is falling within the 500 m from coast. On

	<p>the basis of the approved coastal map, wind turbines namely DVG 001, DVG002, DVG 003,DVG004 and DVG 008 (Total 5 nos.) fall between HTL and 200 m CRZ line, (CRZ III), and Wind turbines DVG 005, DVG 007 fall within 500 m from HTL whereas wind turbine DVG 006 is outside CRZ area.</p> <p>(vii) The project site is approved by NIWE, formerly Centre for Wind Energy Technology (C-WET), Chennai, Government of India for wind power projects after collecting wind data by providing a wind mast at Village Devgad of Taluka Dist: Sindhudurg.</p> <p>(viii) SCZMA Approval: The project was considered by Maharashtra Coastal Zone Management Authority (MCZMA) in 95th Meeting held in 13th January 2015. As per the CRZ notification 2011, for the generating power by Non-Conventional Energy Sources, shall require the clearance from MoEF. Thus this proposal is forwarded to MoEF for CRZ clearance.</p> <p>(ix) Cost of the project: The total cost of the project is Rs. 46 Cr.</p> <p>(x) Forest land: No diversion of forest land.</p> <p>(xi) Water requirement: No, it is wind turbine based power generation unit, water is not required for process.</p> <p>(xii) Employment Potential: 40 Nos.</p> <p>(xiii) Benefits of the project: Wind energy is an inexhaustible source of the energy and is virtually a limitless resource. Energy is generated without polluting the environment. Wind mill generator does not have any emission that can lead greenhouse effect or global warming.</p>
<p>3.17.2</p>	<p>During deliberations the Committee noted the following:-</p> <p>(i)The MCZMA recommended the proposal for consideration of SEIAA subject to compliance of the following conditions:-</p> <ul style="list-style-type: none"> • The proposed construction should be carried out strictly as per the provisions of CRZ Notification, 2011 (as amended from time to time), guidelines and clarifications from time to time. • This recommendation is for 7 Nos of wind mills which are proposed in CRZ area. • During construction and operation phase of wind mill, project proponent should ensure that all adequate environmental measures should be taken. Project proponent should also ensure that existing routes for transportation of wind mill equipments should be used. Alternate routes, if used, should not involve destruction of vegetation. • In the 86th meeting of SEIAA, the project proposal was discussed along with the notifications issued by MoEF in detail. After detailed deliberations, Authority noted that in accordance with the provisions contained in para 4(ii) (h) of CRZ Notification, 2011, facilities for generating power by non-conventional energy resources shall require clearance from MoEF. In view of this, SEIAA decided that the proposal be referred to MoEF for consideration and further necessary action. • Efficient PLF/COL capacity utilization stated to be 20 per cent which appears to be rather low.
<p>3.17.3</p>	<p><i>The EAC, after detailed deliberation, recommended the project for grant of CRZ clearance subject to the compliance of specific and general conditions stipulated by the MCZMA, and also the following:-</i></p> <ul style="list-style-type: none"> • <i>The construction in CRZ areas shall strictly be in accordance with the provisions of CRZ Notification, 2011.</i> • <i>There shall be no dressing or alteration of the sand dunes, natural features including landscape changes for beautification, recreation and other such purpose.</i>

	<ul style="list-style-type: none"> • All waste (liquid and solid) arising from the proposed development will be disposed off as per the norms prescribed by Maharashtra State Pollution Control Board. There shall not be any disposal in to the sea/coastal water bodies. • No labour camp, machinery and material storage is allowed in CRZ Area. • Project proponent shall ensure that no untreated wastewater is discharged outside the project premises. It will be ensured that the wastewater generated is treated in STP and is reused for landscaping, flushing and HVAC cooling purposes within the development. The PP should also make alternate arrangement for situation arising due to malfunctioning of STP. There shall be regular monitoring of the effluent from STP under intimation to the SPCB. • The project proponent shall not undertake any construction within 200 m in the landward side of High Tide Line and within the area between Low Tide Line and High Tide Line. The proposed constructions shall be beyond 200 m from the HTL. • There shall no ground water drawal within CRZ. • Installation and operation of DG sets shall comply with the guidelines of CPCB. The D.G set shall be at least 6 m away from the boundary. • The project proponent shall obtain necessary clearances as applicable under the EIA Notification, 2006 and the CRZ Notification, 2011.
3.18	<p>Proposed 'BHAL Industrial Park at village Moti Boru and Bholad of Taluka – Dholka, District Ahmadabad (Gujarat) by M/s Gujarat (Bhal) Construction Ltd – Reconsideration for Environmental Clearance - [F.No.21-1111/2007-IA-III]</p>
3.18.1	<p>The Project Proponent made a presentation and provided the following information to the Committee:-</p> <p>(i) The project was accorded ToR vide letter No.21-1111/2007-IA-III dated 9th July, 2008.</p> <p>(ii) Location: The proposal involves setting up of Bhal Industrial Park in village Moti Baru & Bholad of Taluka Dholka, District Ahmedabad (Gujarat) by M/s Gujarat (Bhal) Construction Ltd. The project is located at longitude 72°19'E and latitude 22°27'N.</p> <p>(iii) The proposed chemical/multi-product industrial estate will have approx. 260 Chemical units viz. Pharmaceutical, Pesticide, Chemical (Organic/Inorganic), Dye Stuff, Paints, Pigments & Varnishes, Soap & Detergent, Oil, Fine Chemicals, Food Processing, and Paper Mills as well as 200 Engineering units and other related amenities such as hospital/canteen.</p> <p>(iv) Proposed Facilities: Common facilities for transport, parking, communication, drainage, power supply, water supply, effluent (wastewater) management, solid waste disposal, hazardous waste management, rain water harvesting, fire fighting and medical centre etc. will be provided as a part of the estate.</p> <p>(v) Land acquired: The proposed industrial park will be set up on 1,00,18,301 sqm of land area. More than 60% of land that has been acquired for this industrial park is Waste Land and Khar land.</p> <p>(vi) Green belt: A total green belt space area (30.6% of plantation area) 5,70,791 sqm will be provided as well as each individual industrial unit will have approx. 33% green area within its own plot area. Also, 20m wide green belt on the outside of frontage of the estate will be maintained/supported by PP.</p> <p>(vii) Water requirement: Total estimated quantity during operational phase will be 42,220 m³/day. Source of water will be Narmada canal water. Sardar Sarovar Narmada Nigam Limited (SSNNL) has given approval for the same.</p> <p>(viii) Wastewater treatment & disposal: Estimated quantity during operational phase is 17420 m³/day (domestic: 2110 m³/day & industrial: 15310 m³/day).</p> <p>(ix) During operational phase, 2110 m³/day of domestic wastewater generated from</p>

	<p>member units will be treated alongwith industrial wastewater in three separate Common Effluent Treatment Plants (CETP). Out of total industrial wastewater i.e. 15,310 m³/day, 15,000 m³/day will be treated in three separate CETP and 310 m³/day will be incinerated in Common Incinerator facilities. The CETP and common incinerator facilities will be provided within the proposed industrial park. Treated wastewater will be used on own industrial park for gardening/greenbelt purposes.</p> <p>(x) Solid/Hazardous Waste Management & Disposal: Municipal Solid Waste Disposal facility, Common Hazardous Waste Incinerator facility as well as Secured Landfill site will be provided in the Bhal Industrial Park for treatment and safe disposal of solid/hazardous wastes.</p> <p>(xi) Power supply: Power requirement will be met by Uttar Gujarat Vij Company Limited (UGVCL).</p> <p>(xii) Energy Conservation: All the member units will take required steps to conserve energy in their industries. Solar lighting system will be provided in common areas.</p> <p>(xiii) Adequate control measures for air pollution, noise pollution, odour problem will be provided /suggested to each unit and its efficacy/adequacy will be monitored regularly by the environment management cell.</p> <p>(xiv) Public Hearing: Public Hearing was conducted on 29.10.2010 at village Moti Baru of Taluka Dholka, District Ahmedabad.</p> <p>(xv) Investment/Cost: The total estimated cost of the proposed project including environmental management is Rs.160.29 crore.</p> <p>(xvi) Water bodies: There are no major water bodies like River, Pond etc. within the proposed estate land area.</p> <p>(xvii) Wildlife issues: It is not located within 10km of any National Parks, Wildlife sanctuary, biosphere reserve, Eco-sensitive Zone.</p> <p>(xviii) There is no court case/violation pending with the project proponent.</p> <p>(xix) Employment potential: The industrial park will generate direct and indirect employment for many people. During construction phase – Approx. 1000 person/day and during operational phase – Approx. 66,400 person.</p> <p>(xx) Benefit of the project: (a) to promote more rapid industrialization of the country; (b) to increase national and local employment; (d) to attract private investment both national and foreign; (e) to promote the development of small medium industries, etc.</p>
3.18.2	<p>During deliberation on the proposal, the EAC noted the following:-</p> <p>(i) The project was considered by the EAC in 149th meeting held on 24/26th June, 2015 wherein the Committee has recommended the project for grant of Environmental Clearance with certain conditions.</p> <p>(ii) While processing the case for approval, it was observed that the project was granted ToR in July, 2008, whereas, the EIA/EMP reports were submitted in November, 2013 i.e. after expiry of validity of the ToR.</p> <p>(iii) The public hearing was conducted in October, 2010. As such, submission of EIA/EMP reports in November, 2013 were also after the expiry of valid public hearing.</p>
3.18.3	<p><i>The EAC desired that the Ministry take a comprehensive view on the administrative and procedural issues involved as explained in para 3.18.2 above. After the Ministry's opinion and decision, the Committee would be in a position to consider the matter further.</i></p>
3.19	<p>Expansion of existing Butibori Industrial area (BIA Phase-II), MIDC, Nagpur (Maharashtra) by Maharashtra Industrial Development Corp. (MIDC) Nagpur - Environmental Clearance – [F.No.21-23/2014-IA-III]</p>

3.19.1 The project proponent made a presentation and provided the following information to the Committee:-

- (i) The project involves expansion of existing Butibori Industrial area (BIA Phase-II), MIDC at Villages: Mandva and Bhansuli, Tehsil -Hingna, District- Nagpur (Maharashtra) by Maharashtra Industrial Development Corp. (MIDC).
- (ii) The project is located at Latitude 20^o 56' 18.60" N and Longitude 78^o 55' 1.24" E.
- (iii) The total plot area is 2755800 sq.m (275.58 ha). The project will comprise of 300-350 buildings (approx).
- (iv) During construction phase, total water requirement will be met by through existing source. During the construction phase, soak pits and septic tanks will be provided for disposal of waste water. Temporary sanitary toilets will be provided during peak labor force.
 - MIDC will provide infrastructure like road, sewage and water pipeline and electricity supply.
 - MIDC does not construct buildings. Any structure will be constructed by industry and suitable person.
- (v) Water Requirement for Proposed Expansion will be 7MLD which will be sourced from Rama dam (capacity 1300 MLD). 2230 KLD wastewater expected to be generated from the proposed expansion Large and Medium Industries will comply MoEF/SEIAA EC conditions, provision for installation of CEPT 2.0 MLD. Land is acquired to set up CEPT. Treated wastewater will be sent to HRTS.
- (vi) About 7.5 TPD solid waste will be generated in the project. Approximately 15000 populations are expected in proposed expansion of additional MIDC. The total solid wastes generation estimated to be 7.5 tons/day. The collected solid wastes will be segregated at site for organics & inorganics. Organic wastes will used is composting and inorganics will be sent to authorized vendors.
- (vii) The total power requirement during construction and operation phase is 50000 KVA (50MW) and will be met from Maharashtra State Electricity Distribution Co. Ltd MSEDCL and MSETCL.
- (viii) Backup source of DG sets are proposed in case of power failure. CPCB approved 4 DG sets ranging 50-500 KVA will be provided.
- (ix) Individual industry will make arrangement for rain water harvesting and MIDC will make it compulsory/mandatory for these industries to reduce the water intake. MIDC will insist on each industry to make provision for rain water harvesting treat it & audit for their domestic/industrial purposes & plantation/greenbelt. MIDC will also insist to industries to make provision in the layout of the individual industry for making the space for rain water harvesting in a collection pond.
- (x) The individual industry will make parking arrangement as per MIDC DC rules. MIDC has also provided Truck Terminus on 25000 m² area at existing Butibori indl area & provision of amenity area is kept in the proposed layout for providing the Truck Terminus as per requirement of future traffic density.
- (xi) **Wildlife issues:** It is not located within 10 km of any Eco Sensitive areas.
- (xii) There is **no court case** pending against the project.
- (xiii) **Investment/Cost** of the project is Rs.70 crore.
- (xiv) **Employment potential:** The development will generate direct and indirect employment 500-600 together.
- (xv) **Benefits of the project:** The development of proposed expansion of industrial area will benefit accruing to the locality, neighborhood, region and nation as a whole and will improve living standards of the nearby locality; some of the benefits are described below:
 - Improvement in the physical infrastructure of project, ancillary industries that may come up on account of the project.

	<ul style="list-style-type: none"> Improvement in the social infrastructure like roads, railways, townships, housing, water supply, electrical power, drainage, educational institutions and hospitals etc. <p>(xvi) Employment potential: skilled; semi-skilled and unskilled labours both during construction and operational phases of the industrial area with specific attention to employment potential of local population as well as necessity for imparting any specialized skills to them to be eligible for such employment in the project on a long term basis.</p>
3.19.2	<p>During deliberations, the EAC noted that the project proponent has not responded adequately and satisfactorily to the issues of public concern particularly those raised by the Butibori Manufacturing Association. The project proponent has given a stock reply in almost all issues stating that most of the points are taken care of in MIDC policy decisions and action plan without specifically responding to the specific issues. The project proponent were advised to bring a comprehensive response adequately meeting the public concerns and the solutions to the problems raised during the public hearing. This advice has become necessary, particularly in view of non-compliance of earlier assurances in respect of the Butibori Industrial Area (though not connected to the present proposal), adjacent to it and thus having set a bad track record raising issues of credibility of the project proponent.</p>
3.19.3	<p><i>The project was, therefore, deferred for want of inputs/clarification on the above lines.</i></p>
3.20	<p>Proposed additional Butibori Industrial Area, Nagpur (Maharashtra) by Maharashtra Industrial Development Corp. – Environmental Clearance – [F.No.21-16/2013-IA-III]</p>
3.20.1	<p>The project proponent made a presentation and provided the following information to the Committee:-</p> <ul style="list-style-type: none"> (i) The project involves development of additional Butibori Industrial Area, Nagpur (Maharashtra) by Maharashtra Industrial Development Corp. (ii) The project is located at 20°51'18.98"N Latitude and 78°55'56.88"E longitude. (iii) The total plot area is 13918500 sq.m (1391.85 ha). The project will comprise of 1500 units. Total land requirement for the proposed development of additional Butibori industrial area is 1391.85 ha, out of this Govt. land is 23.58 ha and private land (agricultural) 1368.27 ha. As on date, 1314.07 ha land is under the possession of MIDC. (iv) The zoning is created based on Large, Medium and Small industries. The consents will be given by MPCB. (v) MIDC will facilitate CETP through Industries association for SSI units. Medium and large units will be required to adhere to MoEF / SEAA EC compliances and MPCB consent conditions. (vi) During construction phase, total water requirement will be met from existing source. During the construction phase, soak pits and septic tanks will be provided for disposal of waste water. Temporary sanitary toilets will be provided during peak labor force. <ul style="list-style-type: none"> MIDC will provide infrastructure like road, sewage and water pipeline and electricity supply. MIDC does not construct buildings. Any structure will be constructed by industry (vii) Total water requirement is 27000 KLD. The source of water will be made available at Nirgudi. The separate weir will be constructed for water supply. The distribution will be through pipeline network i.e. 12 km from the weirs. The

wastewater generation is estimated to be 7560 KLD. The wastewater generated will be sent to CETP proposed for this project separately. The treated effluent will be used for HRTS. The estimated quantity that will be required for HRTS in 35 Ha of land will be 7000 m³.

(viii) About 30 TPD solid wastes will be generated in the project. The biodegradable waste (21 TPD) will be processed in OWC and the non-biodegradable waste generated (9 TPD) will be handed over to authorized local vendor.

- Approximately 60000 population is expected in additional MIDC. The total waste generation estimated to be 30 tons/day. The collected solid wastes will be segregated at site for organics & inorganics.
- Organic wastes will be used for composting and inorganics will be sent to authorized vendors.
- Common hazardous waste & disposal facility is available in 10 km distance from the additional MIDC area. The common hazardous waste area is in 29.7 ha area. The collection system will be as per MPCB norms.
- The total hazardous waste cannot be quantified at this stage; it will depend upon the number and type of industries in the coming up MIDC area.
- Proper NOC will have to be obtained from Director of Industrial Health and Safety by every industry which will submit it to MIDC.

(ix) Backup source of DG sets are proposed in case of power failure. CPCB approved 4 DG sets ranging 50-500 KVA will be provided.

(x) Individual industry will make arrangement for rain water harvesting and MIDC will make it compulsory /mandatory for these industries to reduce the water intake. MIDC will insist on each industry to make provision for rain water harvesting, treat it & audit for their domestic industrial purposes & plantation/greenbelt. MIDC will also insist to industries to make provision in the layout of the individual industry for making the space for rain water harvesting in a collection pond.

(xi) The individual industry will make parking arrangement as per MIDC DC rules. The provision of truck terminus will be made in the proposed layout as per requirement of future traffic density.

(xii) **Wildlife issues:** It is not located within 10 km of any Eco Sensitive area.

(xiii) There is **no court case** pending against the project.

(xiv) **Investment/Cost** of the project is Rs.1000 crore.

(xv) **Employment potential:** The development will generate direct and indirect employment 600-800 together.

(xvi) **Benefits of the project:** The development of proposed industrial area will benefit the locality, neighbourhood, region and nation as a whole and will improve living standards of the nearby locality; some of the benefits are described below:

- Improvement in the physical infrastructure of project, ancillary industries that may come up on account of the project.
- Improvement in the social infrastructure like roads, railways, townships, housing, water supply, electrical power, drainage, educational institutions and hospitals etc.
- Employment potential skilled; semi-skilled and unskilled labours both during construction and operational phases of the industrial area with specific attention to employment potential of local population as well as necessity for imparting any specialized skills to them to be eligible for such employment in the project on a long term basis.

3.20.2 While deliberation, the EAC noted that the project proponent has not responded adequately and satisfactorily to the issues of public concern particularly those raised by the Butibori Manufacturing Association. The project proponent has given a stock reply in almost all issues stating that most of the points are taken care of in MIDC policy

	<p>decisions and action plan without specifically responding to the specific issues. The project proponent were advised to bring a comprehensive response adequately meeting the public concerns and the solutions to the problems raised during the public hearing. This advice has become necessary, particularly in view of non-compliance of earlier assurances in respect of the Butibori Industrial Area (though not connected to the present proposal), adjacent to it and thus having set a bad track record raising issues of credibility of the project proponent.</p>
3.20.3	<i>The project was, therefore, deferred for want of inputs/clarification on the above lines.</i>
3.21	Construction of Industrial Park at Village Attivaram, Taluka Ozili, District Srii Potti Sriramulu Nellore (Andhra Pradesh) by Andhra Pradesh Industrial Infrastructure Corporation Ltd. (APIIC) - Environmental Clearance - [F.No.21-93/2014-IA-III]
3.21.1	<p>The project proponent made a presentation and provided the following information to the Committee:-</p> <ul style="list-style-type: none"> (i) The project involved construction of Industrial Park at Village Attivaram, Taluka Ozili, District Srii Potti Sriramulu Nellore (Andhra Pradesh) by Andhra Pradesh Industrial Infrastructure Corporation Ltd. (ii) The proposed Industrial Park for 406.26 acres by APIIC at Attivaram village, Ozili mandal, Nellore District in Andhra Pradesh, falling within Survey Nos. 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76,77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 97, 98, 99, 101, 102, 103, 104, 105,106. The project is located at Latitude 13°55'33.53"N and Longitude 79°47'32.73"E. (iii) Presently the current site is vacant. (iv) Plotted area for proposed Industries – 194.29 Acres, Road area - 36.61 Acres, Open space area to be used as green belt -30.99 Acres , Green belt area -15.38 Acres, common facilities area -12.55 Acres Bulk allotment -104.33 Acres . (v) During construction phase, total water demand for the project is expected to be 150 KLD; water will be sourced from Telugu Ganga Channel. During the construction phase, soak pits and septic tanks will be provided for disposal of waste water. Temporary sanitary toilets will be provided during peak labour force. (vi) During operation phase, total water demand for the project is expected to be 3986 KLD and the same will be met by Telugu Ganga Channel. The water requirement for domestic use is 330 KLD. Wastewater generated from domestic use will be treated in 500 KLD STP and the treated sewage water of 308 KLD will be utilised for gardening. The water requirement for process, boiler and cooling tower is 2156 KLD and 1500 KLD respectively. The waste water generated will be treated in CETP of 2 MLD capacity with ZLD system. The treated effluent of 1636 KLD will be utilised in boiler/ cooling tower, process. (vii) Construction phase – 50 kg/ day, operational phase – 1150 kg/ day. This will be composed in waste processing area of 500 sqm and used for green belt development. (viii) The power requirement is 35.5 MVA which will be sourced from APEPDCL. (ix) Rain water harvesting system with recharge pits is proposed. (x) Parking facility proposed for 200 trucks and Bus/ Van parking area for 56 nos. The total parking area proposed is 8000 Sqm. (xi) Wildlife issues: The site is not located within 10 km radius of eco sensitive areas. (xii) There is no court case pending against the project. (xiii) Investment/Cost for the project is Rs.1941.38 Lakhs (xiv) Employment potential: The employment potential will generate in the nearby

	<p>locality. Approx. Construction phase – 75 persons, 1464 persons during operation phase.</p> <p>(xv) Benefits of the project: The proposal is an Industrial Park to be developed by APIIC at Attivaram village, Ozili Mandal, Nellore District in Andhra Pradesh. The proposal will generate employment in the nearby areas.</p> <p>(xvi) Public Hearing: The public hearing was conducted on 20.11.2015 at site. The major issues discussed were:</p> <ol style="list-style-type: none"> Industries already established in the project area, pose pollution problem to the people as well as grazing animals. Employment were not provided to local people Industries are obstructing the natural regime of water flow in the area. 																																												
3.21.2	During deliberation, the EAC observed that the detailing and categorization of industries which have been allotted and those proposed to the allotted, require more accurate and precise classification/categorization, so that the environmental impacts can be appropriately assessed and addressed. Adequacy of these measures needs to be examined in the light of the pollution load for consideration of EC. The project proponent sought an adjournment to resubmit the proposal at an early date with correct appreciation of the proposal.																																												
3.21.3	<i>The proposal was, therefore, deferred, for want of inputs on the above lines.</i>																																												
3.22	Setting up of Kadachuru Industrial Area, Kadachuru Village, Yadgiri Taluka (Karnataka) by Karnataka Industrial Areas Development Board (KIADB) - Environmental Clearance - [F.No.21-8/2014-IA-III]																																												
3.22.1	<p>The project proponent made a presentation and provided the following information to the Committee:-</p> <ol style="list-style-type: none"> ToR was accorded by the Ministry vide letter No. 21-8/2014-I.A.III dated 18th September, 2014. The proposal involves development of Kadachuru Industrial Area at Kadachuru Village, Yadgiri District by Karnataka Industrial Areas Development Board (KIADB). The proposed area to be developed: 1311.18 ha (3240 acres). The details of the areas demarcated as follows: <table border="1" data-bbox="300 1458 1437 2063"> <thead> <tr> <th>S.No</th> <th>Description</th> <th>Acres</th> <th>Percentage%</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Industrial</td> <td>1426.92</td> <td>44.04</td> </tr> <tr> <td>2</td> <td>KSSIDC</td> <td>67.9</td> <td>2.10</td> </tr> <tr> <td>3</td> <td>Commercial</td> <td>74.2</td> <td>2.29</td> </tr> <tr> <td>4</td> <td>Amenities</td> <td>62.7</td> <td>1.94</td> </tr> <tr> <td>5</td> <td>Utility</td> <td>53.4</td> <td>1.65</td> </tr> <tr> <td>6</td> <td>Greenbelt</td> <td>413.58</td> <td>12.76</td> </tr> <tr> <td>7</td> <td>Truck Parking</td> <td>133.95</td> <td>4.13</td> </tr> <tr> <td>8</td> <td>Road</td> <td>172.4</td> <td>5.32</td> </tr> <tr> <td>9</td> <td>Bulk Land (Coca cola, Railway Bogie, Pet Bottle Plant)</td> <td>834.95</td> <td>25.77</td> </tr> <tr> <td>Total</td> <td></td> <td>3240</td> <td>100</td> </tr> </tbody> </table>	S.No	Description	Acres	Percentage%	1	Industrial	1426.92	44.04	2	KSSIDC	67.9	2.10	3	Commercial	74.2	2.29	4	Amenities	62.7	1.94	5	Utility	53.4	1.65	6	Greenbelt	413.58	12.76	7	Truck Parking	133.95	4.13	8	Road	172.4	5.32	9	Bulk Land (Coca cola, Railway Bogie, Pet Bottle Plant)	834.95	25.77	Total		3240	100
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	<p>(iv) Water requirement: Water expected capacity – 3.24 MLD which will be sourced through Sangam River. The Industries to be proposed are “B” Category industries that utilize minimum water.</p> <p>(v) The waste water generated from the industrial units / different zones will be collected and treated at the proposed STP/CETP. The treated water will be recycled and reused for greenbelt development as well as fire water.</p> <p>(vi) During construction phase no hazardous waste will be generated. During operation phase hazardous waste management would be the responsibility of individual industries. Prior to the commencement of production, each unit will take authorization for storage, handling and transport of hazardous waste, as per the Hazardous Waste (Management, Handling and Trans-boundary Movement) Rules, 2008 and amendments thereof.</p> <p>(vii) Water bodies: Kedechuru tank is 0.5 km, E and Bhima river is 5.8 km, WSW from the project site.</p> <p>(viii) Storm water drains will be planned along the sides of the roads to collect the surface run-off water from the roads.</p> <p>(ix) RWH: Based on the runoff calculations 300 rainwater harvesting pits are proposed.</p> <p>(x) Wildlife issues: There are no Eco sensitive areas in 10km’s radius of the Project site.</p> <p>(xi) Greenbelt facilities: 12.76% of the total project area is allocated for greenbelt development and individual industries will also contribute from the land allotted to them. Green belt (50 m wide) is also proposed along either sides of river tributaries. The treated water will be recycled and reused for greenbelt development as well as fire water.</p> <p>(xii) Investment/Cost: Estimated project cost of the project is Rs.1134 Crores.</p> <p>(xiii) Public Hearing was conducted on 14.09.2015 at Kadechur Industrial area, Kadechur village, Taluka and District Yadgir.</p> <p>(xiv) Employment potential: About 300 to 500 number of people for direct and another 4500 to 5000 number of people for indirect.</p> <p>(xv) Benefits of the project:</p> <ul style="list-style-type: none"> • Improvement on standard of leaving • Education system will improve by having Schools, Colleges, Vocational training institutes etc., • Existing approach roads will be strengthened with Black Top Roads • Economic growth of nearby surrounding area • Community halls will be constructed to nearby villages. • Medical Assistance with Ambulance facility to nearby Hospitals. • Potable drinking water facilities will improve.
3.22.2	<p>During deliberation, the EAC noted the following:-</p> <p>(i) As per the ToR granted to the project, the proponent were required to submit the details of the tributary along with its flood plain demarcated by the State Irrigation Department. There being no inputs available in this regard, the flood plain demarcation has not been addressed at all.</p> <p>(ii) The project proponent has also not informed about the nature of industries to be housed in the proposed Kadechuru industrial area.</p>
3.22.3	<p><i>The proposal was, therefore, deferred for want of the information explained in para 3.22.2.</i></p>

3.23	Development of New Industrial Area at Salarpur District Alwar (Rajasthan) of Rajasthan State Industrial Development & Investment Corporation Ltd (RIICO) – Environmental Clearance - [F.No.21-1/2014-IA-III]
3.23.1	<p>(i) The project proponent made a presentation and provided the following information to the Committee:-</p> <p>(ii) The ToR for the project was granted on 26th May, 2014 and public hearing was conducted on 15th July, 2015.</p> <p>(iii) The project involves development of New Industrial Area at Salarpur, District Alwar (Rajasthan) of Rajasthan State Industrial Development & Investment Corporation Ltd. The proposed industrial estate has been envisaged to have 291 nos. of industrial units, 262 nos. of residential and 188 nos. Commercial plots in a total area of 389.696 ha.</p> <p>(iv) The project is located at 28^o8'17.77" N Latitude and 76^o47'22.49" E longitude.</p> <p>(v) Maximum area, i.e., 195.820 Ha of land is reserved for development of industrial plots followed by area under roads (80.005 Ha) and 47.23 Ha for H.T. Corridor. Area of 7.920 ha is left along the nallah as buffer and will be utilized for development of green cover. 4.568 ha is reserved for green belt plantation which will be done along the project site boundary (wherever possible) & along each road of the Industrial area. It will be mandatory for each industry to maintain green area within the plot. Area of 0.435 ha is reserved for hospital along with 0.484 ha. which is reserved for development of schools.</p> <p>(vi) RIICO will source water from ground during construction. It is estimated that water requirement for construction phases will be about 1000 KLD including 27 KLD domestic water requirements for workers (90 LPCD for 300 workers). (Basis: Water requirement per acres = 1000 gallons/day) respectively. Industrial zone: During operation phase, one time water requirement of Industrial zone of proposed project would be 3672 KLD and recurring water requirement is 1510 KLD. Water requirement of green area (1260 KLD) will be fulfilled by domestic water treated by STP. CETP having treatment capacity upto reuse level is also proposed in Industrial zone. 900 KLD CETP treated water shall also be re-circulated into the system to minimize requirement of fresh water. Separate distribution network shall be provided for recirculation of CETP/STP treated water. Residential zone: Water requirement of residential zone of proposed project is 2360 KLD. Water requirement of green area (110 KLD) will be fulfilled by treated Domestic waste water (treated by STP). Recurring water requirement is 2250 KLD only. Separate distribution network shall be provided for recirculation of STP treated water for use in green area.</p> <p>(vii) Waste during construction activity relates to excess cement mix or concrete left after work is over, rejection caused due to change in design or wrong workmanship etc. These are normally re-used as filling at the same site after completion of excavation work. Demolition and/or construction waste will be utilized in road construction wherever possible. Excavated earth during the civil works including road construction, fencing, drainage, site leveling etc., shall be utilized within the project site. Topsoil shall be conserved and will be utilized in the areas earmarked for greenbelt development. Approximately 70 to 90 kg of municipal solid waste will be generated from the project site during the construction phase. This will be collected and disposed off in a fenced pit dugout at the site and covered properly after completion of construction activity. During the operation phase of the project, waste management would be the responsibility of individual industries. Individual industry will provide system for municipal solid waste collection, storage and disposal. Each industry shall have to comply with the Municipal Solid Waste Management Rules, 2000 and amendments thereof. Approximately 9,000 persons will be involved during the operation phase of the project. Taking into consideration approximately 0.15</p>

kg/person/day of municipal solid waste generation, the total municipal waste generation in the proposed industrial area will be about 1,350 kg/day. In addition to that due to the floating population of about 20,000 people, taking into consideration approximately 0.025 kg/person/day of municipal waste generation, the MSW generation will be about 500 kg/day. Therefore, total municipal waste generation due to the project during operation phase will be about 1,850 kg/day. Individual industry will provide system for safe disposal of non-hazardous waste disposal as per the consent to be provided by SPCB.

- (viii) Total power requirement during cooperation phase is 10,000 KVA and will be met from Grid Sub-Station (GSS) by JVVNL.
- (ix) Rooftop rainwater of buildings will be collected in 22 RWH tanks of total 1474.43 . KLD capacity for harvesting after filtration.
- (x) Parking provision for commercial and personal vehicles will be the responsibility of individual occupant.
- (xi) Provision of solar lighting will also be made for street lighting for conservation of energy. A total 508 solar power street light are proposed to be installed along the roads so that 1/3 of street lights are solar energy based. Provision of these solar street lights will result in saving of energy worth approximately Rs 6.2 lacs per annum.
- (xii) The total area has been divided into following zones:
 - Automobiles Industry Zone
 - Commercial & Residential (Khatedars only) zone
 - Areas for S.T.P., C.E.T.P., hospital, waste disposal, water harvesting , D.F.C. Corridor, roads, green area development & other services
 - 4.857 ha of land is reserved for future planning.
 - Roads proposed are of width 45 m, 30 m, 18 m, 12 m and 6 m ROW.
 - 80.05 ha (20.54 % of project area) has been kept as service area which includes parking facility.
- (xiii) **Wildlife issues:** It is not located within 10 km of Eco Sensitive areas
- (xiv) There **is no court case** pending against the project.
- (xv) **Investment/Cost** of the project is Rs 1036.7629 crore.
- (xvi) **Employment potential:** 107163 No.
- (xvii) **Benefits of the project:** The proposed project is for development of infrastructure for sitting the industrial area with residential and commercial facilities, which will provide a total of 291 industrial plots, with different plot sizes. This infrastructure development will provide a support for the upliftment of the overall area. Hence, due to the project the overall area will get better road connectivity and other supporting infrastructure. It is proposed to develop the Salarpur Industrial Area as a, Automobile, General Engineering and Other Miscellaneous industries which are less polluting industries.
- (xviii) **Public Hearing** was conducted on 15th July, 2015 at the Collectorate office, Tehsil Tapukara, Tijara. Major issues raised during the public hearing include compensation and employment. These were addressed by the project proponent.
- (xix) As per CGWA guidelines, the area falls under over exploited zone for ground water withdrawal. The project proponent has applied for obtaining permission from CGWA for the same. It was also informed they have undertaken hydrological assessment of the area planned for ground water withdrawal and rain water harvesting.

3.23.2 During deliberations on the proposal, the EAC asked the project proponent about the following:-

- whether the proposed project/activity is in conformity with the land use notified in the NCR zoning plan.

	<ul style="list-style-type: none"> • whether the nearest National Highways and connecting roads have been accounted for/upgraded for taking up this extra load. • Proper demarcation of adequate green belt between industrial area and the residential area. • Ground water availability duly cleared by CGWA.
3.23.3	<i>The proposal was, therefore, deferred for want of the information explained in para 3.23.2.</i>
3.24	Rehabilitation and upgradation of existing carriageway to 6 laning of Kanpur (Chakeri) to Allahabad (Km 483.687 to Km 630.00) section of NH-2 in the State of Uttar Pradesh by National Highways Authority of India - Environmental Clearance-[F.No.10-12/2013-IA-III]
3.24.1	<p>The project proponent made a presentation and provided the following information to the Committee:-</p> <ol style="list-style-type: none"> The TOR for proposed project was issued on 29th April 2013 valid for two years. The validity of TOR was extended for one more year during 149th EAC Meeting (24-26th June 2015) The project involves rehabilitation and upgradation of existing carriageway to 6 - laning of Kanpur (Chakeri) to Allahabad (Km 483.687 to Km 630.00) section of NH-2 in the State of Uttar Pradesh by National Highways Authority of India. The proposed project road section between km 483.687 (Chakeri) to km 630.000 (Village Khokraj) has a total length of 146.313 kms. The project road passes through Districts Kanpur (23.783 kms), Fatehpur (90.330 kms) and Kaushambi (32.200 kms) in the State of Uttar Pradesh. The project road passes entirely through plain terrain. Wildlife issues: There is no protected area (national park, wildlife sanctuary etc.) within 10km distance from the project road. Forest land: The project road does not pass through any reserved forest land. The project involves diversion of 88.9432 ha of protected forest (road side plantation). Issues raised by Nodal Officer are under compliance at DFO level. There is no archaeological / historical site situated along the project highway. Total 183.83 ha of additional revenue land is proposed to be acquired for which 3D notification for all three districts is already published as per NH Act 1956. The existing Right of Way (ROW) varies between 30 to 60 m. The 2-lane carriageway on either side in 7m wide (bituminous/concrete) with 1.5m paved shoulders and 1.0-1.5 m earthen shoulders. There is 01 major bridge, 07 minor bridges, 01 vehicular underpass (VUP) and 03 pedestrian underpasses (PUPs) existing along the project road. There is no existing flyover, ROB/RUB along the project road. There are 176 culvers (box/pipe type) existing along the project road. The improvement proposal involves widening to 3+3 lane highway configuration with 10.5m carriageway width on either side with 1.5m wide paved shoulder, 2.0 m wide earthen shoulder. Service roads (7.0/5m urban/rural) wide are proposed in built-up sections with 2.0 m wide utility space. The total length of proposed service roads will be 96.221 kms. There will be 25 PUPs, 14 VUPs, 03 Flyovers, 02 Toll Plazas, 01 Major Bridges, 08 (new) Minor Bridges, 176 Culverts (no new culvert). Total length of noise barriers will be 10.172 kms proposed at 08 locations. 18 nos. of bus bays and 11 nos. of truck laybys are proposed. Total 12,305 nos. of trees are likely to be affected due to 6-laning. The project road passes over 02 rivers (Pandur River – Perennial & Sasur Khaderi River – Non-perennial) and 05 irrigation canals along its length.

	<p>(xiv) Total 27,42,150 cum (approx) of borrow earth will be required which will be procured from local sources having lead distance of 5kms approx. Fly Ash is also proposed to be utilized from Panki Power Plant (Kanpur). Total 1,12,86,70,128 litre of water will be required.</p> <p>(xv) Overall, 2,155 nos. of structures are likely to get affected due to proposed project (Pucca – 1968, Semi Pucca – 149, Katcha – 36, Temporary – 2). Total 413 Common Property Resources (CPRs) are likely to get affected.</p> <p>(xvi) Provision for construction of 120 nos. of water harvesting structures has been made in the environmental management budget.</p> <p>(xvii) Investment/Cost: Total Environmental Management Budget of Rs. 5.71 Crores is proposed. R&R cost – Rs. 55.00 Crores. Total civil cost Rs.1246 Crores.</p> <p>(xviii) Public Hearing: The Public Hearing for the proposed project was held on 06th Aug 2015 in District Kanpur, 30th August 2015 in District Kaushambi and 4th September 2015 in District Fatehpur.</p> <p>(xix) Employment potential: The proposed project will generate approx. 450000 man-days of employment (for 500 persons (temporary / permanent) for 3 years)</p> <p>(xx) Benefits of the project: The proposed project will entail overall environmental, economic and societal benefits to the local populace.</p>
<p>3.24.2</p>	<p><i>The EAC, after deliberation, recommended the project for grant of environmental clearance, subject to all the generic conditions applicable for building and construction projects, along with the additional conditions as under:-</i></p> <ul style="list-style-type: none"> • <i>There shall be no frequent puncturing, and proper access control to be provided all along the proposed NH.</i> • <i>The expenditure towards EMP has to be proportionately increased to comply with the green belt development plan, and for exigencies, if any.</i> • <i>The project proponent shall obtain the required permission for diversion of 808.619 ha of forest land, before start of the project in that area.</i> • <i>NHAI and MoRTH shall reevaluate the minimum distance between NH and urbanization, industrialization or commercialization of stretches along the NH to avoid congestion.</i> • <i>All entry/exit/access points on this highway shall be appropriately designed and preferably frozen to avoid traffic congestion and pollution, defeating the very purpose of this expensive project.</i> • <i>Noise barriers will be installed as assured.</i> • <i>Service roads will be widened wherever required and provisioned.</i> • <i>In respect of village Sarsoul or other villages, where road crossing is a issue, suitable over bridges will be provided.</i>

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