

0191-2474553

Ministry of Environment, Forest & Climate Change, Govt. of India.

STATE LEVEL EXPERT APPRAISAL COMMITTEE

Department of Ecology, Environment & Remote Sensing

Paryavaran Bhavan, Gladeni, Transport Nagar, Narwal, Jammu Tawi (November-April)

SDA Housing Colony, Bemina, Srinagar, Kashmir (May-October)

Email: seacers@gmail.com, Website: www.environmentclearance.nic.in

MINUTES OF MEETING

MINUTES OF 10th MEETING OF THE STATE EXPERT APPRAISAL COMMITTEE HELD ON 06/12/2018 AT 10.30 A.M. IN THE OFFICE COMPLEX OF THE DEPARTMENT OF ECOLOGY, ENVIRONMENT & REMOTE SENSING AT PARYAVARAN BHAVAN, GLADENI, NARWAL, JAMMU TAWI

The following were present:

1. Mr.B.B.Sharma	Member
2. Mr.Abul Bashir	Member
3. Mr.A.R.Makroo	Member
4. Mr.Rachhpal Singh	Member
5. Mr.Falendra Kumar	Member
6. Mr.Humayun Rashid	Secretary

At the very outset, the Secretary, S.E.A.C. welcomed the participants and informed the members about the inability of the worthy Chairman, SEAC to attend the meeting on account of some unavoidable reasons and his authorization asking Mr. M.A Tak, Vice Chairman, SEAC to preside over the scheduled SEAC meeting on 06-12-2018.

Since Mr. M A Tak, too was indisposed, Chairman SEAC authorized Mr. B.B. Sharma, Member, SEAC to preside over the proceedings so that the scheduled Committee work progresses without delay.

The proceedings were conducted in the following sequence:-

Agenda item No.1: Grant of Environmental Clearance in favour of JAMMU DEVELOPMENT AUTHORITY for construction of General Bus Stand Cum Multi Level Car Parking Cum Commercial Complex at Jammu.

Proposal No: SIA/JK/NCP/27521/2018

File No. SEAC/18/60

1. The case is being considered in terms of O.M. dated 3rd of April, 2018 as the Environment Cell is not yet functional at Jammu Municipal Corporation, Jammu. The case was represented by Mr. R.P. Gupta,

Executive Engineer, JDA, Jammu, Developer; M/S Shapoorji Pallonji & Co Pvt. Ltd.

2. Mr. R P Gupta, Executive Engineer, JDA gave a detailed presentation on the project which was followed by discussions on the various environmental aspects of the project.
3. During discussions, the Project Proponent read out the point-wise compliance of the suggestions made by the SEAC during its 9th Meeting and SEAC Sub Committee observations during its site visit on 13-10-2018.
4. SEAC observed that as reported by SEAC Subcommittee, substantial part of building already stood constructed and therefore many of its suggestions and observations would have only academic value. But environmental safeguards which are extremely important/ critical and implementable on ground even at this stage, need to be taken care of by the Implementing agency.
5. ATR submitted by JDA, the Project Proponent and the verbal interaction during the meeting on 06-12-2018 indicate that scope of EIA studies, for reasons not understood, has been restricted only to area that is to come under the General Bus Stand cum Multi Level Parking cum Commercial Complex and the building construction and other allied aspects/ activities related to completion and commissioning of the facility.
6. EIA studies, as conducted, fail to take into account the inevitable environmental impact from the creation and operation of facility and to propose the mitigation measures for the areas that lie beyond physical limits of the General Bus Stand cum Multi Level Parking cum Commercial Complex. The report also fails to take into account the threat to facility from flood flows in Gandha Nallah and Rehari Nallah which flow adjacent to the proposed facility.
7. SEAC notes with satisfaction that Mr. R P Gupta, Executive Engineer, JDA in pursuance to discussions in the meeting held on 08-09-2018 took keen interest to high light the issue of possible flooding of the proposed General Bus Stand from flood flows and UEED, the concerned line department has formulated proposals to mitigate the threat.
8. It is expected that the Steering Committee, overseeing the construction of General Bus Stand cum Multi Level Parking cum Commercial Complex, would ensure expeditious financial and technical clearance of the proposal so that the work, essential for safe, secure operation of the facility is taken up and completed in sync with timelines for completion and commissioning of the General Bus Stand cum Multi Level Parking cum Commercial Complex.

9. SEAC, in its meetings on 08-09-2018 and 06-12-2018 had also noted that:

- The area around the under construction General Bus Stand cum Multi Level Parking cum Commercial Complex houses a very large number of State and provincial level Public Institutions which include Civil Secretariat, the seat of Government, SMGS Hospital, Government Medical College, Super Speciality Hospital and J&K Public Service Commission and a large number of people, with substantial number of infirm, old, sick, would be mothers, mothers with new born babies would arrive each day for work related to these institutions.
- Upcoming Bus Terminal shall also house a number of commercial establishments including a Shopping Mall which shall attract, besides the tourists, vast multitudes of local visitors, mostly pedestrians from adjacent population hubs of Bakshi Nagar, Mahesh Pura, on one side and Raghunath Bazar, Hari Maket, Karan Market, Mohalla Kaleeth on the other side.
- Unless measures/structures, as are required for smooth and safe transfer/movement of the vast multitude of people from the General Bus Stand to these institutions are provided for and put in place, in sync with timelines for completion and commissioning of the General Bus Stand, commuters/ users of the General Bus Stand cum Multi Level Parking cum Commercial Complex would have to cross a number of ever busy intervening roads to reach their destinations. Besides facing inconvenience, these commuters will always face the threat of fatal accidents.

10. SEAC, in the above context, notes with satisfaction that:

- JDA, the Project Proponent has projected the issue to the Steering Committee and GoJK, has in principal, agreed to construction of a foot bridge/sky walk from Super Speciality Hospital to upcoming General Bus Stand. It is recommended that the proposed foot bridge/skyway be provided with a width of 3.5 mts in view of anticipated large number of people expected to use this facility.

11. SEAC desired JDA to urgently highlight to Steering Committee overseeing the construction of General Bus Stand cum Multi Level Parking cum Commercial Complex, the requirement of similar facility/ facilities for the visitors of SMGS Hospital and the area that houses Hari Market, Karan Market and the Raghunath Mandir Complex.

- The said footbridge/skywalk, with a width of 3.5 mts may take off from the open parking area proposed to be constructed adjacent to

Indira Chowk, connect to Directorate of Indian Medicine first and then connect to SMGS premises. Besides ensuring smooth transition of sick, infirm, the old and the expecting mothers from General Bus Stand to SMGS Hospital, it would also provide the visitors to Civil Secretariat with an alternative parking space.

- JDA has already envisaged meeting the requirement of connecting Hari Market with upcoming Bus Terminal by extending the existing foot bridge from Hari Market side up to Bus Terminal Building and the said extension is a part of the existing EPC contract.
- The JDA proposal however is flawed as the existing footbridge is too narrow, dilapidated and shall join the upcoming Bus Terminal at a skew angle making it look like an ugly blot on a well designed iconic building.
- A altogether new, well designed foot bridge/skywalk befitting the “Signature Building that upcoming General Bus Stand cum Multi Level Parking cum Commercial Complex would be” with width not less than 3.5 mts. at an appropriate location is required put in place to meet the requirement.
- It needs be kept in mind that tourists, on sightseeing tours, move in hordes and foot bridge/skywalk width must not be less than 3.5 mts to facilitate such movement.
- There would indeed be a marginal increase in cost, but resultant advantage, safe and secure movement of pedestrians and increase aesthetics would far outweigh the same.

12. SEAC has also noted that EIA report neither reports the huge traffic disruptions that shall be caused upon operation of the facility at the entry and exit points of the upcoming General Bus Stand cum Multi Level Parking cum Commercial Complex nor have any mitigating measures been proposed to alleviate the situation.

- Vehicles coming from Jewel Chowk will be required to take a U-turn to enter the upcoming Bus Terminal. Unless a suitable structure, a well designed rotary or an overhead x-ing located somewhere upstream of the entry gate of Bus Terminal is constructed, huge disruptions to flow of traffic with attendant inconvenience to passengers, and idling vehicular noise and smoke pollution shall be the order of the day.
- Similarly, unless a well designed rotary is provided at the exit gate of the upcoming Bus Terminal, huge disruptions to traffic shall again be order of the day.

13. As the construction of rotaries on BC Road/ Shalimar Road at the entry and exit points is not part of the EPC Contract and thus financially not provided for, SEAC desired JDA to urgently highlight to Steering Committee, overseeing the construction of General Bus Stand cum Multi Level Parking cum Commercial Complex the requirement of putting the required structures in place preferably in sync with timelines for completion and commissioning of the General Bus Stand.
14. To sensitize the Authorities and bring on record the urgency of the works as are not included in the scope of the EPC Contractor for the General Bus Stand but are required to be put on ground to minimise the adverse environmental impact in/on the area that lies outside the physical limits of the General Bus Stand and to enable utilization of the full potential of the “ Signature Building that the upcoming General Bus Stand cum Multi Level Parking cum Commercial Complex would be” in enhancing the quality of the environment and giving a boost to economic activities in the area, SEAC decided to constitute a Sub-Committee headed by Chairman, SEAC which shall seek an appointment and meet the Divisional Commissioner, Jammu, the ex-officio Chairman, Steering Committee overseeing the construction of General Bus Stand cum Multi Level Parking cum Commercial Complex.
15. SEAC is of the opinion that once, the issues stand brought on record and in the knowledge of the Steering Committee and assurances are obtained from the concerned Line Departments, SEAC would be in a position to issue the Environmental Clearance with required requisite riders.
16. The ATR submitted by JDA to SEAC, which was deliberated in the meeting held on 06-12-2018 has been updated with the observations of the SEAC and forms an enclosure to these minutes of meeting.
17. Mr. R P Gupta, Executive Engineer, JDA representing the Project Proponent is requested to submit updated ATR taking into account the observations from SEAC in its meeting on 06-12-2018 and furnish the updated final document with all suggestions of SEAC on its next meeting.

Agenda item No.2: Expansion of API Manufacturing Industrial unit by M/S Ind-Swift Laboratories Ltd. at SIDCO Industrial Growth Centre Phase-I, Tehsil, Samba, District, Jammu, J&K State

Proposal No: SIA/JK/Ind2/28826/2018

File No: SEAC/2018/64

The case for grant of TOR for preparation of EIA/EMP reports for expansion of API Manufacturing Industrial Unit, located at SIDCO Industrial Growth Centre Phase-I, Tehsil, Samba, District, Jammu, J&K State aimed at increasing the

bulk drug manufacturing capacity from 130.80 TPA to 294.3 TPA was presented by Consultant, M/S Eco Laboratories & Consultants Pvt. Ltd. and the Project Proponent, M/S Ind-Swift Laboratories Ltd.

The activity covered is under Category no: 5(f)-B1 of the schedule under Synthetic Organic chemicals industry (Dye and Dye Intermediates; bulk-EIA Notification of MoEF dated 14-09-2006.

SEAC accorded, in principle, concurrence to preparation of the EIA/EMP reports as per Standard TOR subject to submission of compliance report vis. a vis. the conditions prescribed under the existing Environment Clearance, from the Regional Office of the Ministry of Environment, Forest & Climate Change (MoEF&CC), Northern Region, Chandigarh.

The Project Proponent was asked to submit the “Compliance Report” at the earliest for formal sanction of TOR.

Agenda item No.3: To discuss the case relating to grant of Environment Clearance in favour of M/S Sudershan Cements, Bari-Brahamina, Jammu.

Proposal No. SIA/JK/IND/86834/2018
File No. SEAC/2018/61

1. SEAC notes that case under discussion herein is the result of directions to the Project Proponent to apply afresh online for grant of “Environmental Clearance” using standard TOR.
2. The case was represented by the Project proponent and the Consultant M/S Anacon Laboratories Pvt Limited, Nagpur.
3. The Project Proponent, at the very outset, informed SEAC that even though as a law abiding entrepreneur he has duly complied with the SEAC directions to apply afresh online for grant of Environmental Clearance in terms of OM dated 4th of April 2016 and OM dated 27th of April, 2018, he requests SEAC to revisit its decision in light of following facts:
 - The project was established in the year 2009 in pursuance to “Consent to Establish” accorded by JKSPCB vide its Order 746 of 2007, dated 26-07-2007 subject to the condition that prior Environmental Clearance from the “Concerned Authority” as warranted under EIA Notification 2006 shall be obtained by the Entrepreneur before putting the unit in operation.
 - The Project Proponent duly applied for grant of environmental clearance before the duly constituted SEIAA/SEAC, as existed on relevant dates, as an offline case.
 - SEAC, as it existed on 16-07-2009, appraised the case and recommended the accord of Environmental Clearance under category B2 to establish and operate the Industrial Unit for production of 29088 Metric Tonnes of OPC/PPC Cement per annum under the name and style, “M/s Suderashan Cement” to the then SEIAA vide its letter No: Secy/SEAC/09/2009 dated

16/07/2009 subject to General and Special conditions prescribed in the said communication.

- SEIAA, as it existed on relevant date, instead of issuing a notification/ order according “Environmental Clearance” to the subject project, directed JKSPCB to take further necessary action in the matter.
- JKSPCB issued order no: 06, dated 10-03-2010 where under directions were issued to process the case of the unit for grant of ‘, Consent to Operate’.
- After the grant of first/initial order on 10-03-2010, Consent To Operate was issued vide Consent No: 56/2010, dated 20-04-2010 which has been renewed/revalidated by JKSPCB uninterruptedly as per details herein under:
 - i. Consent No: 987/2012, dated 09-07-2012
 - ii. Consent No: 773/2013, dated 28-09-2013
 - iii. Consent No: 973/2015, dated 08-10-2015
 - iv. Consent No: 1488/2016, dated 05-02-2016
 - v. Consent No: 958/2017, dated 09-01-2017
 - vi. Consent No: SPCB/Digital/1806207562, dated 15-02-2018
- The uninterrupted renewal/ revalidation of “Consent to Operate” w.e.f. 20-04-2010 is sufficient to indicate that Project Proponent, right from the date of inception, had faithfully complied with all the conditions, general as well as special prescribed under the “Consent to Operate”.

4. As per the Project Proponent

- The fresh/current application for accord of Environmental Clearance would not have come into being but for the decision of the JKSPCB which has, in sudden change of stance, categorically refused to revalidate the “Consent to operate” beyond the date of expiry of the current “Consent to Operate” unless and until a proper Environmental Clearance from JKSEIAA is obtained.
- The directions to obtain fresh Environmental Clearance are operating harshly against the Entrepreneur as the process to obtain Environmental Clearance under the terms and conditions specified under MoEF, OM dated 4th of April 2016 and OM dated 27th of April, 2018 is time consuming as same involves public hearing.
- Public hearing in respect of an operational unit is prone to several pitfalls as same gives the vested interest/ mischievous elements an opportunity to blackmail the Project Proponent and thus delay the process.
- Delay in accord of Environmental Clearance, procedural or otherwise, may bring the production in the cement manufacturing unit to a grinding halt and about 40 number

workmen engaged in cement production may also be faced with loss of livelihood.

5. Project Proponent also questioned SEAC whether provisions specified under MoEF, OM dated 4th of April 2016 and OM dated 27th of April, 2018 can be made applicable/enforced retrospectively in respect of industrial units established and operating prior to issuance of EIA Notification 2006?
6. The project proponent further stated that the Cement Manufacturing Unit falls within a notified Industrial Estate of SIDCO which had come into being prior to issuance of EIA Notification 2006 and thus is entitled to all the exemptions and relaxations as are available for such Industrial Estates.
7. SEAC deliberated the facts and circumstances of the case as stated above and in order to reach a conclusion decided to seek the following information from General Manager, DIC, Samba/Jammu.
 - i. Whether the Cement Manufacturing Unit under the name and style “M/s Sudershan Cement” falls within the notified area of Industrial Estate of SIDCO Industrial Complex, Bari Brahamna and
 - ii. To inform whether the Industrial Estate was established prior to the issuance of EIA Notification of 2006.

Agenda item No.4

To confirm the minutes of the meeting of the 9th Meeting of SEAC held at Srinagar on **8th of September, 2018**. The Minutes of 9th SEAC Meeting were confirmed by the Members.

The meeting ended with thanks to the chair.



**Secretary,
S.E.A.C**

No: SEAC/2018/989-99

Dated:11/12/2018

Copy in addition to copy by email attachment to:

1. The Member Secretary, State Environment Impact Assessment Authority (SEIAA), J&K State for favour of kind information and necessary action please.
2. The Hon'ble Chairman, State Level Expert Appraisal Committee (SEAC), J&K State for favour of kind information.
3. The Hon'ble Vice Chairman, State Level Expert Appraisal Committee (SEAC), J&K State for favour of kind information.
4. The Hon'ble Members, State Level Expert Appraisal Committee (SEAC), J&K State for favour of kind information.
5. The Executive Engineer, Mega Projects Division, Jammu Development Authority, Jammu for information and necessary action.
6. Shri Sheikh Sajid, P.A to upload the minutes on the National Environmental Clearance Portal- J&K State.
7. Concerned office file.

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Email: seacers@gmail.com, Website: www.environmentclearance.nic.in

ANNEXURE

ANNEXURE TO MINUTES OF 10th MEETING OF THE STATE EXPERT APPRAISAL COMMITTEE HELD ON 06/12/2018 AT 10.30 A.M. IN THE OFFICE COMPLEX OF THE DEPARTMENT OF ECOLOGY, ENVIRONMENT & REMOTE SENSING AT PARYAVARAN BHAVAN, GLADENI, NARWAL, JAMMU TAWI WITH RESPECT TO AGENDA ITEM NO.1 RELATING TO GRANT OF ENVIRONMENTAL CLEARANCE IN FAVOUR OF JAMMU DEVELOPMENT AUTHORITY FOR CONSTRUCTION OF GENERAL BUS STAND CUM MULTI LEVEL CAR PARKING CUM COMMERCIAL COMPLEX AT JAMMU.

Proposal No: SIA/JK/NCP/27521/2018

File No. SEAC/18/60

OBSERVATIONS OF SEAC ON ACTION TAKEN REPORT BY JDA

SNO	Proceedings and Recommendations by SEAC	ATR/ Reply from JDA	Comments from SEAC
1	The case was considered in terms of O.M. dated 3 rd of April, 2018 as the Environment Cell is not yet functional at Jammu Municipal Corporation, Jammu.	For record	
2	The case was represented by Mr. R.P. Gupta, Executive Engineer, JDA, Jammu, Developer; M/S Shapoorji Pallonji & Co Pvt. Ltd represented by Mr. Saroj Kumar Jha, Project Manager(CPC) and Mr. B.K. Singh, Aakhivi Consultants, Noida. The Consultant gave a detailed presentation on the project which was followed by discussions on the various environmental aspects.	For record	
3	During the course of discussions, the members observed that SEAC was indeed faced with a fait accompli. A substantial part of the proposed building complex already stood constructed and therefore the project proponent may find the directions/ observations/ suggestions from SEAC difficult to comply with	For Record	

	and if insisted upon, the same may render some part of the expenditure already incurred in fructuous.		
4	<p>SEAC, while appreciating the proposal for construction of much needed multi-level parking to do away with the menace of road side parking in Shalimar and Raghunath Bazar area, it questioned the very logic of locating the bus terminal, with a provision of 60 buses in idle parking, in an already congested area. SEAC further observed that construction of commercial complexes in the proposed bus terminal would only add to population influx and put additional pressure on existing services/ facilities in the area and wanted to know if the proposal regarding shifting buses, in idle parking from Interstate Bus Terminal to areas like Khanpur Nagrota/ Transport, Narwal stands abandoned?</p> <ul style="list-style-type: none"> • Mr. R.P. Gupta, Executive Engineer, JDA, Jammu who was presenting the case before SEAC informed that adequate measures had been taken to ensure that minimum buses get parked in the area and it would be a '<i>stop and move on</i>' facility for the buses. • SEAC while agreeing with proposal to use the bus terminal as stop and move on facility so as not to adversely affect the economic activity at Jammu City Centre, it desired that project proponent consider reducing the number of buses in idle parking in the bus terminal from 60 to 30. • SEAC also desired that project proponent and other regulatory authorities consider <ul style="list-style-type: none"> ◦ terminating the buses coming from Nagrota Side (after 	<p>Jammu Development Authority (JDA) under the Ministry of Housing and Urban Development Department (J&K) envisages constructing most modern Bus Terminal project on BC Road Jammu on a pattern of ISBT New Delhi and Ahmedabad with the cost of Rs 213.08Crores. This will be the first of its kind Grand Bus Terminal project not only in J&K but in the northern region, having a capacity to accommodate 80 buses, 1312 cars and 177 two wheelers. This six-storey multi-utility complex is being raised on 37.5 kanals of area, with 6.5 lakh square feet iconic single 275M building, housed at the Old General Bus Stand site by shifting all the buses and many shops including workshops to Transport Yard Narwal. While ground floor of the complex would provide accommodation to the eighty buses, mostly operating to Katra Mata Vaishno devi, Reasi, Udhampur, Ramban, Banihal, Doda, Bhaderwah, Kishtwar, Ramnagar etc, the next three storeys of the building would be meant for the parking of 1312 cars. Within the complex, there will be a taxi stand of the capacity of 300 taxies and two -wheeler stand to accommodate 177 two--wheelers. There will be a grand shopping complex in the same complex where</p>	<p>As per Project Proponent, the issue of traffic management highlighted herein is an interdepartmental issue and the Steering Committee, overseeing the construction of General Bus Stand cum Multi Level Parking cum Commercial Complex would be the right forum to deliberate the issue.</p>

	<p>passing through the proposed bus terminal) at Transport Nagar, Narwal</p> <ul style="list-style-type: none"> ○ terminating the buses coming from Pathankote side (after passing through the proposed bus terminal) at Khanpur Nagrota. ○ terminating the buses coming from Akhnoor Side (after passing through the proposed bus terminal) at Transport Nagar, Narwal/ Khanpur, Nagrota. <ul style="list-style-type: none"> • This, in the opinion of SEAC, would reduce/disperse the number of local pick up vehicles (matadors, auto, taxies) operating out of proposed general bus terminal and the attendant noise and vehicular emission pollution. 	<p>some shopkeepers displaced from the old site would be accommodated while; rest of the shops in the Ground Floor would be put to general auction to meet the expenditure on account of construction of this grand complex. Nearly 150 traders/ shopkeepers had to be rehabilitated and out of which 97 have been shifted to Narwal (mostly they are workshop owners and parcels/ goods handlers), remaining will be accommodated in the same complex after its completion. Shops created in the Mall on fourth and fifth floor and at Ground Floor would be put to auction to generate revenue by JDA for utilization on the said project. It will give new face lift to the old Jammu Bus Stand and the entire site with grand multi-storey complex having a large shopping Mall and direct connectivity to historic Shri Raghunath Ji Temple Road via Hari Market. Remodelling of the existing Bus Stand at this location has been planned keeping in view the Heritage importance of this area and facilitating the people of Old Jammu with multilevel car parking and shopping malls which</p>	
5	SEAC also wanted to know if the project proponent had carried out a comprehensive Environmental Impact Analysis of implications that shall flow from the construction of the project and taken an integral view of the pedestrian movement from the proposed bus terminal to SMGS Hospital,	Comprehensive environment impact analysis of implications for this project has been done along with mitigation measures. This stands already submitted along with the application for EIA clearance. (A detailed	The application from JDA for accord of Environmental Clearance confines its scope only to construction and other allied aspects/ activities related to completion and commissioning of

	<p>Civil Secretariate and Ranbir Market and whether required structures, foot bridges/ underpasses, constitute a part of the EPC contract entrusted to Shapoorji Pallonji?</p> <ul style="list-style-type: none"> In response, Mr. R P Gupta, Executive Engineer, JDA informed that project proponent proposes to provide overhead foot bridges to connect the proposed bus terminal cum commercial complex to areas lying on other sides of Shalimar Road and the BC Road but he could not sufficiently clarify whether the structures required for smooth/seamless movement of pedestrians between the multi level parking cum commercial complex and the areas across Shalimar Road and BC Road was included in the scope of the EPC contract and financially provided for. 	<p>presentation is enclosed). With regards to the concerned about taking an “integral view of the pedestrian movement from the proposed bus terminal to SMGS Hospital, Civil Secretariate and Ranbir Market and whether required structures, foot bridges/ under passes”. It is pertinent to mention that the scope of EPC contract for this project has been finalized and execution is in advance stage. Construction of pedestrian movement from the proposed bus terminal to SMGS Hospital, Civil Secretariat and Ranbir Market is not covered under the scope of the Contract. However the project has been designed to provide direct access to the complex from both, BC road and Indira Chowk and barrier free access to commuters within the complex through the lifts and escalators.</p> <p>As presented during the meeting of the SEAC held on 08-09-2018 in Srinagar, the Bus Stand cum MLCP cum Commercial Complex stands connected directly at Indira Chowk and through the foot bridge of the pedestrians from Hari Market and Ranbir Market/ Karan Market (Shalimar Road) and it has been envisaged to connect the complex through a proposed elevated corridor for the pedestrian from the Super Speciality hospital/ Mahesh Pura side (BC Road side). The DPR of the said project amounting to Rs. 595.3</p>	<p>the Bus Stand cum Multi Level Parking cum Commercial Complex. It fails to take into account the inevitable adverse environmental impact/ fallout as shall be caused from operation of the facility being created.</p> <ul style="list-style-type: none"> Vehicles coming from Jewel Chowk will be required to take a U-turn to enter the upcoming Bus Terminal. Unless a suitable structure, a well designed rotary or an overhead x-ing located somewhere upstream of the entry gate of Bus Terminal is constructed, huge disruptions to flow of traffic with attendant inconvenience to passengers, and idling vehicular noise and smoke pollution shall be the order of the day. Similarly, unless a well designed rotary is provided at the exit gate of the upcoming Bus Terminal, huge disruptions to traffic shall again be order of the day. <p>Upcoming Bus Terminal shall also house a number of commercial establishments including a Shopping Mall which shall attract, besides the tourists, vast multitudes of local visitors, mostly pedestrians from adjacent population hubs of Bakshi Nagar, Mahesh Pura, on one side and Raghunath Bazar, Hari Maket, Karan Market, Mohalla</p>
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	<ul style="list-style-type: none"> SEAC observed that while people of ages are psychologically averse to use of over head bridges, the over head foot bridges do not add to aesthetics of the skyline and are also not comfortable for use by senior citizens/ infirm/ children/ women with new born babies. In view of this, large many people of all age groups would have to perforce cross the roads and this may lead to fatal accidents/ injuries to people 	<p>lac stands already submitted by PWD-R&B Department to the Administrative Department.</p>	<p>Kaleeth on the other side.</p> <p>To facilitate smooth and safe entry of visitors to the Bus Terminal cum Multi Level Parking cum Commercial Complex, well designed foot bridges/ skywalks with adequate carriage width, preferably 3.5 mts must be laid between Hari Market and the Bus Terminal on one side and Multi Speciality Hospital and Bus Terminal on the other side.</p> <ul style="list-style-type: none"> SEAC notes it with satisfaction that Govt. Is already aware of the requirement relating to construction of foot bridge/skywalk Multi Speciality Hospital and Bus Terminal and has already initiated action to meet the same. JDA too envisages to meet the requirement of connecting Hari Market with upcoming Bus Terminal by extending the existing foot bridge from Hari Market side up to Bus Terminal Building and the said extension is a part of the existing EPC contract. The JDA proposal however is flawed as the existing footbridge is too narrow and dilapidated and shall join the upcoming Bus Terminal at a skew angle making it look like an ugly blot on a well designed iconic
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			<p>building.</p> <ul style="list-style-type: none"> • It needs be kept in mind that tourists on sight seeing tours move in hordes and foot bridge/skywalk width must not be less than 3.5 mts to facilitate such movement. • There would indeed be a marginal increase in cost, but resultant advantage, safe and secure movement of pedestrians and increase aesthetics would far out weigh the same.
6	SEAC unanimously agreed to take up with the project proponent the matter of construction of underpasses interlinking the under construction multi level parking with SMGS Hospital, Ranbir Market as integral part of the project under construction lest the visitors to these institutions/ areas are always faced with inconvenience and ever present threat of accidents.		As the works required to achieve the objectives lie outside the scope of present EPC Contract and thus financially not provided for, the issue may be taken up with Steering Committee overseeing the construction of General Bus cum Multi Level Parking cum Commercial Complex
7	SEAC also noted that multi level parking cum commercial complex is being constructed in an area that is always prone to water logging/ from Rehari Nallah and the Gandha Nallah coming from Indra Chowk.	<ul style="list-style-type: none"> • RCC retaining wall is being constructed all along the project boundary to protect site area against any water flooding. Further drainage system with the site premises is planned for effective drainage of storm water through network of 400 RCC Pipes along with rain harvesting tanks for collection and recharging the underground water table. • Retaining wall along the Nallah side has envisaged 1.5 mt above HFL and 2.0 mt below the existing 	SEAC takes satisfaction Project Proponent has earnestly taken up the matter with the concerned line department.
8	The enquiries/ presentation and the documents supplied to SEAC do not establish that a comprehensive view of the flood threats and measures required to mitigate this has been taken.		The DPR framed by UEED has been perused by SEAC and following comments are made: <ul style="list-style-type: none"> • Due advantage should be taken of the natural gradient available along Gandha and Rehari Nallahs and the top line of the cover slab must lie below the road level.
9	Rehari Nallah and the Gandha Nallah, in dry weather conditions, carry raw sewage of the entire Jammu city and therefore in summer emit obnoxious smell vitiating the environment. For facilitating		<ul style="list-style-type: none"> • A drain of adequate carrying capacity

	grant of EC, the project proponent may consider and provide for covering the nallahs, as exist and flow adjacent to the existing/proposed multi level parking cum commercial complex with well designed RCC slab covering to eliminate/ minimise the foul smell menace	Nallah bed as an additional safety measure against disaster. A copy of the of the site drainage plan and typical section of RCC retaining wall planned all around the periphery site premises is enclosed.	must be constructed along side the nallah wall to collect the surface runoff and transfer the same to Rehari Nallah.
10	Rehari Nallah and the Gandha Nallah, in dry weather conditions, carry raw sewage of the entire Jammu city and therefore in summer emit obnoxious smell vitiating the environment. For facilitating grant of EC, the project proponent may consider and provide for covering the nallahs, as exist and flow adjacent to the existing/proposed multi level parking cum commercial complex with well designed RCC slab covering to eliminate/ minimise the foul smell menace	<ul style="list-style-type: none"> The concern of the Committee stands shared with the concerned department UEED, who after conducting the detailed study survey and hydrological study have framed a DPR amounting to Rs. 15.75 Crs for remodelling / up-gradation of said Nallah from Indira Chowk (with 530 m Covered stretch along the project boundary and 446 m uncovered stretch) 	<ul style="list-style-type: none"> Velocity of flow @ 4.82 mts/sec adopted for design of the covered section is too high. The flow at this velocity can cause erosion to even to hard rock. Construction agency must explore using hard cut hand chiselled stone to line the top surface. The velocity needs to be contained to around 3.00 mt/sec by reducing the bed slope and providing properly designed glacis falls at intermittent points to absorb the excess energy. Gratings must not be provided in the cover slab. Instead RCC manhole covers 4" thick, 3'x3' must be used. Gratings are likely to be misused for dumping of garbage/ solid waste and at times high flow, gratings will witness efflux of flood flows.
11	On enquiries from the project proponent, it was informed the building housing the proposed multi level parking cum commercial complex would rise approximately 6.00 mt above median level of Shalimar Road.	<ul style="list-style-type: none"> From Indira Chowk to crossing of Hari Market (80 mt stretch) the top of the building is below the median level of Shalimar Road. Further in about 120 mt stretch, the building terrace level 	Field visit to the site on 13-10-2018 reveals that structural part of the building stood constructed/ completed. Suggestions of SEAC have only academic value. Had the Environmental Clearance been sought at the inception stage,

		is approx. 6 mt above the median of the Shalamar Road. This stretch of building is placed at 35 mt offset from the shoulder of the Shalamar Road.	the many a suggestions could have been given effect to.
12	SEAC was of unanimous view that the multi level parking, bus terminal cum commercial complex should have designed in such a way that the line of sight from Shalimar Road towards Super Speciality Hospital/ JKPSC was not obstructed/intersected by the proposed multi level parking cum commercial complex.	<ul style="list-style-type: none"> As the building is at advance stage of construction, the concern of the Committee is quite genuine yet cannot be addressed at this stage. However, the line of sight only after crossing the Hari Market shall be obstructed and beyond the crossing upto Indira Chowk, it shall be free in light of point no: 11 	
13	In the opinion of SEAC, it would have been better if the height of the building housing the proposed multi level parking cum commercial complex had been restricted to median level NSL of Shalimar Road and terrace of the proposed building at that level been converted into a wide expense garden. While greatly adding to ambience of the area, the terraced gardens on top of the building would have provided the much needed lungs to the old city areas		
14	SEAC also decided that to facilitate further necessary action in the matter, project proponent ought to submit a comprehensive Landscape Plan indicating the area to be maintained under green cover as per regulations, in the next meeting	From BC Road and Shalamar Road side all floors upto 4 th floor level planters along the parapet wall will be provided. At the 4 th floor level which at a level of Shalamar Road, green stretch of 1835 sqm is provided. Landscapping plan of the building and perspective views of the building from Shalamar Road side and BC Road side enclosed herewith to apprise the landscape area plan for the building.	
15	Before, proceeding further, it was unanimously agreed that the proposal for construction of multi level parking cum commercial complex required to be appreciated on ground and therefore SEAC constituted a sub- committee headed by the Chairman,		

	SEAC and comprising of Mr. B.B. Sharma and Mr. Rachhpal Singh, both members of SEAC for conducting a spot inspection of the site in presence of the Project proponent and the Consultants in the light of documents submitted including the Conceptual Plan. It was further agreed that the recommendations of the sub-committee shall be placed before the next SEAC Meeting and decision taken accordingly.		
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SECRETARY, SEAC