

**Minutes of the 29<sup>th</sup> Meeting of Expert Appraisal Committee (Infra-2) for Projects related to All Ship Breaking Yard including Ship Breaking Unit, Airport, Common Hazardous Waste Treatment, Storage and Disposal Facilities, Ports and Harbours, Aerial Ropeways, CETPs, Common Municipal Solid Waste Management Facility, Building/Construction Projects, Townships and Area Development Projects held on 20<sup>th</sup> March, 2018 in the Ministry of Environment, Forest and Climate Change, Indira Paryavaran Bhawan, New Delhi – 3.**

**Day: Tuesday, 20<sup>th</sup> March, 2018**

**29.1 Opening Remarks of the Chairman**

At the outset, Chairman welcomed the members of the Expert Appraisal Committee (Infra-2). Thereafter, agenda items were taken up for discussion. The deliberations held and decisions taken are as under.

**29.2 Confirmation of the Minutes of the 28<sup>th</sup> Meeting of the EAC held on 5<sup>th</sup> March, 2018 at New Delhi.**

The minutes of the 28<sup>th</sup> Meeting of the EAC held on 5<sup>th</sup> March, 2018 were confirmed.

**29.3 Consideration of Proposals**

<p><b>29.3.1</b></p>	<p><b>Extension of Runway With Blast Pad, RESA, Taxiway, Apron, GSE area, Isolation Bay, Construction of New Domestic Terminal Building, ATC Tower cum Technical Block cum Fire Station and Other Miscellaneous Works at Kolhapur Airport (Maharashtra) by M/s Airports Authority of India - Terms of Reference</b></p> <p><b>(IA/MH/MIS/72936/2018; F.No. 10-10/2018-IA-III)</b></p> <p>The project proponent and the accredited Consultant M/s ABC Techno Labs gave a detailed presentation on the salient features of the project and informed that:</p> <ul style="list-style-type: none"> <li>(i) The proposed project is extension of runway with blast pad, RESA, taxiway, apron, GSE area, isolation bay, construction of new domestic terminal building, ATC tower cum technical block cum fire station and other miscellaneous works at Kolhapur Airport (Maharashtra) by M/s Airports Authority of India.</li> <li>(ii) Extension of Runway by total 930 m x 45 m (<i>i.e.</i> 820 m x45 m towards south west and 110m x 45m towards North east) to have total runway dimension of 2300 m x 45 m to cater for the strength of Code 'C' critical aircraft B737-900W / A-320-200.</li> <li>(iii) Construction of centrally air-conditioned New Domestic Passenger Terminal building to handle 300 peak hour passengers (150 Arrival &amp; 150 Departure) with covered area 3900 sqm as per IMG norms.</li> <li>(iv) New ATC tower cum Technical block (Category-2) cum fire station (Category - 6).</li> <li>(v) Construction of new Apron of size 148.5m x 93.5m for parking aircraft 3 nos. Cat-“C” aircraft (1 No. AB-320/ B737- 900W and 2 Nos. ATR-72) or (2 Nos. AB-320/ B737- 900W) in power-in and power out configuration with 75 x 20 M wide GSE Area after adequate clearances.</li> <li>(vi) Provision of 213 m x 23 m link taxi track with 2.5m shoulder on both sides to cater for code – ‘C’ aircraft (B-737- 900W) for new Apron.</li> </ul>
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- (vii) Provision of 60 m x 60 m Blast Pad at Runway 07 & 25.
- (viii) Construction of 240 m x 90 m RESA at both ends of Runway strip of Runway 07 / 25.
- (ix) Subject to handing over of forest land having an area of 27.01 Acres, provision of new Isolation Bay 91 m X 76 m and 217.5 m x 23 m link taxiway with 2.5 m wide shoulder suitable to cater for code "C" type of aircraft. This forest land will be handed over by state Govt to Airports Authority of India after obtaining Forest Clearance.
- (x) Total land available with existing Kolhapur Airport is 748.83 Acres. No land acquisition is required for the proposed development.
- (xi) Latitude and Longitude of the Kolhapur Airport are 16° 39' 55" N and 74° 17' 29" E.
- (xii) Car parking will be provided for 100 cars, VIP parking for 10 cars, taxi parking, coach parking.
- (xiii) There is no eco-sensitive area and critically polluted area within 10 km distance from the Kolhapur Airport.
- (xiv) Total water requirement for Domestic use, CFT and HVAC will be Approx.95KLD and same shall be met through ground using bore well.
- (xv) The cost of proposed development of Kolhapur airport is estimated as Rs. 275 Crores.

*During deliberations, the EAC noted the following:-*

- (i) The proposal is for grant of amendment in Terms of Reference to the project 'Extension of Runway With Blast Pad, RESA, Taxiway, Apron, GSE area, Isolation Bay, Construction of New Domestic Terminal Building, ATC Tower cum Technical Block cum Fire Station and Other Miscellaneous Works at Kolhapur Airport (Maharashtra) by M/s Airports Authority of India.
- (ii) The project/activity is covered under category 'A' of item 7 (a) i.e. 'Airports' of the schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central level.

*After detailed deliberations on the proposal, the Committee recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity and the following ToR in addition to Standard ToR for preparation of EIA-EMP report:*

- (i) Submit revised Form-1 giving the breakup of proposed land.
- (ii) The E.I.A. will give a justification for land requirements along with a comparison to the guidelines established by the Airport Authority of India/Ministry of Civil Aviation in this regards.
- (iii) Importance and benefits of the project.
- (iv) The E.I.A. will give a complete status and compliance report with regards to any earlier E.C. granted and permissions and consents from the Pollution Control Boards for the existing facilities.
- (v) Stage – I forest clearance to be submitted.

- (vi) A toposheet of the study area of radius of 10 km and site location on 1:50,000/1:25,000 scale on an A3/A2 sheet. (including all eco-sensitive areas and environmentally sensitive places).
- (vii) Layout maps of proposed project indicating runway, airport building, parking, greenbelt area, utilities etc.
- (viii) Cost of project and time of completion.
- (ix) The impacts of demolition and the activities related thereto shall be examined and a management plan drawn up to conform to the Construction and Demolition rules under the E.P. Act, 1986.
- (x) The report shall examine the details of excavations, its impacts and the impacts of transport of excavated material. A detailed Management Plan shall be suggested.
- (xi) A detailed traffic management and traffic decongestion plan shall be drawn up to ensure that the current level of service of the roads within a 05 kms radius of the project is maintained and improved upon after the implementation of the project. This plan should be based on cumulative impact of all development and increased habitation being carried out or proposed to be carried out by the project or other agencies in this 05 Kms radius of the site in different scenarios of space and time and the traffic management plan shall be duly validated and certified by the State Urban Development department and the P.W.D./ competent authority for road augmentation and shall also have their consent to the implementation of components of the plan which involve the participation of these departments.
- (xii) The E.I.A. should specifically address to vehicular traffic management as well as estimation of vehicular parking area inside the Airport premises.
- (xiii) An onsite disaster management plan shall be drawn up to account for risks and accidents. This onsite plan shall be dovetailed with the onsite management plan for the district.
- (xiv) A note on appropriate process and materials to be used to encourage reduction in carbon foot print. Optimize use of energy systems in buildings that should maintain a specified indoor environment conducive to the functional requirements of the building by following mandatory compliance measures (for all applicable buildings) as recommended in the Energy Conservation Building Code (ECBC) 2017 of the Bureau of Energy Efficiency, Government of India. The energy system includes air conditioning systems, indoor lighting systems, water heaters, air heaters and air circulation devices.
- (xv) Details shall be provided regarding the solar generation proposed and the extent of substitution, along with compliance to the ECBC rules.
- (xvi) Details of emission, effluents, solid waste and hazardous waste generation and their management. Air quality modelling and noise modelling shall be carried out for the emissions from various types of aircraft.
- (xvii) The impact of aircraft emissions in different scenarios of idling, taxiing, take off and touchdown shall be examined and a management plan suggested.
- (xviii) The impact of air emissions from speed controlled and other vehicles plying within the Airport shall be examined and management plan drawn up.
- (xix) The management plan will include compliance to the provisions of Bio-medical

Waste Management rules, 2016.

- (xx) A detailed management plan, drawn up in consultation with the competent District Authorities, shall be submitted for the regulation of unauthorized development and encroachments within a 05 Km radians of the Airport.
- (xxi) The E.I.A. will also examine the impacts of construction and operation of the proposed STP and draw up a detailed plan for management including that for odour control.
- (xxii) Classify all Cargo handled as perishable, explosive, solid, petroleum products, Hazardous Waste, Hazardous Chemical, Potential Air Pollutant, Potential Water Pollutant etc. and put up a handling and disposal management plan.
- (xxiii) Noise monitoring and impact assessment shall be done for each representative area (as per the Noise Rules of MoEF&CC). A noise management plan shall be submitted to conform to the guidelines of the MoEF&CC and the DGCA.
- (xxiv) Noise monitoring shall be carried out in the funnel area of flight path.
- (xxv) Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract).
- (xxvi) Ground water abstraction and rain water recharge shall be as prescribed by the CGWA. A clearance/permission of the CGWA shall be obtained in this regards.
- (xxvii) A NOC from the Central Ground water Authority for the ground water being currently abstracted in the existing air port shall be submitted.
- (xxviii) Details of fuel tank farm and its risk assessment.
- (xxix) The E.I.A. should present details on the compliance of the project to the Fly Ash notification issued under the E.P. Act of 1986.
- (xxx) The report should give a detailed impact analysis and management plan for handling of the following wastes for the existing and proposed scenarios.
  - a. Trash collected in flight and disposed at the Airport including the segregation mechanism.
  - b. Toilet wastes and sewage collected from aircrafts and disposed at the Airport.
  - c. Maintenance and workshop wastes.
  - d. Wastes arising out of eateries and shops situated within the airport.
- (xxxii) Any litigation pending against the project and/or any direction/order passed by any Court of Law against the project, if so, details thereof shall also be included. Has the unit received any notice under the Section 5 of Environment (Protection) Act, 1986 or relevant Sections of Air and Water Acts? If so, details thereof and compliance/ATR to the notice(s) and present status of the case.
- (xxxiii) Public hearing to be conducted and issues raised and commitments made by the project proponent on the same should be included in EIA/EMP Report in the form of tabular chart with financial budget for complying with the commitments made.
- (xxxiiii) A tabular chart with index for point wise compliance of above ToR.

*It was recommended that 'ToR' along with Public Hearing prescribed by the Expert Appraisal Committee (Infrastructure- 2) should be considered for preparation of EIA/ EMP*

	<p>report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006. The draft EIA/EMP report shall be submitted to the State Pollution Control Board for public hearing. The issues emerged and response to the issues shall be incorporated in the EIA report.</p>
29.3.2	<p><b>Construction of New Integrated Terminal Building, Reconstruction of Old Terminal Building, Modification of existing expanded Terminal Building, Associated City Side facilities, Multi -Level Car Park and Cargo Terminal at Civil Enclave, Pune Airport (Maharashtra) - Terms of Reference</b></p> <p><b>(IA/MH/MIS/73047/2018; F.No. 10-11/2018-IA-III)</b></p> <p>The project proponent and the accredited Consultant M/s ABC Techno labs gave a detailed presentation on the salient features of the project and informed that:</p> <ol style="list-style-type: none"> <li>(i) The proposed project is Construction of New Integrated Terminal Building, Reconstruction of Old Terminal Building, Modification of existing expanded Terminal Building, Associated City Side facilities, Multi -Level Car Park and Cargo Terminal at Civil Enclave, Pune Airport (Maharashtra) by Airports Authority of India.</li> <li>(ii) Construction of New Integrated Terminal Building of 35000 Sqm. Reconstruction Existing Integrated Passenger Terminal Building (7000 Sqm).</li> <li>(iii) Construction of New Integrated Cargo Terminal having an area of 2750 sqm (approx.) along with truck docking area in the city side, palletization area in the air side and Track parking area as per BCAS Norms.</li> <li>(iv) The planning and design of multilevel car park with all amenities for at least 1000 cars with additional future provision for 500 cars and surface parking for VIP cars &amp; 10 buses, separate car / scooter park area for AAI and airlines staff at appropriate location. 2 floors of commercial space and other passenger facilities i.e. ground and first floor shall be provided in the multilevel car park.</li> <li>(v) Expansion of existing Apron towards East side for 4 Nos. Code "C" (AB321/B737) type of aircrafts along with associated Link Taxi track having an apron and taxi track area of 20800sqm (approx.) and shoulder area of 6050 sqm approx.) connecting the expanded apron to the parallel taxi and associated shoulders, GSE Area etc.</li> <li>(vi) Existing Civil Enclave is located on 26.01 Acres land. For proposed development of existing Civil Enclave additional 15.84 Acres land free from all incumbrances is being handing over by Indian Airforce to Airports Authority of India.</li> <li>(vii) Latitude and Longitude of the proposed Civil Enclave are 73°54'31.96" E and 18°34'45.67" N, respectively.</li> <li>(viii) There is no eco-sensitive area and critically polluted area within 10 km distance from the Pune Civil Enclave.</li> <li>(ix) Total fresh water requirement for domestic use, CFT and HVAC will be Approx.715 KLD and same shall be met through ground using bore well. Treated waste water from STP will be utilized for flushing, HVAC and land landscaping.</li> <li>(x) The cost of proposed development of Pune Civil Enclave is estimated as Rs.700</li> </ol>

Crores.

*During deliberations, the EAC noted the following:-*

- (i) The proposal is for grant of amendment in Terms of Reference to the project 'Construction of New Integrated Terminal Building, Reconstruction of Old Terminal Building, Modification of existing expanded Terminal Building, Associated City Side facilities, Multi-Level Car Park and Cargo Terminal at Civil Enclave, Pune Airport (Maharashtra).
- (ii) The project/activity is covered under category 'A' of item 7 (a) i.e. 'Airports' of the schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central level.

*After detailed deliberations on the proposal, the Committee recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity and the following ToR in addition to Standard ToR for preparation of EIA-EMP report:*

- (i) Importance and benefits of the project.
- (ii) The E.I.A. will give a justification for land requirements along with a comparison to the guidelines established by the Airport Authority of India/Ministry of Civil Aviation in this regards.
- (iii) The E.I.A. will give a complete status and compliance report with regards to any earlier E.C. granted and permissions and consents from the Pollution Control Boards for the existing facilities.
- (iv) A toposheet of the study area of radius of 10 km and site location on 1:50,000/1:25,000 scale on an A3/A2 sheet. (including all eco-sensitive areas and environmentally sensitive places).
- (v) Layout maps of proposed project indicating runway, airport building, parking, greenbelt area, utilities etc.
- (vi) Cost of project and time of completion.
- (vii) The impacts of demolition and the activities related thereto shall be examined and a management plan drawn up to conform to the Construction and Demolition rules under the E.P. Act, 1986.
- (viii) The report shall examine the details of excavations, its impacts and the impacts of transport of excavated material. A detailed Management Plan shall be suggested.
- (ix) A detailed traffic management and traffic decongestion plan shall be drawn up to ensure that the current level of service of the roads within a 05 kms radius of the project is maintained and improved upon after the implementation of the project. This plan should be based on cumulative impact of all development and increased habitation being carried out or proposed to be carried out by the project or other agencies in this 05 Kms radius of the site in different scenarios of space and time and the traffic management plan shall be duly validated and certified by the State Urban Development department and the P.W.D./ competent authority for road augmentation and shall also have their consent to the implementation of components of the plan which involve the participation of these departments.

- (x) The E.I.A. should specifically address to vehicular traffic management as well as estimation of vehicular parking area inside the Airport premises.
- (xi) An onsite disaster management plan shall be drawn up to account for risks and accidents. This onsite plan shall be dovetailed with the onsite management plan for the district.
- (xii) A note on appropriate process and materials to be used to encourage reduction in carbon foot print. Optimize use of energy systems in buildings that should maintain a specified indoor environment conducive to the functional requirements of the building by following mandatory compliance measures (for all applicable buildings) as recommended in the Energy Conservation Building Code (ECBC) 2017 of the Bureau of Energy Efficiency, Government of India. The energy system includes air conditioning systems, indoor lighting systems, water heaters, air heaters and air circulation devices.
- (xiii) Details shall be provided regarding the solar generation proposed and the extent of substitution, along with compliance to the ECBC rules.
- (xiv) Details of emission, effluents, solid waste and hazardous waste generation and their management. Air quality modelling and noise modelling shall be carried out for the emissions from various types of aircraft.
- (xv) The impact of aircraft emissions in different scenarios of idling, taxiing, take off and touchdown shall be examined and a management plan suggested.
- (xvi) The impact of air emissions from speed controlled and other vehicles plying within the Airport shall be examined and management plan drawn up.
- (xvii) The management plan will include compliance to the provisions of Bio-medical Waste Management rules, 2016.
- (xviii) A detailed management plan, drawn up in consultation with the competent District Authorities, shall be submitted for the regulation of unauthorized development and encroachments within a 05 Km radians of the Airport.
- (xix) The E.I.A. will also examine the impacts of construction and operation of the proposed STP and draw up a detailed plan for management including that for odour control.
- (xx) Classify all Cargo handled as perishable, explosive, solid, petroleum products, Hazardous Waste, Hazardous Chemical, Potential Air Pollutant, Potential Water Pollutant etc. and put up a handling and disposal management plan.
- (xxi) Noise monitoring and impact assessment shall be done for each representative area (as per the Noise Rules of MoEF&CC). A noise management plan shall be submitted to conform to the guidelines of the MoEF&CC and the DGCA.
- (xxii) Noise monitoring shall be carried out in the funnel area of flight path.
- (xxiii) Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract).
- (xxiv) Ground water abstraction and rain water recharge shall be as prescribed by the CGWA. A clearance/permission of the CGWA shall be obtained in this regards.
- (xxv) A NOC from the Central Ground water Authority for the ground water being

	<p>currently abstracted in the existing air port shall be submitted.</p> <p>(xxvi) Details of fuel tank farm and its risk assessment.</p> <p>(xxvii) The E.I.A. should present details on the compliance of the project to the Fly Ash notification issued under the E.P. Act of 1986.</p> <p>(xxviii) The report should give a detailed impact analysis and management plan for handling of the following wastes for the existing and proposed scenarios.</p> <p>(a) Trash collected in flight and disposed at the Airport including the segregation mechanism.</p> <p>(b) Toilet wastes and sewage collected from aircrafts and disposed at the Airport.</p> <p>(c) Maintenance and workshop wastes.</p> <p>(d) Wastes arising out of eateries and shops situated within the airport.</p> <p>(xxix) Any litigation pending against the project and/or any direction/order passed by any Court of Law against the project, if so, details thereof shall also be included. Has the unit received any notice under the Section 5 of Environment (Protection) Act, 1986 or relevant Sections of Air and Water Acts? If so, details thereof and compliance/ATR to the notice(s) and present status of the case.</p> <p>(xxx) Public hearing to be conducted and issues raised and commitments made by the project proponent on the same should be included in EIA/EMP Report in the form of tabular chart with financial budget for complying with the commitments made.</p> <p>(xxxi) A tabular chart with index for point wise compliance of above ToR.</p> <p><i>It was recommended that 'ToR' along with Public Hearing prescribed by the Expert Appraisal Committee (Infrastructure-2) should be considered for preparation of EIA/ EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006. The draft EIA/EMP report shall be submitted to the State Pollution Control Board for public hearing. The issues emerged and response to the issues shall be incorporated in the EIA report.</i></p>
<p><b>29.3.3</b></p>	<p><b>Extension and strengthening of runway at Tirupati Airport by M/s Airports Authority of India Tirupati - Terms of Reference</b></p> <p><b>(IA/AP/MIS/73038/2018; F.No. 10-12/2018-IA-III)</b></p> <p>The project proponent and the accredited Consultant M/s Vimta Labs Limited gave a detailed presentation on the salient features of the project and informed that:</p> <p>(i) The present project proposal is Extension and Strengthening of Existing Runway at Tirupati airport, Renigunta.</p> <p>(ii) Tirupati airport is located at Vikruthamala, Kothapalem &amp; Kurakaluva villages of Yerpedu and Renuguntamandals, Chittoor district, Andhra Pradesh.</p> <p>(iii) The proposed project is an expansion project. The airport covers an area of 339.56 acres and AAI projected additional land requirement 733.15 acres of land to State government out of which 702.27 acres of land is already under possession of AAI. Balance area of 30.88 acres is yet to be handed over to AAI, Tirupati. The proposed project involves extension and strengthening of runway and expansion of associated</p>



units to cater to the operations of Code-E type of aircraft. Tirupati airport is only 1.0 km away from NH-205. This highway connects Tirupati with Bangalore and Coastal Andhra Pradesh.

- (iv) The project does not falls within 10 km of eco- sensitive area.
- (v) All the wastewater generated will be treated in the existing STP and the treated wastewater will be reused for flushing and greenbelt.
- (vi) Water requirement for the proposed expansion project is estimated to be around 100 to 150 KLD and will be sourced from Municipal water supply and bore wells.
- (vii) Court cases if any: There are 4 court cases regarding payment of compensation in land acquisition that is to be dealt by Govt. of Andhra Pradesh
- (viii) Investment/Cost of the project is Rs. 177.10 Crores.
- (ix) Employment potential: The project will generate direct and indirect employment opportunities for the local population during both the construction and operation phases.
- (x) Benefits of the project: By the proposed expansion project, international air traffic demands will be met. The proposed project will lead to direct and indirect benefits to the overall socio-economic status of the region. During construction phase, there will be opportunities for local skilled and unskilled workers to be employed in the various construction related activities.

*During deliberations, the EAC noted the following:-*

- (i) The proposal is for grant of amendment in Terms of Reference to the project 'Extension and strengthening of runway at Tirupati Airport by M/s Airports Authority of India Tirupati.
- (ii) The project/activity is covered under category 'A' of item 7 (a) i.e. 'Airports' of the schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central level.

*After detailed deliberations on the proposal, the Committee recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity and the following ToR in addition to Standard ToR for preparation of EIA-EMP report:*

- (i) Importance and benefits of the project.
- (ii) The E.I.A. will give a justification for land requirements along with a comparison to the guidelines established by the Airport Authority of India/Ministry of Civil Aviation in this regards.
- (iii) Submit Certified Compliance Report issued by the MoEF&CC, Regional Office for the conditions stipulated in the earlier environmental clearance issued for the project along with an action taken report on issues which have been stated to be partially complied or non/not complied.
- (iv) A toposheet of the study area of radius of 10 km and site location on 1:50,000/1:25,000 scale on an A3/A2 sheet. (including all eco-sensitive areas and environmentally sensitive places).

- (v) Layout maps of proposed project indicating runway, airport building, parking, greenbelt area, utilities etc.
- (vi) Cost of project and time of completion.
- (vii) The impacts of demolition and the activities related thereto shall be examined and a management plan drawn up to conform to the Construction and Demolition rules under the E.P. Act, 1986.
- (viii) The report shall examine the details of excavations, its impacts and the impacts of transport of excavated material. A detailed Management Plan shall be suggested.
- (ix) A detailed traffic management and traffic decongestion plan shall be drawn up to ensure that the current level of service of the roads within a 05 kms radius of the project is maintained and improved upon after the implementation of the project. This plan should be based on cumulative impact of all development and increased habitation being carried out or proposed to be carried out by the project or other agencies in this 05 Kms radius of the site in different scenarios of space and time and the traffic management plan shall be duly validated and certified by the State Urban Development department and the P.W.D./ competent authority for road augmentation and shall also have their consent to the implementation of components of the plan which involve the participation of these departments.
- (x) The E.I.A. should specifically address to vehicular traffic management as well as estimation of vehicular parking area inside the Airport premises.
- (xi) An onsite disaster management plan shall be drawn up to account for risks and accidents. This onsite plan shall be dovetailed with the onsite management plan for the district.
- (xii) A note on appropriate process and materials to be used to encourage reduction in carbon foot print. Optimize use of energy systems in buildings that should maintain a specified indoor environment conducive to the functional requirements of the building by following mandatory compliance measures (for all applicable buildings) as recommended in the Energy Conservation Building Code (ECBC) 2017 of the Bureau of Energy Efficiency, Government of India. The energy system includes air conditioning systems, indoor lighting systems, water heaters, air heaters and air circulation devices.
- (xiii) Details shall be provided regarding the solar generation proposed and the extent of substitution, along with compliance to the ECBC rules.
- (xiv) Details of emission, effluents, solid waste and hazardous waste generation and their management. Air quality modelling and noise modelling shall be carried out for the emissions from various types of aircraft.
- (xv) The impact of aircraft emissions in different scenarios of idling, taxiing, take off and touchdown shall be examined and a management plan suggested.
- (xvi) The impact of air emissions from speed controlled and other vehicles plying within the Airport shall be examined and management plan drawn up.
- (xvii) The management plan will include compliance to the provisions of Bio-medical Waste Management rules, 2016.
- (xviii) A detailed management plan, drawn up in consultation with the competent District Authorities, shall be submitted for the regulation of unauthorized development and

encroachments within a 05 Km radians of the Airport.

- (xix) The E.I.A. will also examine the impacts of construction and operation of the proposed STP and draw up a detailed plan for management including that for odour control.
- (xx) Classify all Cargo handled as perishable, explosive, solid, petroleum products, Hazardous Waste, Hazardous Chemical, Potential Air Pollutant, Potential Water Pollutant etc. and put up a handling and disposal management plan.
- (xxi) Noise monitoring and impact assessment shall be done for each representative area (as per the Noise Rules of MoEF&CC). A noise management plan shall be submitted to conform to the guidelines of the MoEF&CC and the DGCA.
- (xxii) Noise monitoring shall be carried out in the funnel area of flight path.
- (xxiii) Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract).
- (xxiv) Ground water abstraction and rain water recharge shall be as prescribed by the CGWA. A clearance/permission of the CGWA shall be obtained in this regards.
- (xxv) A NOC from the Central Ground water Authority for the ground water being currently abstracted in the existing air port shall be submitted.
- (xxvi) Details of fuel tank farm and its risk assessment.
- (xxvii) The E.I.A. should present details on the compliance of the project to the Fly Ash notification issued under the E.P. Act of 1986.
- (xxviii) The report should give a detailed impact analysis and management plan for handling of the following wastes for the existing and proposed scenarios.
  - (a) Trash collected in flight and disposed at the Airport including the segregation mechanism.
  - (b) Toilet wastes and sewage collected from aircrafts and disposed at the Airport.
  - (c) Maintenance and workshop wastes.
  - (d) Wastes arising out of eateries and shops situated within the airport.
- (xxix) Any litigation pending against the project and/or any direction/order passed by any Court of Law against the project, if so, details thereof shall also be included. Has the unit received any notice under the Section 5 of Environment (Protection) Act, 1986 or relevant Sections of Air and Water Acts? If so, details thereof and compliance/ATR to the notice(s) and present status of the case.
- (xxx) Public hearing to be conducted and issues raised and commitments made by the project proponent on the same should be included in EIA/EMP Report in the form of tabular chart with financial budget for complying with the commitments made.
- (xxxi) A tabular chart with index for point wise compliance of above ToR.

*It was recommended that 'ToR' along with Public Hearing prescribed by the Expert Appraisal Committee (Infrastructure-2) should be considered for preparation of EIA/ EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006. The draft EIA/EMP report shall be submitted to the State Pollution Control Board for public*

	<p>hearing. The issues emerged and response to the issues shall be incorporated in the EIA report.</p>
29.3.4	<p><b>“SIKKA KIMAYA GREENS” Executive Apartment Project at IIE, Sahastradhara Road, Dehradun, Uttarakhand by M/s G.R. Realcon Pvt. Ltd.- Amendment in Environmental Clearance</b></p> <p><b>(IA/UK/NCP/69858/2014; F. No. 21-9/2018-IA.III)</b></p> <p><i>The project proponent did not attend the meeting and as such, the proposal was deferred.</i></p>
29.3.5	<p><b>Construction of City Center at village Lodhipur, Tehsil Patna Sadar, Patna, Bihar by M/s Utkarsh Sfatik Limited - Extension of validity of Environmental Clearance</b></p> <p><b>(IA/BR/NCP/21117/2011; F. No. 21-40/2010-IA.III)</b></p> <p>The project proponent and the accredited Consultant M/s Centre for Sustainable Development gave a detailed presentation on the salient features of the project and informed that:</p> <ol style="list-style-type: none"> <li>(i) The proposal is for Validity Extension of existing EC No. 21-40/2010-IA.III dated 18.03.2011. Construction is under process / going on.</li> <li>(ii) Total plot area of the project is 30,432.3 sqm, FSI area of the project is 73,636.35 sqm and total construction area of 73,636.35 sqm. The project will comprise of One Commercial block, multiplex, hotel offices, two residential blocks Buildings. Total 127 flats shall be developed. Maximum height of the building is 60 m.</li> <li>(iii) During construction phase, total water requirement is expected to be 40 KLD which will be met by existing PMC supply. 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.</li> <li>(iv) During operational phase, total water demand of the project is expected to be 565 KLD and the same will be met by the PMC supply and Bore well .Recycled Water. Wastewater generated (225 KLD) uses will be treated in MBR STPs of total 450 KLD capacity 225 KLD of treated wastewater will be recycled and used for flushing and gardening). About 200 KLD will be disposed in to municipal drain.</li> <li>(v) About 2.58 TPD solid wastes will be generated in the project. The biodegradable waste (1.5 TPD) will be processed in OWC and the non-biodegradable waste generated (1.08 TPD) will be handed over to authorized local vendor.</li> <li>(vi) The total power requirement during construction phase is 8452 KVA and will be met from 8452 KVA. South Bihar Power Development Company Ltd. and total power requirement during cooperation phase is 150 KVA and will be met from 8452 KVA. South Bihar Power Development Company Ltd.</li> <li>(vii) Rooftop rainwater of buildings will be collected in two RWH tanks of total 6081.24 KLD capacity for harvesting after filtration.</li> <li>(viii) Investment/Cost of the project is Rs. 173.5 Crores.</li> <li>(ix) Employment potential: During construction 100 labour and 40 professional will be</li> </ol>

directly benefited and during operation minimum 1000 employment opportunity will be created.

- (x) Benefits of the project: This project is comprising of Commercial mall, hotel, offices and residential apartments. This project will bring an opportunity for new business, will provide residential facility and employments.

*During deliberations, the EAC noted the following:-*

- (i) The proposal is for grant of Extension of validity of Environmental Clearance to the project 'Construction of City Center at village Lodhipur, Tehsil Patna Sadar, Patna, Bihar by M/s Utkarsh Sfatik Limited in a total plot area of 30,432.3 sqm and total construction (built-up) area of 73,636.35 sqm.
- (ii) The project/activity is covered under category 'B' of item 8(a) 'Building and Construction Projects' of the Schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at State level. However due to absence of SEIAA/SEAC in Bihar, the proposal is appraised at Central Level.
- (iii) Earlier Environmental Clearance was granted to the project by MoEFCC vide letter No. 21-40/2010-IA.III dated 18.03.2011.

*The Committee discussed the project in detail. The Committee noted that Environmental Clearance was granted to the project by MoEFCC vide letter No. 21-40/2010-IA.III dated 18.03.2011 which was valid up to 17.03.2018 (As per Notification issued by MoEF&CC vide S.O. No. 1141(E) dated 29.04.2015 and OM dated 12.04.2016 regarding extension of validity of environmental clearances from 5 years to 7 years and further renewal by 3 years validity of EC has been raised to seven years).*

*In view of the above and being satisfied with the submission of the project proponent and progress of the project, the Committee recommended for extension of validity for 3 more years i.e. from 18.03.2018 to 17.03.2021 with following additional conditions:*

- (i) There shall be no changes in the nature and configuration of the Project/Activity as mentioned in the E.C. earlier issued to the project vide No. 21-40/2010-IA.III dated 18.03.2011.
- (ii) A detailed report on compliance to ECBC norms.
- (iii) A detailed traffic management and traffic decongestion plan shall be drawn up to ensure that the current level of service of the roads within a 02 kms radius of the project is maintained and improved upon after the implementation of the project. This plan should be based on cumulative impact of all development and increased habitation being carried out or proposed to be carried out by the project or other agencies in this 02 Kms radius of the site in different scenarios of space and time and the traffic management plan shall be duly validated and certified by the State Urban Development department and the P.W.D./ competent authority for road augmentation and shall also have their consent to the implementation of components of the plan which involve the participation of these departments.
- (iv) The Certificate/permission of the CGWA for abstraction of ground water and for basement/excavation dewatering if any shall be obtained and submitted along with

	<p>compliance report.</p> <p>(v) A certificate from the competent authority handling municipal solid wastes, indicating the existing civic capacities of handling and their adequacy to cater to the M.S.W. generated from project shall be obtained and submitted along with compliance report.</p>
<p><b>29.3.6</b></p>	<p><b>Establishment of Hazardous Waste Incinerator Facility (500 kg/hr) at Existing Common Hazardous Waste Treatment, Storage, and Disposal Facility at Nimbuan, DeraBassi, Mohali District, Punjab by M/s Punjab Waste Management Project (PWMP), Ramky Enviro Engineers Limited– Environmental Clearance (IA/PB/MIS/51358/2016; F. No. 10-27/2016-IA.III)</b></p> <p>The project proponent and the accredited Consultant M/s Ramky Enviro Services Pvt Ltd gave a detailed presentation on the salient features of the project and informed that:</p> <p>(i) The proposal is for Integrated Common Hazardous Waste Treatment, Storage and Disposal Facility at Nimbua, Dera Bassi, Mohali District, Punjab by Punjab Waste Management Project (PWMP) at Survey No. 1/7, 1/13 to 1/18, 1/23, 1/24, 2/20 to 2/23, 10/1, 10/2, 10/3, 10/8, 10/9, 10/10, 11/2 to 11/9, Nimbua Village, Dera Bassi Tehsil, Mohali District, Punjab. (Latitude:30°36'40" N, Longitude: 76°55'20" E)</p> <p>(ii) Punjab Waste Management Project (TSDf) is proposing to enhance the exiting Hazardous waste Treatment storage and disposal Facility of Punjab Waste Management Project (PWMP) at Nimbua, Dera Bassi, Mohali District, Punjab state like Direct Landfill (DLF) 20,000 TPA, Landfill After Stabilization Treatment (LAT) – 40,000 TPA, incinerator (Common for HW and BMW)– 500kg/hr, bio-medical waste management – 5 TPD, alternative fuels and raw materialsfacility – 18,000 TPA, E-waste management facility – 8,000 TPA and recycling facilities likeused oil recycling – 2 KLD, spent solvent – 5 KLD, lead recycling – 2000 TPA, paper recycling –2 TPD, and plastic recycling – 2 TPD within the existing TSDf to make this facility anIntegrated Common Hazardous Waste Treatment Storage and Disposal Facility(ICHWTSDf) in line with MOEF&amp;CC guidelines.</p> <p>(iii) The TSDf facility is spread in an area of 20.74 acres in Nimbua Village. Power requirement for the total facility is 813 KW and the water requirement is 56 KLD. Water shall be sourced through borewells/tankers. The nearest city from the proposed site is Dera Bassi (10 km –SW). Nearest railway station is Ghaggar railway station (7.5 km W) and nearest airport is Chandigarh airport (14.5 km W).</p> <p>(iv) TOR was granted by MoEFCC vide letter F.No 10-27/2016-IA.III dated 04.05.2016. Amendment in TOR was issued vide letter F.No 10-27/2016-IA.III dated 09.02.2018.</p> <p>(v) Public Hearing was conducted on 30.6.2017at 11:00am held at the main gate of the existing TSDf of Ramky Enviro Engineers Ltd (Unit: Punjab Waste Management Project) located opposite M/s Vardhman Chemtech Ltd, Village Nimbuan, P.O. Rampur Sainia, Tehsil Dera Bassi, District Mohali (S.A.S. Nagar).</p> <p>(vi) The details of eco- sensitive area and distance from the project site is as follows:</p> <ol style="list-style-type: none"> <li>a. Medkhali Nala – 1.2 km North</li> <li>b. DudhdarhkiNadi – 3.0 km South East</li> <li>c. Dangri Nadi – 3.4 km North</li> </ol>

- d. Ghaggar River – 5.5 km North West
- e. Nadian PF – 7 km North
- f. Birds Sanctuary - 8.5 km North

- (vii) Total Water requirement is 56 KLD and source of the water is bore well.
- (viii) The domestic effluent generated will be treated in septic tank followed by soak pit or portable STP and the treated water is used for greenbelt development. The effluent generated from floor washings, recycling activity, etc. will be collected in collection tank followed by settling tank and the settled water is reused. The effluent from hazardous waste and biomedical waste treatment facility are treated and recycled in recycled in Spray drier for quenching. The waste water generated from boiler and cooling tower used in ash quenching and for greenbelt development purpose. Leachate from secured landfill shall be treated in Multiple Effect Evaporator (MEE). There will not be any wastewater discharge to any nearby water body and adopts the zero wastewater discharge concept.
- (ix) Solid waste generated within the premises shall be disposed off in incinerator. Otherwise, waste shall be segregated and disposed off as per MSW Rules, 2016.
- (x) The ash generated in the incinerator is considered as a hazardous solid waste. The incinerator ash will be collected in specified containers and stored in the pre destined totally enclosed storage yards lined with HDPE and disposed in the exiting secured landfill. Dried sludge from ETP is burnt in the incinerator or used as manure for greenery development inside the factory premises. Filter cake from MEE will be collected in specified drums and reprocessed and disposed in landfill. All the hazardous solid wastes generated are properly handled and treated and hence, there is no adverse impact of hazardous solid wastes on soil, air or water environment.
- (xi) There will not be any wastewater discharge to any nearby water body and adopts the zero wastewater discharge concept. It is expected that due to maximum rainfall high amount of surface run off will be generated which needs to properly collected and discharged subject to prior checking. The project design provides for diversion and storage of this runoff water from contaminated area to a dedicated impermeable quarantined tank and a storm-water pond. The storage of rainwater in the project site may have a negligible impact on the surface water quantity due to rainwater harvesting within the project site for use in greenbelt. Leachate from landfill will be collected and treated. Treated leachate will be finally reused as sprayer on the landfill or sent for forced evaporation.
- (xii) Investment Cost of the project is Rs 35 Crore.
- (xiii) Employment potential: Construction Phase – 50 Nos., Operation Phase – 30 Nos. in additional to the existing manpower.
- (xiv) Benefits of the project: The proposed project facilitates better management of the industrial hazardous wastes. It will be the showcase for other districts / states for management of hazardous waste with additional benefit of green and clean Environment

*During deliberations, the EAC noted the following:-*

- (i) The proposal is for grant of Environmental Clearance to the project 'Establishment of Hazardous Waste Incinerator Facility (500 kg/hr) at Existing Common Hazardous

	<p>Waste Treatment, Storage, and Disposal Facility at Nimbuan, DeraBassi, Mohali District, Punjab by M/s Punjab Waste Management Project (PWMP), Ramky Enviro Engineers Limited.</p> <p>(ii) The project/activity is covered under category A of item 7(d) 'Common hazardous waste treatment, storage and disposal facilities (TSDFs)' of the Schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central level by Sectoral EAC.</p> <p>(iii) TOR was granted by MoEFCC vide letter F.No 10-27/2016-IA.III dated 04.05.2016. Amendment in TOR was issued vide letter F.No 10-27/2016-IA.III dated 09.02.2018.</p> <p>(iv) Public Hearing was conducted on 30.6.2017 at the existing TSDF of Ramky Enviro Engineers Ltd (Unit: Punjab Waste Management Project) located opposite M/s Vardhman Chemtech Ltd, Village Nimbuan, P.O. Rampur Sainia, Tehsil Dera Bassi, District Mohali (S.A.S. Nagar)</p> <p><i>The EAC deliberated upon the issues raised during the Public Hearing/Public Consultation meeting conducted by the Punjab Pollution Control Board on 30.06.2017. The issues were raised regarding employment, generation of pollution and CSR. The Committee noted that issues have satisfactorily been responded by the project proponent and incorporated in the final EIA-EMP report.</i></p> <p><i>The EAC was informed that the project is operational prior to September, 2006, hence Environmental Clearance was not required/taken for the project. As informed by the project proponent, the project received Consent for Establishment (CFE) and Consent for Operation (CFO) in 2006 and 2007 respectively. However, the project proponent could not produce the same before the Committee. After deliberation on the proposal, the Committee sought following documents/certificates:</i></p> <p>(i) Copy of Consent for Establishment (CFE) and Consent for Operation (CFO) issued in 2006 and 2007 respectively as informed during the meeting.</p> <p>(ii) Status of Wildlife Clearance from National Board for Wildlife (NBWL), as Nadian Protected Forest is 7 km North and Birds Sanctuary is 8.5 km North from the project site.</p> <p>(iii) Submit source of water supply to meet water requirement of 56 KLD and necessary approval/permission from concerned Department/agencies.</p> <p><i>The proposal was, therefore, deferred till the desired information is submitted.</i></p>
<p>29.3.7</p>	<p><b>Expansion of Jabalpur Airport at Villages Dumna, Gadheri and Chakdehi, District Jabalpur, Madhya Pradesh by M/s Airports Authority of India - Environmental Clearance</b></p> <p><b>(IA/MP/MIS/41831/2016; F. No. 10-12/2016-IA-III)</b></p> <p>The project proponent and the accredited Consultant M/s Vimta Labs Limited gave a detailed presentation on the salient features of the project and informed that:</p> <p>(i) Jabalpur airport is located at latitude 23<sup>o</sup>10'14.5"N to 23<sup>o</sup>11'22.5"North and longitude</p>



	<p>80°02'25.2"E to 80°04'25.0"East, at an average field elevation of 480 m above mean sea level. The airport is connected to NH-12A located at about 7.2 km South of Jabalpur airport.</p> <p>(ii) Jabalpur Airport is managed by Airports Authority of India and is the third largest airport in the state of Madhya Pradesh in terms of passenger traffic. In 2014-15 Jabalpur Airport handled 0.1 million domestic passengers. It is connected to Delhi, Mumbai and Hyderabad by Spice jet and Alliance Air.</p> <p>(iii) Chairman AAI directed that instead of going in for piecemeal development, a holistic approach may be adopted and all development works to be spelt out in a comprehensive scope of work for up-gradation of Jabalpur airport to make it suitable for operation of AB-320 type of aircraft.</p> <p>(iv) The existing terminal is currently handling domestic operations. The terminal has the capacity of handling 150 passengers at the peak hours. It has 4 check-in desks apart from CCTV's and an X-ray machine for security.</p> <p>(v) As per the latest Traffic Forecast published by Dte. of CPMS the annual domestic passengers using Jabalpur by 2025-26 is expected to grow from 0.1 MPPA to 0.538 MPPA. Further the number of aircraft movements to grow from existing 1718 movement/ annum to approx. 7725 aircraft movements / annum.</p> <p>(vi) Jabalpur airport is designated as code "3C". The existing runway 06/24 has a length of 1988 m x 45 m (6522 ft). The existing apron 67.4 m x 51.8 m is suitable for parking 2 nos ATR-72-500 type of aircrafts with power in power out configuration.</p> <p>(vii) The existing terminal building having an area of 2600 sqm is suitable to handle 150 domestic passengers in the peak hour with corresponding annual handling capacity of 0.14 MPPA as per IMG Norms.</p> <p>(viii) AAI Jabalpur proposed the following facilities to make it suitable for operation of AB-320 type of aircraft:</p> <ul style="list-style-type: none"> <li>➤ Extension of Runway from 1988 m x 45 m to 2750 m x 45 m along with turn pad to make it suitable, for operation of AB-320/321 type of aircraft;</li> <li>➤ Carrying out Obstacle Limitation Survey (OLS) to identify and mitigate obstacles in extended approach surfaces to ensure full utilization of extended runway;</li> <li>➤ Construction of isolation bay for 4"C" category aircraft (Subject to handing over additional land to AAI);</li> <li>➤ Construction of New Domestic Passenger Terminal building capable of handling 250+250 peak hour passengers as per IMG Norms;</li> <li>➤ Construction of New Fire Station Category VII;</li> <li>➤ Relocation of DVOR as per master plan;</li> <li>➤ Installation of ILS and provision of Cat-I approach lighting System as per master plan; and</li> <li>➤ Provision of solar power plant (ground mounted).</li> </ul> <p>(ix) The total land required for developing the Jabalpur airport by construction of new terminal building, apron, ATC tower, extension of runway and its allied facilities will be about 760.32 acres (307.69 ha) of land is already under possession of Airports Authority of India (AAI). The proposed expansion of Jabalpur airport doesn't involve any displacement of people.</p>
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- (x) Total water required after expansion would be about 100 KLD which will be met from groundwater/bore wells. In-house requirement includes drinking, sanitation, cleaning etc. Sprinkling requirements includes water requirement for gardening, lawn sprinkling and washing purposes.
- (xi) The power requirement for the proposed expansion is estimated to be 1000 KVA (approx.) which will be sourced from State Electricity Board and standby power backup through existing and proposed DG sets. Further, solar power plant is proposed to meet the energy requirement.
- (xii) As directed by EAC & MoEF&CC, Public hearing of the project was carried out by Madhya Pradesh Pollution Control Board on 8<sup>th</sup> January 2018 under the Chairmanship of Mrs. Kavitha Bhatlar, at the airport site premises in accordance with the procedures of EIA Notification. The proceedings of the public hearing have been incorporated in the final EIA report and the same has been submitted for Environmental Clearance to the MoEF&CC.
- (xiii) Project Cost: Total project cost is Rs. 165 Crores.
- (xiv) Employment potential: There will be opportunities for local skilled and unskilled workers to be employed in the various construction related activities like material handling, operation of construction machinery, actual construction, painting, installation of plant machinery, etc.
- (xv) Project Benefits: The proposed project will provide direct employment to a large number of personnel, generate considerable revenue for the city & state of Madhya Pradesh. This project will also generate indirect employment to a considerable number of people. Being the economic hub of Madhya Pradesh, it is essential to have an airport at Jabalpur which helps in the development of this area. After completion of airport, Jabalpur will be well connected to other cities and other states and will increase the tourist flow in this region.

*During deliberations, the EAC noted the following:-*

- (i) The proposal is for grant of Environmental Clearance to the project 'Expansion of Jabalpur Airport at Villages Dumna, Gadheri and Chakdehi, District Jabalpur, Madhya Pradesh by M/s Airports Authority of India.
- (ii) Jabalpur airport is designated as code "3C". The existing runway 06/24 has a length of 1988 m x 45 m (6522 ft). The existing apron 67.4 m x 51.8 m is suitable for parking 2 nos ATR-72-500 type of aircrafts with power in power out configuration. The existing terminal building having an area of 2600 sqm is suitable to handle 150 domestic passengers in the peak hour with corresponding annual handling capacity of 0.14 MPPA as per IMG Norms.
- (iii) The project/activity is covered under category 'A' of item 7 (a) i.e. 'Airports' of the schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central level.
- (iv) ToR was granted by the Ministry vide letter No. 10-12/2016-IA-III dated 26.03.2016.
- (v) Public hearing of the project was carried out by Madhya Pradesh Pollution Control Board on 8<sup>th</sup> January 2018 at the airport site premises.

*The Committee was informed that total land including proposed expansion area is 760.32 acres. Additional land of 101.14 acres (40.92 ha) for the extension includes 24.36*

	<p><i>ha of land which is under revenue forest area for which NOC has been obtained from forest department for diversion of 24.36 ha of forest land. The Committee noted that the requirement of forest land was not mentioned in the Form-1 while application was made for grant of ToR. The Committee also deliberated upon the issues raised during the Public Hearing/Public Consultation meeting conducted by the Madhya Pradesh Pollution Control Board on 08.01.2018. The issues were raised regarding closure of existing road and constructing a wall near Dumna village and drinking water facility &amp; construction of Toilet. The Committee noted that the proceeding of the Public Hearing as signed by the District Magistrate have not been submitted along with the C.D. The Committee also noted that the existing airport does not have a clearance of the CGWA for water abstraction from bore wells and the impact of the airport on wildlife has to be studied in detail.</i></p> <p><i>After deliberation on the proposal, the Committee sought following documents/certificates:</i></p> <ul style="list-style-type: none"> <li>(i) Submit revised Form-1 indicating the details of Forest land.</li> <li>(ii) Submit copy of proceedings of public hearing duly signed by the Officer who had chaired the public hearing meeting.</li> <li>(iii) Submit Wildlife Conservation Plan along with wild life issues and mitigation measures.</li> <li>(iv) Submit source of water supply to meet water requirement of 100 KLD and necessary approval/permission from concerned Department/agencies.</li> <li>(v) A detailed report on compliance to ECBC-2017 norms.</li> <li>(vi) Submit copy of Consent to operate issued by State Pollution Control Board for existing airport.</li> </ul> <p><i>The proposal was, therefore, deferred till the desired information is submitted.</i></p>
<p><b>29.3.8</b></p>	<p><b>Establishment of 1.5 M Kcal/hr (500 kg/hr) Hazardous Waste Incinerator (Upgradation) at UPSIDC Phase 1, Village Amapur Lodha, Tehsil Hapur), District Ghaziabad, Uttar Pradesh by M/s Ramky Enviro Engineers limited - Environmental Clearance</b></p> <p><b>(IA/UP/MIS/56949/2016; F. No. 10-51/2016-IA.III)</b></p> <p>The project proponent and the accredited Consultant M/s Ramky Enviro Services Pvt Ltd gave a detailed presentation on the salient features of the project and informed that:</p> <ul style="list-style-type: none"> <li>(i) The proposal is for establishment of 1.5 M KCcal/hr (500 kg/hr) Hazardous Waste Incinerator (Upgradation) at UPSIDC Phase 1, Village Amapur Lodha, Tehsil Hapur), District Ghaziabad, Uttar Pradesh.</li> <li>(ii) The proposal (expansion proposal) is to replace the existing 200 kg/hr biomedical waste incinerator with 500 kg/hr Hazardous Waste Incinerator at existing common biomedical waste management facility.</li> <li>(iii) The proposed facility is located in an industrial area and the total project site area is 0.75 acres. Apart from Incinerator, Autoclave, Shredder, there will be provision for waste storage sheds, vehicle wash area, effluent treatment plant and other</li> </ul>

supporting infrastructure.

- (iv) The site is well connected by rail and road network. The nearest highway is NH-24 which is 4 km in North from the project site. Dasna Railway Station is approximately 5 km in NNW direction from the project site.
- (v) TOR was granted by MoEFCC vide F.No.10-51/2016-IA.III dated 20.09.2016 (recommended during 8<sup>th</sup> EAC Meeting held on July 29, 2016). It was further amended vide F.No.10-51/2016-IA.III dated 07.02.2018 (recommended during 25<sup>th</sup> EAC Meeting on November 29, 2017)
- (vi) The project has been given exemption from conducting public hearing as per para 7(i) III Stage (3) (i) (b) of EIA Notification, 2006, being site is located in Notified Industrial Area.
- (vii) No areas protected under international conventions, national or local legislation for their ecological, landscape, cultural or other related value are present within 15 km radius. Water bodies present in 15 km radius include: Khichira lake - 1.23 km (N), Upper Ganga Canal - 1.63 km (NE), Hasanpur Lake - 1.2 km (S), and Hindan River - 14.8 km (SW).
- (viii) The water requirement for operating the proposed incinerator is about 10 KLD while the total water requirement for the entire facility will be about 20 KLD. Water requirement will be met through groundwater (bore wells)/industrial water supply/tankers.
- (ix) The wastewater generated shall be treated in in-house effluent treatment plant (ETP) and the treated water shall be reused within the facility. No treated wastewater shall be let out of the premises of the facility. It is proposed to establish an in-house ETP with a capacity of about 10 KLD.
- (x) Domestic waste water will be sent to soak pit/ septic tank or treated in portable STP. Wastewater shall be treated in In-house Effluent Treatment Plant (ETP) and the treated water shall be reused primarily in APCDs. No treated wastewater shall be let out of the premises of the facility.
- (xi) Municipal solid waste generated within the premises shall be segregated and disposed of as per SWM Rules, 2016. Ash generated from the incineration plant and sludge generated from the ETP shall be transported to nearest TSDF for final disposal.
- (xii) Green belt is developed in an area of 1050 sqm (33% of total site area) along the internal roads and plant boundary.
- (xiii) The estimated cost for the proposed project is about Rs. 9.0 Crores.
- (xiv) The manpower requirement during operations phase is estimated to be about 30.
- (xv) Benefits of the project: The proposed hazardous waste incinerator will help industries safely dispose of their incinerable hazardous waste in a cost-effective manner. The proposed incinerator will be equipped with all necessary pollution control devices to meet regulatory emission standards and so minimizes the pollution load on environment from industrial hazardous waste.

*During deliberations, the EAC noted the following:-*

- (i) The proposal is for grant of Environmental Clearance to the project 'Establishment

of 1.5 M Kcal/hr (500 kg/hr) Hazardous Waste Incinerator (Up-gradation) at UPSIDC Phase 1, Amapur Lodha (V), Hapur (T), Ghaziabad (D), Uttar Pradesh by M/s Ramky Enviro Engineers Limited .

- (ii) The project/activity is covered under category A of item 7(d) 'Common hazardous waste treatment, storage and disposal facilities (TSDFs)' of the Schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central level by Sectoral EAC.
- (iii) TOR was granted by MoEFCC vide F.No.10-51/2016-IA.III dated 20.09.2016 (recommended during 8<sup>th</sup> EAC Meeting held on July 29, 2016). It was further amended vide F.No.10-51/2016-IA.III dated 07.02.2018 (recommended during 25<sup>th</sup> EAC Meeting on November 29, 2017).
- (iv) The project has been given exemption from conducting public hearing as per para 7(i) III Stage (3) (i) (b) of EIA Notification, 2006, being site is located in Notified Industrial Area.

*The EAC deliberated upon the proposal and noted that the project has been given exemption from conducting public hearing as per para 7(i) III Stage (3) (i) (b) of EIA Notification, 2006, being site is located in Notified Industrial Area. The Committee was given to understand that no Clearance was earlier obtained for the existing facilities because the E.C. was not required prior to 2006. A certified compliance report may therefore not be necessary. The project proponents informed that they have a regular consent and authorization. The committee recommended grant of an Environmental Clearance. The following conditions were also suggested.*

*The EAC, on being satisfied with the submissions of the project proponent, recommended the project for grant of environmental clearance and stipulated the following specific conditions along with other environmental conditions while considering for accord of environmental clearance:*

- (i) Consent to Establish/Operate for the project shall be obtained from the State Pollution Control Board as required under the Air (Prevention and Control of Pollution) Act, 1981 and the Water (Prevention and Control of Pollution) Act, 1974.
- (ii) The Project proponent should ensure that the TSDF fulfils all the provisions of Hazardous and other Wastes (Management and Transboundary Movement) Rules, 2016.
- (iii) Ground water abstraction shall be as prescribed by the CGWA. A clearance/permission of the CGWA shall be obtained in this regards.
- (iv) It shall be ensured that all the trees and other plantation are of the non edible varieties and do not in any way encourage the incorporation of toxic materials in the food chain.
- (v) The TSDF should only handle the waste generated from the member units.
- (vi) As proposed, air pollution control device viz. gas quencher; treatment with mixture of hydrated lime and activated powder for adsorption of partial acidity and VOCs (if any); bagfilter/ESP for removal of particulate matter; ventury scrubber followed by packed bed scrubber with caustic circulation to neutralize the acidic vapours in flue

gas; and demister column for arresting water carry over will be provided to the incinerator. Online pollutant monitoring shall be provided as per CPCB guidelines for monitoring particulate matter, SO<sub>2</sub>, NO<sub>x</sub> and CO from the incinerator stack. The periodical monitoring of Dioxins and Furans in the Stack emissions shall be carried out.

- (vii) Analysis of Dioxins and Furans shall be done through CSIR – National Institute for Interdisciplinary Science and Technology (NIIST), Thiruvananthapuram or equivalent NABL Accredited laboratory.
- (viii) The project proponents shall adhere to all conditions as prescribed in the Protocol for 'Performance Evaluation and Monitoring of the Common Hazardous waste treatment, storage and disposal facilities' published by the CPCB in May, 2010.
- (ix) Incinerator shall be designed as per CPCB guidelines. Energy shall be recovered from incinerator.
- (x) Sufficient number of Piezometer wells shall be installed in and around the project site to monitor the ground water quality in consultation with the State Pollution Control Board / CPCB. Trend analysis of ground water quality shall be carried out each season and information shall be submitted to the SPCB and the Regional Office of MoEF&CC.
- (xi) Ambient air quality monitoring shall be carried out in and around the landfill site at up wind and downwind locations.
- (xii) The depth of the land fill site shall be decided based on the ground water table at the site.
- (xiii) Environmental Monitoring Programme shall be implemented as per EIA report and guidelines prescribed by CPCB for hazardous waste facilities. Periodical ground water/soil monitoring to check the contamination in and around the site shall be carried out.
- (xiv) The Company shall ensure proper handling of all spillages by introducing spill control procedures for various chemicals.
- (xv) On line real time continuous monitoring facilities shall be provided as per the CPCB or State Board Directions.
- (xvi) No non hazardous wastes, as defined under the Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016, shall be handled in the premises.
- (xvii) Gas generated in the Land fill should be properly collected, monitored and flared.
- (xviii) Project Proponent shall develop green belt with native plant species that are significant and used for the pollution abatement. At least 10 m thick greenbelt shall be developed in the periphery of hazardous waste facility.
- (xix) Project should ensure that the site is properly cordoned off from general movement and no unauthorized person or goods permitted to enter the premises. Necessary security provision should be made as a condition in the Authorisation under the Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016 to prevent unwanted access.
- (xx) Pre medical check-up to be carried out on workers at the time of employment and

	<p>regular medical record to be maintained.</p> <p>(xxi) Emergency plan shall be drawn in consultation with SPCB/CPCB and implemented in order to minimize the hazards to human health or environment from fires, explosion or any unplanned sudden or non sudden release of hazardous waste or hazardous waste constituents to air, soil or surface water.</p> <p>(xxii) Rain water runoff from the landfill area and other hazardous waste management area shall be collected and treated in the effluent treatment plant.</p> <p>(xxiii) The Project proponent shall not store the Hazardous Wastes more than the quantity that has been permitted by the CPCB/UPPCB.</p>
<p><b>29.3.9</b></p>	<p><b>Proposed “Harinagar Group Housing” near AIIMS, NH-98, Bhusaula Danapur &amp; Mohammadpur Korji, P.S. Phulwarisharif, District Patna, Bihar by M/s Balprada Built Pvt. Ltd. – Environmental Clearance</b></p> <p><b>( IA/BR/NCP/72206/2018; F. No. 21-4/2018-IA.III)</b></p> <p>The project proponent and the accredited Consultant M/s ASCENSO Enviro Pvt Ltd gave a detailed presentation on the salient features of the project and informed that:</p> <p>(i) The project is located at 25°33'44.59"N Latitude and 85° 1'57.32"E Longitude.</p> <p>(ii) The project is New Project. The total plot area is 18,658.08 sqm. FSI area is 55,787.66sq.m and total construction area of 73,361.32 sqm. The project is fully Residential Building falls under the Residential land use as per of Patna Master Plan 2031. The building comprises of 5 Towers with S+13 Floors only. Tower-1: S+10 Floors, Tower-2: S+10 Floors, Tower-3: S+13 Floors, Tower-4: S+13 Floors, Tower-5: S+8 Floors. Maximum height of the building is 42 m.</p> <p>(iii) During construction phase, water requirement 233 KLD which will be met by private water tanker. 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.</p> <p>(iv) During operational phase, total water demand of the project is expected to be 233 KLD and the same will be met by the Municipal supply. Wastewater generated (169 KLD) uses will be treated in STP of capacity 210 KLD and 135 KLD waste water will be recycled (49 KLD for flushing, 13 KLD for gardening). About 23 KLD will be disposed into municipal drain.</p> <p>(v) About 1.09 TPD Municipal Solid Waste will be generated in the project.</p> <p>(vi) The total power requirement is 7000 KVA and will be met from State Electricity Board.</p> <p>(vii) Rooftop rainwater of buildings will be collected in RWH tanks of total 62.80 KLD, pit proposed-1.</p> <p>(viii) Proposed energy saving measures would save about more than 1% of power.</p> <p>(ix) It is not located within 10 km of Eco Sensitive areas.</p> <p>(x) There is no court case pending against the project.</p> <p>(xi) Investment cost of the project is Rs. 275 Crores.</p>

	<p>(xii) Employment potential is 300 peoples</p> <p>(xiii) Benefits of the project Social, Economical and Environmental.</p> <p><i>During deliberations, the EAC noted the following:-</i></p> <p>(i) The proposal is for grant of environmental clearance to the project 'Proposed "Harinagar Group Housing" near AIIMS, NH-98, Bhusaula Danapur &amp; Mohammadpur Korji, P.S. Phulwarisharif, District Patna, Bihar by M/s Balprada Built Pvt. Ltd. in a total plot area of 18,658.08 sqm and total construction (built-up) area of 73,361.32 sqm.</p> <p>(ii) The project/activity is covered under category 'B' of item 8(a) 'Building and Construction Projects' of the Schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at State level. However due to absence of SEIAA/SEAC in Bihar, the proposal is appraised at Central Level.</p> <p><i>The Committee deliberated upon the proposal and noted that water balance submitted by the Project Proponent has several discrepancies and needs to be revised/re-calculated. ECBC Compliance, parking plan including no. of ECS, submitted was also not up to the satisfaction of the Committee. After deliberation on the proposal, the Committee sought following documents/certificates:</i></p> <p>(i) Submit revised water balance for the project.</p> <p>(ii) A detailed report on compliance to ECBC-2017 norms.</p> <p>(iii) Submit details of Parking Plan along with no. of ECS proposed.</p> <p>(iv) Status of application to CGWA for use of ground water.</p> <p><i>The proposal was, therefore, deferred till the desired information is submitted.</i></p>
<p><b>29.3.10</b></p>	<p><b>Max Health Care Institute at Plot No. 165-166, Malsi, Dehradun by M/s Malsi Projects and Planners - Environmental Clearance</b></p> <p><b>(IA/UK/NCP/67615/2017; F. No. 21-315/2017-IA-III)</b></p> <p>The project proponent and the accredited Consultant M/s PERFECT Enviro Solutions Pvt Ltd gave a detailed presentation on the salient features of the project and informed that:</p> <p>(i) The project will be located at Latitude 30°22'25.36"N and longitude 78°04'28.10"E.</p> <p>(ii) The proposed project is Modernization in Environment Clearance of Max Healthcare Institute Ltd. at Malsi Estate, Khasra No. 165-166, Mauzi Malsi, Mussoorie Diversion Road, Dehradun. The project includes hotel and hospital for which Environmental Clearance has already been obtained from MOEF&amp;CC vide letter No. 21-333/2008-IA.III dated 06.03.2009 for Plot area of 1,01,171.41 sqm and built-up area of 5,79,981 sqm (5,60,000 sqm for development of hotel and built up area of 19,981 sqm for hospital). At present, Hotel and Hospital are constructed and operational. Hotel details will remain unchanged. Only revision in details of hospital will be there due to increase in population leading to increase in pollution Load. Hence, due to increase in water demand and water discharge the capacity of STP will increase and DG capacity will also increase. As the built-up area of the project is more than 1,50,000 sqm thus, the project falls under the category 8(b) as per the EIA</p>



	notification dated 14th September 2006.
(iii)	ToR was granted to the project by MoEF&CC vide letter No. 21-315/2017-IA-III dated 28.02.2018.
(iv)	The total plot area is 1,10,171.41 sqm and built-up area of 5,79,981 sqm (5,60,000 sqm for development of hotel and built-up area of 19,981 sqm for hospital). Hotel details will remain unchanged. Only details of hospital will change due to increase in population leading to increase in pollution Load. Hence, due to increase in water demand and water discharge the capacity of STP will increase and DG capacity will also increase. All area detail remains the same.
(v)	During the construction of the proposed project, the water shall be supplied from treated water of existing STP of the complex and the same will be maintained without any adverse impact on the environment. There will be water Treatment plant for drinking water. Temporary sanitary toilets will be provided during peak labor force.
(vi)	The total water requirement will be 278 KLD. The source of water is Nagar Nigam Dehradun. The total waste water generation will be 154 KLD. The waste water shall be treated through 2 no of Sewage Treatment Plant (STP) having capacity 100 KLD (existing) and additional 125 KLD. 146 KLD treated water will be reused in flushing, gardening, D.G. Cooling. 2 No. of RWH pits already exists for storm water recharging to ground.
(vii)	About 540 Kg/day Municipal solid waste will be generated from the project after revision. The biodegradable waste will be 378 Kg/ day and recyclable waste of 162 kg/day will be handed over to authorized recycler.
(viii)	Used Oil of 16 lit/month shall be collected in leak proof containers at isolated place and then it will be given to approved recycler. E- Waste of 2 kg/month will be collected and given to approved recycler.
(ix)	The total power requirement will be 1200 KW (Existing: 1100 KW and Proposed: 100 KW) which is provided by Uttarakhand Power Corporation Limited. D.G. Set of capacities 2x500 KVA (existing to be removed) and 2x750 KVA (proposed) shall be installed in acoustically enclosure with anti-vibration pads and shall be used during Power failure only. Hence, to avoid the emissions, stack height of 5 m above roof level for D.G. sets of capacities 500 KVA has already been provided and stack height of 5.5 m above roof level for D.G. sets of capacities 750 KVA shall be installed to reduce the air emissions, meeting all the norms prescribed by CPCB.
(x)	2 No. of RWH pits has already been provided for storm water recharging to ground hence, no change is proposed.
(xi)	Parking Provision is 478 ECS for hotel and 270 ECS for Hospital which has already been provided. Hence, no change is proposed.
(xii)	No eco-sensitive area lies within 10 km radius. Binsar wild life Sanctuary is 11.16 Km NW.
(xiii)	There is no court case pending against the project.
(xiv)	Employment potential: Labourers during construction phase 6 no. and about 1000 personnel as staff during operation phase.
(xv)	Benefits of the project: The Hospital will also enhance the infrastructure of the area.

The Hospital will provide employment to around 60 labourers during construction phase and employment to 1000 personnel working in the hospital. It will be a multi-speciality hospital. The hospital will have its own doctors and its health workforce.

*During deliberations, the EAC noted the following:-*

- (i) The proposal is for grant of environmental clearance to the project 'Max Health Care Institute at Plot No. 165-166, Malsi, Dehradun by M/s Malsi Projects and Planners in a total plot area of 1,10,171.41 sqm and total construction (built-up) area of 5,79,981 sqm.
- (ii) The project/activity is covered under category 'B' of item 8(b) 'Township and Area Development Projects' of the Schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at State level. However due to absence of SEIAA/SEAC in Uttarakhand, the proposal is appraised at Central Level.
- (iii) ToR was granted to the project by MoEF&CC vide letter No. 21-315/2017-IA-III dated 28.02.2018.

*During deliberation, the Committee was given to understand by the Project proponents that an E.C. was obtained earlier and that due to an expected increase in the number of patients (foot fall) visiting the Hospital, the S.T.P. capacity needed to be augmented. They also informed that since the construction of a S.T.P. is not required to avail of an E.C. standalone, the project proponents started augmenting the capacity in compliance to the E.C. which required them to ensure that no untreated sewage is discharged.*

*The Regional Officer of the MoEF&CC, taking cognizance of the fact that the S.T.P. was being constructed had also only directed them to avail of a consent to establish. It was only when the State Pollution Control Board of Uttarakhand directed them to apply for an E.C., did they come to know of the requirement and applied for E.C. They said that any violation on their part involving start of construction of S.T.P. has been inadvertent and no activity is involved (in the Project/Activity) which will change the basic infrastructure provisions as in the previous E.C. or add to pollution. They emphasized that the S.T.P. was being constructed solely to cater to any added pollution likely to be generated by increased patient influx. The committee as a special case recommended grant of E.C. subject to the condition that there will be no changes in the project/activities for which E.C. has been earlier issued and the STP shall be established and operated only after obtaining consent to establish and operate under the Pollution Control laws. Since the project foresees a change in patient movement the following conditions could also be imposed.*

- (i) A detailed traffic management and traffic decongestion plan shall be drawn up to ensure that the current level of service of the roads within a 05 kms radius of the project is maintained and improved upon after the implementation of the project. This plan should be based on cumulative impact of all development and increased habitation being carried out or proposed to be carried out by the project or other agencies in this 05 Kms radius of the site in different scenarios of space and time and the traffic management plan shall be duly validated and certified by the State Urban Development department and the P.W.D./ competent authority for road augmentation and shall also have their consent to the implementation of components of the plan

	<p>which involve the participation of these departments.</p> <ul style="list-style-type: none"> <li>(ii) A certificate shall be obtained from the local body supplying water, specifying the total annual water availability with the local authority, the quantity of water already committed, the quantity of water allotted to the project under consideration and the balance water available. This should be specified separately for ground water and surface water sources, ensuring that there is no impact on other users.</li> <li>(iii) A prior permission of the CGWA for abstraction of ground water and for basement/excavation dewatering shall be obtained.</li> <li>(iv) A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project shall be submitted.</li> <li>(v) A certificate from the competent authority for discharging treated effluent/ untreated effluents into the Public sewer/ disposal/drainage systems along with the final disposal point shall be obtained.</li> <li>(vi) A certificate from the competent authority handling municipal solid wastes, indicating the existing civic capacities of handling and their adequacy to cater to the M.S.W. generated from project shall be obtained.</li> <li>(vii) A fresh E.C. shall be taken for any changes in the project components that may arise out of the anticipated increase in the number of patients and the handling of wastes thereof.</li> </ul>
<p>29.3.11</p>	<p><b>Proposed Group Housing Aqua City Phase 1 at Danapur Patna, Bihar by M/s Saakaar Constructions Pvt Ltd - Environmental Clearance</b></p> <p><b>(IA/BR/NCP/72364/2017; F. No. 21-363/2017-IA-III)</b></p> <p>The project proponent and the accredited Consultant M/s Ind Tech House Consult gave a detailed presentation on the salient features of the project and informed that:</p> <ul style="list-style-type: none"> <li>(i) M/s Saakaar Constructions Pvt Ltd proposed Group Housing Aqua City Phase-1 at Danapur Patna, Bihar on a total plot area of 50,216.89 sqm and total built up area is 2,37,003.90 sqm.</li> <li>(ii) Proposed project is construction of multi-storeyed group housing project. A total of 7,282 sqm is to be developed as landscape area. The project envisages construction of 23(21+1+1) blocks i.e. 21 Residential Towers + 1 Commercial Project + 1 Temple of 2B+G/PO+21 floors. Total population of the proposed project will be 9889 which includes the population of 7775 residents &amp; 2114 floating.</li> <li>(iii) The total water requirement for the project has been estimated to be 770 KLD. This includes domestic water requirement flushing, Car wash/ Street Wash and landscaping. The total fresh water requirement is 544 KLD which includes domestic water requirement. Domestic water requirement will be met through municipal/ground water. The water requirement for flushing, Car wash/ street wash and landscaping will be met through treated water from STP.</li> <li>(iv) Total waste water generated is 606 KLD which will be treated in onsite STP of 730 KLD. The 226 KLD treated water will be recycled and re-used for flushing, Car Wash/ Street Wash and landscaping &amp; excess treated water of 258 KLD will be used in nearby construction sites/ discharge into Public Sewer.</li> </ul>

- (v) The total electrical load demand has been estimated to be 8810 KVA for the proposed project. The source of power will be from Patna State Electricity Board (PSEB).
- (vi) In case of power failure, DG sets of total capacity of 4200 KVA (7X600) for the proposed project will be provided as power back-up.
- (vii) The domestic solid waste will be generated by the residents of the hospital and people coming to community area will pertain to the Bio-degradable & Non-biodegradable Waste. It is estimated that maximum solid waste generation would be about 4.21 TPD for the proposed project and 480.3 kg of sludge will be generated from the proposed project.
- (viii) Parking facility for four wheelers is proposed to be provided (according to local norms).
- (ix) Sanjay Gandhi Biological Park is 7.15 KM/East from the project site.
- (x) No Court case is pending against the project.
- (xi) Investment Cost of the project is Rs. 270 Crores.
- (xii) Employment Potential: During operational phase of the project, persons will get employment opportunities as staff for management, maintenance and security. As an estimate, during operation phase, persons will get marginal employment opportunities, who would work as domestic helpers.
- (xiii) Benefit of the Project: This will help in improving the quality of life of economically weaker sections of the local area.

*During deliberations, the EAC noted the following:-*

- (i) The proposal is for grant of environmental clearance to the project 'Proposed Group Housing Aqua City Phase 1 at Danapur Patna, Bihar by M/s Saakaar Constructions Pvt. Ltd. in a total plot area of 50,216.89 sqm and total construction (built-up) area of 2,37,003.90 sqm.
- (ii) The project/activity is covered under category 'B' of item 8(b) 'Township and Area Development Projects' of the Schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at State level. However due to absence of SEIAA/SEAC in Bihar, the proposal is appraised at Central Level.
- (iii) ToR was granted to the project by MoEF&CC vide letter No. 21-363/2017-IA-III dated 23.02.2018.

*The EAC, after detailed deliberations on the proposal and submissions made by the project proponent, recommended the project for grant of environmental clearance and stipulated the following specific conditions along with other environmental conditions while considering for accord of environmental clearance:*

- (i) Consent to Establish/Operate for the project shall be obtained from the State Pollution Control Board as required under the Air (Prevention and Control of Pollution) Act, 1981 and the Water (Prevention and Control of Pollution) Act, 1974.
- (ii) The approval of the Competent Authority shall be obtained for structural safety of buildings due to earthquakes, adequacy of firefighting equipment etc as per National

	<p>Building Code including protection measures from lightening etc.</p> <p>(iii) NOC/necessary approval from Sanjay Gandhi Biological Park Authority shall be obtained before commencement of work.</p> <p>(iv) The project proponent shall obtain all necessary clearance/ permission from all relevant agencies including town planning authority before commencement of work. All the construction shall be done in accordance with the local building byelaws.</p> <p>(v) Fresh water requirement from Municipal/Ground water shall not exceed 544 KLD.</p> <p>(vi) A certificate shall be obtained from the local body supplying water, specifying the total annual water availability with the local authority, the quantity of water already committed, the quantity of water allotted to the project under consideration and the balance water available. This should be specified separately for ground water and surface water sources, ensuring that there is no impact on other users.</p> <p>(vii) Any ground water dewatering should be properly managed and shall conform to the approvals and the guidelines of the CGWA in the matter. Formal approval shall be taken from the CGWA for any ground water abstraction or dewatering.</p> <p>(viii) Sewage shall be treated in the STP based on MBBR Technology with tertiary treatment i.e. Ultra Filtration. The treated effluent from STP shall be recycled/re-used for flushing, gardening, car and street washing and excess treated water shall be used for nearby construction site/discharge to municipal sewer with prior permission.</p> <p>(ix) The project/activity shall be dove tailed with the sewerage collection and disposal facilities to be created by the Municipal Corporation/Competent State Authorities so that all sewage generated in the construction and operation phases is disposed accordingly. Necessary permission from the Municipal Authority shall be obtained.</p> <p>(x) The local bye-law provisions on rain water harvesting should be followed. If local bye-law provision is not available, adequate provision for storage and recharge should be followed as per the Ministry of Urban Development Model Building Byelaws, 2016. As proposed 15 nos. of rain water harvesting recharge pts shall be provided.</p> <p>(xi) Separate wet and dry bins must be provided in each unit and at the ground level for facilitating segregation of waste. Solid waste shall be segregated into wet garbage and inert materials. Wet garbage shall be composted in Organic Waste Converter. As proposed 200 sqm area shall be provided for solid waste management within the premises which will include area for segregation, composting. The inert waste from group housing project will be sent to dumping site.</p> <p>(xii) A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project shall be submitted.</p> <p>(xiii) A certificate from the competent authority handling municipal solid wastes, indicating the existing civic capacities of handling and their adequacy to cater to the M.S.W. generated from project shall be obtained.</p> <p>(xiv) A management plan shall be drawn up and implemented to contain the current exceedance in ambient air quality at the site.</p> <p>(xv) A dedicated entry/exit and parking shall be provided for the commercial activities.</p> <p>(xvi) A detailed traffic management and traffic decongestion plan shall be drawn up to ensure that the current level of service of the roads within a 02 kms radius of the</p>
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project is maintained and improved upon after the implementation of the project. This plan should be based on cumulative impact of all development and increased habitation being carried out or proposed to be carried out by the project or other agencies in this 02 Kms radius of the site in different scenarios of space and time and the traffic management plan shall be duly validated and certified by the State Urban Development department and the P.W.D./ competent authority for road augmentation and shall also have their consent to the implementation of components of the plan which involve the participation of these departments.

- (xvii) A minimum of 1 tree for every 80 sqm of land should be planted and maintained. The existing trees will be counted for this purpose. Preference should be given to planting native species. Where the trees need to be cut, compensatory plantation in the ratio of 1:3 (i.e. planting of 3 trees for every 1 tree that is cut) shall be done and maintained. As proposed 7282 sqm area shall be provided for green belt development.

**29.3.12 International Sports Academy cum Cricket Stadium at Tehsil Rajgir, District Nalanda, Bihar by Building Construction Department, Government of Bihar – Environmental Clearance**

**(IA/BR/NCP/71639/2017; F. No. 21-5/2018-IA.III )**

The project proponent and the accredited Consultant M/s Amaltas Enviro Consultants LLP (AEC) gave a detailed presentation on the salient features of the project and informed that:

- (i) The Project is new. The total plot area is 3,65,958.725 sqm with proposed FAR is 1,45,686.534 sqm with total construction area of 1,47,735.004 sqm. The project will comprise of 6 blocks, having various facilities for sports persons/students/administrative persons Maximum height of the building is 29.450 mtrs.

- (ii) Geographical Co-ordinates of the site are as follows:

	Latitude	Longitude
Corner-1	25° 1'21.15"N	85°21'42.31"E
Corner 2	25° 1'21.22"N	85°22'2.54"E
Corner 3	25° 0'59.68"N	85°22'3.35"E
Corner 4	25° 0'59.28"N	85°21'42.06"E

- (iii) During construction phase, total water requirement is expected to be 738 KL which will be met by private water tanker. 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.
- (iv) During operational phase, total water demand of the project is expected to be 926 KLD and the same will be met by the Municipal Supply and bore-well Wastewater generated (310 KLD) uses will be treated in STPs of total 370 KLD capacities. 279 KLD of treated wastewater will be recycled (113 KLD for flushing, 60 KLD for gardening, 106 KLD for DG cooling & HVAC).
- (v) About 2.429 TPD solid wastes will be generated in the project. The biodegradable waste (1.45 TPD) will be processed in OWC and the non-biodegradable waste

	<p>generated (0.72 TPD) will be handed over to authorized local vendor.</p> <ul style="list-style-type: none"> <li>(vi) The total power requirement during construction phase is 250 KVA and will be met from BSPHCL and total power requirement during operation phase is 2,948 KVA and will be met from Bihar State Power Holding Company Limited)</li> <li>(vii) Rooftop rainwater of buildings will be collected in 33 RWH pits of total 578.41 KLD capacity for harvesting after filtration.</li> <li>(viii) Parking facility 49,873.016 sqm (Open area) proposed to be provided against the requirement of 44,320 sqm respectively (according to local norms).</li> <li>(ix) Proposed energy saving measures would save about 1% of power.</li> <li>(x) It is located /not located within 10 km of Eco Sensitive areas.</li> <li>(xi) There is no court case pending against the project.</li> <li>(xii) Investment Cost of the project is Rs. 655.25 Crore.</li> <li>(xiii) Employment potential: During construction phase 150-200 workers.</li> <li>(xiv) Benefits of the project: Environmental benefits and Social Benefits.</li> </ul> <p><i>During deliberations, the EAC noted the following:-</i></p> <ul style="list-style-type: none"> <li>(i) The proposal is for grant of environmental clearance to the project International Sports Academy cum Cricket Stadium at Tehsil Rajgir, District Nalanda ,Bihar by Building Construction Department, Government of Bihar in a total plot area of 3,65,958.725 sqm and total construction (built-up) area of 1,47,735.004 sqm.</li> <li>(ii) The project/activity is covered under category 'B' of item 8(a) 'Building and Construction Projects' of the Schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at State level. However, due to absence of SEIAA/SEAC in Bihar, the proposal is appraised at Central Level.</li> </ul> <p><i>The Committee deliberated upon the proposal and noted that water balance submitted by the Project Proponent has several discrepancies and needs to be revised/re-calculated. ECBC Compliance, parking plan including no. of ECS, submitted was also not up to the satisfaction of the Committee. After deliberation on the proposal, the Committee sought following documents/certificates:</i></p> <ul style="list-style-type: none"> <li>(i) Submit revised Form-I indicating the correct use of water (revised water balance), green belt etc for the project.</li> <li>(ii) A detailed report on compliance to ECBC-2017 norms.</li> <li>(iii) Submit details of Parking Plan along with no. of ECS proposed.</li> <li>(iv) Status of application to CGWA for use of ground water.</li> <li>(v) As per the Google map, Pant Wild Life Sanctuary and Rajgir Protected Forest is within 10 km area. Provide the status of NBVWL clearance, if required.</li> </ul> <p><i>The proposal was, therefore, deferred till the desired information is submitted.</i></p>
<p><b>29.3.13</b></p>	<p><b>'Shubh Nikunj' Residential Flats project at Khasra No.141/5, Village Mohanpura, Tehsil Sanganer, Jaipur by M/s Shubhlakshya Buildsquare LLP - Environmental Clearance</b></p>

**(IA/RJ/NCP/72727/2018; F. No. 21-6/2018-IA.III )**

The project proponent and the accredited Consultant M/s Gaurang Environmental Solutions Pvt Ltd gave a detailed presentation on the salient features of the project and informed that:

- (i) The project is located at 26°49'23.27" N Latitude and 75°44'15.46" E Longitude.
- (ii) The project is new. The total plot area is 4,563.62 sqm, FSI area is 14,173.05 sqm (3.105) and total construction area of 23,259.01 sqm. The project will comprise of one Building. Total 240 flats shall be developed. Maximum height of the building is 39.64 m (up to terrace level).
- (iii) During construction phase, total water requirement is expected to be 9 KLD which will be met by tanker water supply. 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.
- (iv) During operational phase, total water demand of the project is expected to be 140 KLD (Fresh: 96 KLD & Treated: 44 KLD) and fresh water will be met by Bore well, the 44 KLD Recycled Water. Wastewater generated (108 KLD) will be treated in one STP of 150 KLD capacity. 44.00 KLD of treated wastewater will be recycled (34 KLD for flushing, 10 KLD for gardening). About 53 KLD will be disposed in to municipal drain.
- (v) About 0.562 TPD solid wastes will be generated in the project. The biodegradable waste 0.267 TPD) will be processed in OWC and the non-biodegradable waste generated (0.295 TPD) will be handed over to authorized local vendor.
- (vi) The total power requirement during construction phase is 20 KW and will be met from JVVNL and total power requirement during operation phase is 1492 KW (connected load) and will be met from grid of JVVNL.
- (vii) Rooftop rainwater of buildings will be collected in 2 RWH structures of total 51.25 m<sup>3</sup> /hr capacity for harvesting after filtration.
- (viii) Parking facility for 240 ECU is proposed to be provided against the requirement of 238 ECU (according to local norms).
- (ix) Proposed energy saving measures would save about maximum 15% of power.
- (x) It is not located within 10 km of Eco Sensitive areas.
- (xi) There is no court case pending against the project.
- (xii) Investment Cost of the project is Rs. 30 Crores.
- (xiii) Employment potential: The Project in the area envisages employing 200 people.
- (xiv) Benefits of the project: The Project will generate the indirect employment around the project area.

*During deliberations, the EAC noted the following:-*

- (i) The proposal is for grant of environmental clearance to the project 'Shubh Nikunj' Residential Flats project at Khasra No.141/5, Village Mohanpura, Tehsil Sanganer, Jaipur M/s Shubhlakshya Buildsquare LLP in a total plot area of 4,563.62 sqm and total construction (built-up) area of 23,259.01 sqm.



- (ii) The project/activity is covered under category 'B' of item 8(a) 'Building and Construction Projects' of the Schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at State level. However due to absence of SEIAA/SEAC in Rajasthan, the proposal is appraised at Central Level.

*The EAC, after detailed deliberations on the proposal and submissions made by the project proponent, recommended the project for grant of environmental clearance and stipulated the following specific conditions along with other environmental conditions while considering for accord of environmental clearance:*

- (i) Consent to Establish/Operate for the project shall be obtained from the State Pollution Control Board as required under the Air (Prevention and Control of Pollution) Act, 1981 and the Water (Prevention and Control of Pollution) Act, 1974.
- (ii) The approval of the Competent Authority shall be obtained for structural safety of buildings due to earthquakes, adequacy of fire fighting equipment etc as per National Building Code including protection measures from lightening etc.
- (iii) The project proponent shall obtain all necessary clearance/ permission from all relevant agencies including town planning authority before commencement of work. All the construction shall be done in accordance with the local building byelaws.
- (iv) Fresh water requirement from Bore well/Ground water shall not exceed 96 KLD with prior permission from CGWA.
- (v) Any ground water dewatering should be properly managed and shall conform to the approvals and the guidelines of the CGWA in the matter. Formal approval shall be taken from the CGWA for any ground water abstraction or dewatering.
- (vi) Sewage shall be treated in the STP based on MBBR Technology with tertiary treatment i.e. Ultra Filtration. The treated effluent from STP shall be recycled/re-used for flushing, landscaping and general washing.
- (vii) The project/activity shall be dove tailed with the sewerage collection and disposal facilities to be created by the Municipal Corporation/Competent State Authorities so that all sewage generated in the construction and operation phases is disposed accordingly. Necessary permission from the Municipal Authority shall be obtained.
- (viii) The local bye-law provisions on rain water harvesting should be followed. If local bye-law provision is not available, adequate provision for storage and recharge should be followed as per the Ministry of Urban Development Model Building Byelaws, 2016. As proposed 2 nos. of rain water harvesting pits shall be provided.
- (ix) Separate wet and dry bins must be provided in each unit and at the ground level for facilitating segregation of waste. Solid waste shall be segregated into wet garbage and inert materials. Wet garbage shall be composted in Organic Waste Converter. As suggested 100 sqm area shall be provided for solid waste management within the premises which will include area for segregation, composting. The inert waste from group housing project will be sent to dumping site.
- (x) A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project shall be submitted.
- (xi) A certificate from the competent authority handling municipal solid wastes, indicating the existing civic capacities of handling and their adequacy to cater to the M.S.W.

	<p>generated from project shall be obtained.</p> <p>(xii) A management plan shall be drawn up and implemented to contain the current exceedance in ambient air quality at the site.</p> <p>(xiii) A dedicated entry/exit and parking shall be provided for the commercial activities.</p> <p>(xiv) A detailed traffic management and traffic decongestion plan shall be drawn up to ensure that the current level of service of the roads within a 02 kms radius of the project is maintained and improved upon after the implementation of the project. This plan should be based on cumulative impact of all development and increased habitation being carried out or proposed to be carried out by the project or other agencies in this 02 Kms radius of the site in different scenarios of space and time and the traffic management plan shall be duly validated and certified by the State Urban Development department and the P.W.D./ competent authority for road augmentation and shall also have their consent to the implementation of components of the plan which involve the participation of these departments.</p> <p>(xv) A minimum of 1 tree for every 80 sqm of land should be planted and maintained. The existing trees will be counted for this purpose. Preference should be given to planting native species. Where the trees need to be cut, compensatory plantation in the ratio of 1:3 (i.e. planting of 3 trees for every 1 tree that is cut) shall be done and maintained. As proposed 767.68 sqm area shall be provided for landscape development.</p>
<p>29.3.14</p>	<p><b>Residential Colony 'Bohemian Chateaus' at Khasra Nos. 165, 166, 168, 169, 170, 171, 172, 173, 174 &amp; 175 Village Nayagaon in Shuila, Tehsil Shimla (Rural), Shimla, Himachal Pradesh by M/s Aegis Center Point Developer Pvt Ltd - Environmental Clearance</b></p> <p><b>(IA/HP/NCP/73180/2018; F. No. 21-7/2018-IA.III)</b></p> <p>The project proponent and the accredited Consultant M/s Eco Laboratories and Consultants Pvt Ltd gave a detailed presentation on the salient features of the project and informed that:</p> <p>(i) The project is located at 31°08'42"N Latitude and 77°13'45"E Longitude.</p> <p>(ii) The project is new. The total plot area is 46,280 sqm, FSI area is 36,672.524 sqm and total construction area of 37,130.82 sqm. The project will comprise of 4 BHK, 3 BHK, 2 BHK, EWS &amp; LIG Buildings. Total 128 flats shall be developed. Maximum height of the building is 10 m.</p> <p>(iii) During construction phase, total water requirement is expected to be 20 KLD which will be met by private water Tankers. 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.</p> <p>(iv) During operational phase, total water demand of the project is expected to be 84 KLD and the same will be met by the bore wells (5 Nos.) &amp; Recycled Water. Wastewater generated (67 KLD) uses will be treated in 2 STPs of total 80 KLD capacity. 66 KLD of treated wastewater will be recycled (28 for flushing, 28 for gardening and 5 KLD for Make-up water for DG cooling). About 5 KLD of excess water to nearby construction activities. In case construction activities are not</p>

available in nearby areas at the time of operational phase, then, excess will be disposed off within the project under Karnal Technology.

- (v) About 0.251 TPD solid wastes will be generated in the project. The biodegradable waste (0.113 TPD) will be processed in OWC and the non-biodegradable waste generated (0.133 TPD) will be handed over to authorized local vendor.
- (vi) The total power requirement during construction phase is 90 KW and will be met from Himachal State Power Corporation Limited and total power requirement during operation phase is 1841 KVA and will be met from 3 DG sets of 320 KVA capacity each.
- (vii) Rainwater of buildings will be collected in 13 Rain water recharging pits of total 500 m<sup>3</sup> capacity for harvesting after filtration.
- (viii) Parking facility for 368 ECS is proposed to be provided against the requirement of 367 ECS (according to local norms).
- (ix) Proposed energy saving measures would save about 12.79% of power.
- (x) It is not located within 10 km of Shimla Water Catchment Wildlife Sanctuary.
- (xi) There is no court case pending against the project.
- (xii) Investment/Cost of the project is Rs. 60.78 Crore.
- (xiii) Employment potential; During Construction Phase: @ 50 workers shall be employed. During Operation Phase: @ 100 workers shall be employed.
- (xiv) Benefits of the project
- (xv) Providing housing facility along with all the modern amenities under one roof to make life convenient and comfortable with family. The housing project production requires an increase in transportation and trade services that can benefit a local economy.

*During deliberations, the EAC noted the following:-*

- (i) The proposal is for grant of environmental clearance to the project 'Residential Colony 'Bohemian Chateaus' at Khasra Nos. 165, 166, 168, 169, 170, 171, 172, 173, 174 & 175 Village Nayagaon in Shuila, Tehsil Shimla (Rural), Shimla, Himachal Pradesh M/s Aegis Center Point Developer Pvt Ltd in a total plot area of 46,280 sqm and total construction (built-up) area of 37,130.82 sqm.
- (ii) The project/activity is covered under category 'B' of item 8(a) 'Building and Construction Projects' of the Schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at State level. However due to absence of SEIAA/SEAC in Himachal Pradesh, the proposal is appraised at Central Level.

*The EAC, after detailed deliberations on the proposal and submissions made by the project proponent, recommended the project for grant of environmental clearance and stipulated the following specific conditions along with other environmental conditions while considering for accord of environmental clearance:*

- (i) Consent to Establish/Operate for the project shall be obtained from the State Pollution Control Board as required under the Air (Prevention and Control of

	<p>Pollution) Act, 1981 and the Water (Prevention and Control of Pollution) Act, 1974.</p> <p>(ii) The approval of the Competent Authority shall be obtained for structural safety of buildings due to earthquakes, adequacy of fire fighting equipment etc as per National Building Code including protection measures from lightening etc.</p> <p>(iii) The project proponent shall obtain all necessary clearance/ permission from all relevant agencies including town planning authority before commencement of work. All the construction shall be done in accordance with the local building byelaws.</p> <p>(iv) Fresh water requirement from Bore well/Ground water shall not exceed 40 KLD with prior permission from CGWA.</p> <p>(v) Any ground water dewatering should be properly managed and shall conform to the approvals and the guidelines of the CGWA in the matter. Formal approval shall be taken from the CGWA for any ground water abstraction or dewatering.</p> <p>(vi) Sewage shall be treated in the STP based on MBBR Technology with tertiary treatment i.e. Ultra Filtration. The treated effluent from STP shall be recycled/re-used for flushing, horticulture and make up water for DG cooling.</p> <p>(vii) The project/activity shall be dove tailed with the sewerage collection and disposal facilities to be created by the Municipal Corporation/Competent State Authorities so that all sewage generated in the construction and operation phases is disposed accordingly. Necessary permission from the Municipal Authority shall be obtained.</p> <p>(viii) The local bye-law provisions on rain water harvesting should be followed. If local bye-law provision is not available, adequate provision for storage and recharge should be followed as per the Ministry of Urban Development Model Building Byelaws, 2016. As proposed 13 nos. of rain water recharge pits shall be provided.</p> <p>(ix) Separate wet and dry bins must be provided in each unit and at the ground level for facilitating segregation of waste. Solid waste shall be segregated into wet garbage and inert materials. Wet garbage shall be composted in Organic Waste Converter. Adequate space shall be provided for solid waste management within the premises which will include area for segregation, composting. The inert waste from group housing project will be sent to dumping site.</p> <p>(x) A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project shall be submitted.</p> <p>(xi) A certificate from the competent authority handling municipal solid wastes, indicating the existing civic capacities of handling and their adequacy to cater to the M.S.W. generated from project shall be obtained.</p> <p>(xii) A management plan shall be drawn up and implemented to contain the current exceedance in ambient air quality at the site.</p> <p>(xiii) A dedicated entry/exit and parking shall be provided for the commercial activities.</p> <p>(xiv) A detailed traffic management and traffic decongestion plan shall be drawn up to ensure that the current level of service of the roads within a 02 kms radius of the project is maintained and improved upon after the implementation of the project. This plan should be based on cumulative impact of all development and increased habitation being carried out or proposed to be carried out by the project or other agencies in this 02 Kms radius of the site in different scenarios of space and time and the traffic management plan shall be duly validated and certified by the State Urban</p>
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	<p>Development department and the P.W.D./ competent authority for road augmentation and shall also have their consent to the implementation of components of the plan which involve the participation of these departments.</p> <p>(xv) A minimum of 1 tree for every 80 sqm of land should be planted and maintained. The existing trees will be counted for this purpose. Preference should be given to planting native species. Where the trees need to be cut, compensatory plantation in the ratio of 1:3 (i.e. planting of 3 trees for every 1 tree that is cut) shall be done and maintained. As proposed 21,451.216 sqm area shall be provided for green space including parks and plantation.</p>
<p><b>29.3.15</b></p>	<p><b>Indira Gandhi Institute of Medical Sciences (IGIMS) at Village Seikhpura, Tehsil Patna Sadar, Patna, Bihar by M/s Indira Gandhi Institute Of Medical Sciences - Environmental Clearance</b> <b>(IA/BR/NCP/73182/2018; F. No. 21-8/2018-IA.III)</b></p> <p><i>The project proponent did not attend the meeting and as such, the proposal was deferred.</i></p>
<p><b>29.3.16</b></p>	<p><b>Development of Jharsuguda Airport for A-320 Operations, Jharsuguda, Odisha by M/s Airport Authority of India - Environmental Clearance</b> <b>(IA/OR/MIS/73462/2014; 10- 28/2014-IA-III)</b></p> <p>The project authorities and their consultant (M/s Vimta Labs Limited) gave a brief presentation on the salient features of the project and informed that proposal was earlier considered by EAC (Infra-2) in its 12<sup>th</sup> meeting held on 26-28 December, 2016. Wherein, the Committee deliberated upon the issues raised during the Public Hearing/Public Consultation meeting conducted by the SPCB, Odisha on 24.6.2016. The concerns were raised regarding local employment, drinking water facilities, R&amp;R issues, compensation for the land acquisition, etc. After detailed deliberation, the Committee sought following additional information:</p> <ul style="list-style-type: none"> <li>(i) The project proponents were asked to revise the EIA as building components were not included.</li> <li>(ii) There are two ponds in the premises. Please clarify whether these are revenue ponds. If yes then they were advised to take separate permission from competent authorities for filling up these ponds.</li> <li>(iii) Since the depth to water table varies between 3 to 12 meters, therefore, the designs of the recharge structures should be taken from the CGWA.</li> <li>(iv) Permission should also be taken from the CGWA for excavation and dewatering.</li> <li>(v) A provision of more than 1.5 MW solar power generations should be made. vi. Revised water balance chart to be submitted.</li> <li>(vi) Compliance report of ECBC norms for buildings.</li> <li>(vii) R &amp;R report of the land acquisition to be provided.</li> <li>(viii) Prepare offsite disaster management plan and dovetail with offsite plan.</li> </ul> <p>The Project Proponent submitted/uploaded the additional details on Ministry's website on 12.03.2018.</p>

*During deliberations, the EAC noted the following:-*

- (i) The proposal is for grant of Environmental Clearance to the project 'Development of Jharsuguda Airport for A-320 Operations, Jharsuguda, Odisha by M/s Airport Authority of India.
- (ii) The project/activity is covered under category 'A' of item 7 (a) i.e. 'Airports' of the schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central level.
- (iii) ToR was granted by the Ministry vide letter No. 10-28/2014-IA-III dated 19.03.2015.
- (iv) Public hearing for the project was conducted by Odisha Pollution Control Board on 24.06.2016 at Gram Panchayat Office of Duriagagram Panchayat under Jharsuguda Block.
- (v) In-principle approval of the diversion of forest land (stage-I) of 9.6 acre has already been obtained from Forest and Environment Department, Government of Odisha.
- (vi) Proposal was earlier considered by EAC (Infra-2) in its 12<sup>th</sup> meeting held on 26-28 December, 2016. Wherein, the Committee sought more details as mentioned above.

*The EAC, on being satisfied with the submissions of the project proponent, recommended the project for grant of environmental clearance and stipulated the following specific conditions along with other environmental conditions while considering for accord of environmental clearance:*

- (i) As proposed, Environmental Clearance is for Construction of 'Development of Jharsuguda Airport for A-320 Operations', Jharsuguda, Odisha by M/s Airport Authority of India.
- (ii) Project Proponent shall be obtained clearance from Directorate General of Civil Aviation (DGCA) and Airports Authority of India (AAI) for safety and project facilities.
- (iii) Consent to Establish/Operate for the project shall be obtained from the State Pollution Control Board as required under the Air (Prevention and Control of Pollution) Act, 1981 and the Water (Prevention and Control of Pollution) Act, 1974.
- (iv) All the conditions stipulated in the letter dated 5<sup>th</sup> March, 2015 while granting the In-principle approval of the diversion of forest land (stage-I) of 9.6 acre shall be complied with.
- (v) Construction site should be adequately barricaded before the construction begins.
- (vi) Soil and other construction materials should be sprayed with water prior to any loading, unloading or transfer operation so as to maintain the dusty material wet.
- (vii) The soil/construction materials carried by the vehicle should be covered by impervious sheeting to ensure that the dusty materials do not leak from the vehicle.
- (viii) The excavation working area should be sprayed with water after operation so as to maintain the entire surface wet.
- (ix) Soil stockpile shall be managed in such a manner that dust emission and sediment runoff are minimised. Ensure that soil stockpiles are designed with no slope greater than 2:1 (horizontal/vertical). Top soil shall be separately stored and used in the

development of green belt.

- (x) A detailed drainage plan for rain water shall be drawn up and implemented.
- (xi) Ground water abstraction and rain water recharge shall be as may be prescribed by the CGWA. A clearance of the CGWA shall be obtained in this regards.
- (xii) Noise from vehicles and power machinery and equipment on-site should not exceed the prescribed limit. Equipment should be regularly serviced. Attention should also be given to muffler maintenance and enclosure of noisy equipments.
- (xiii) Where construction activity is likely to cause noise nuisance to nearby residents, restrict operation hours between 7 am to 6 pm.
- (xiv) Solid inert waste found on construction sites consists of building rubble, demolition material, concrete; bricks, timber, plastic, glass, metals, bitumen etc shall be reused/recycled or disposed off as per Solid Waste Management Rules, 2016 and Construction and Demolition Waste Rules, 2016.
- (xv) Diesel power generating sets proposed as source of backup power for elevators and common area illumination during operation phase should be of enclosed type and conform to rules made under the Environment (Protection) Act, 1986. The height of stack of DG sets should be equal to the height needed for the combined capacity of all proposed DG sets. Use of low sulphur diesel. The location of the DG sets may be decided with in consultation with State Pollution Control Board.
- (xvi) Aircraft maintenance, sensitivity of the location where activities are undertaken, and control of runoff of potential contaminants, chemicals etc shall be properly implemented and reported.
- (xvii) Proper drainage systems, emergency containment in the event of a major spill during monsoon season etc shall be provided.
- (xviii) The runoff from paved structures like Runways, Taxiways, can be routed through drains to oil separation tanks and sedimentation basins before being discharged into rainwater harvesting structures.
- (xix) Storm water drains are to be built for discharging storm water from the air-field to avoid flooding/water logging in project area during monsoon season / cloud bursts.
- (xx) Rain water harvesting for roof run-off and surface run-off, as plan submitted should be implemented. Before recharging the surface run off, pre-treatment must be done to remove suspended matter, oil and grease.
- (xxi) Total fresh water requirement from municipal water supply, Government of Odisha shall not exceed 350 KLD.
- (xxii) Sewage Treatment Plant shall be provided to treat the wastewater generated from airport. Treated water will be reused for horticulture, backwash and dust suppression.
- (xxiii) Acoustic enclosures for DG sets, noise barriers for ground-run bays, ear plugs for operating personnel shall be implemented as mitigation measures for noise impact due to ground sources.
- (xxiv) During airport operation period, noise should be controlled to ensure that it does not exceed the prescribed standards. During night time the noise levels measured at the boundary of the building shall be restricted to the permissible levels to comply with

the prevalent regulations. A monitoring station for ambient air and noise levels shall be provided in the village nearest to the airport.

- (xxv) The solid wastes shall be segregated as per the norms of the Solid Waste Management Rules, 2016. Recycling of wastes such as paper, glass (produced from terminals and aircraft caterers), metal (at aircraft maintenance site), plastics (from aircrafts, terminals and offices), wood, waste oil and solvents (from maintenance and engineering operations), kitchen wastes and vegetable oils (from caterers) shall be carried out.
- (xxvi) Traffic congestion near the entry and exit points from the roads adjoining the Airport shall be avoided. Parking should be fully internalized and no public space should be utilized.
- (xxvii) Energy conservation measures like installation of LED/CFLs/TFLs for the lighting the areas outside the building should be integral part of the project design and should be in place before project commissioning. Used CFLs and TFLs should be properly collected and disposed off/sent for recycling as per the prevailing guidelines/ rules of the regulatory authority to avoid mercury contamination.
- (xxviii) An onsite disaster management plan shall be drawn up to account for risks and accidents. This onsite plan shall be dovetailed with the onsite management plan for the district.
- (xxix) The company shall draw up and implement a corporate social Responsibility plan as per the Company's Act of 2013.
- (xxx) A water security plan to the satisfaction of the CGWA shall be drawn up to include augmenting water supply and sanitation facilities and recharge of ground water in at least two villages and schools, as part of the C.S.R. activities.
- (xxxii) Any demolition and the activities related thereto shall managed so as to strictly conform to the Construction and Demolition rules under the E.P. Act 1986.
- (xxxii) Excavated materials shall be handled and transported in a manner that they do not cause any problems of Air pollution.
- (xxxiii) A detailed traffic management and traffic decongestion plan shall be drawn up to ensure that the current level of service of the roads within a 05 kms radius of the project is maintained and improved upon after the implementation of the project. This plan should be based on cumulative impact of all development and increased habitation being carried out or proposed to be carried out by the project or other agencies in this 05 Kms radius of the site in different scenarios of space and time and the traffic management plan shall be duly validated and certified by the State Urban Development department and the P.W.D./ competent authority for road augmentation and shall also have their consent to the implementation of components of the plan which involve the participation of these departments.
- (xxxiv) The project activity shall conform to the Fly Ash notification issued under the E.P. Act of 1986.
- (xxxv) The project proponents shall implement a management plan duly approved by the State Pollution Control Board and obtain its permissions for the safe handling and disposal of

a. Trash collected in flight and disposed at the Airport including segregation,



	<p>collection and disposed.</p> <ul style="list-style-type: none"><li>b. Toilet wastes and sewage collected from aircrafts and disposed at the Airport.</li><li>c. Wastes arising out of maintenance and workshops</li><li>d. Wastes arising out of eateries and shops situated inside the airport complex.</li><li>e. Hazardous and other wastes</li></ul> <p>(xxxvii) Unauthorized development and encroachment shall be prohibited within 05 Km of the Airport in consultation with the local authorities.</p>
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**29.4 Any other item with the permission of Chair – NA**

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**LIST OF PARTICIPANTS OF EAC (INFRASTRUCTURE-2) IN 29<sup>th</sup> MEETING OF EAC (INFRASTRUCTURE-2) HELD ON 20<sup>th</sup> MARCH, 2018**

<b>S. No.</b>	<b>Name</b>	<b>Designation</b>	<b>Attendance</b>	<b>Signature</b>
1.	Prof. T. Haque	Chairman	P	
2.	Shri K. Gowarappan	Member	P	
3.	Dr. Yashpal Singh	Member	P	
4.	Dr. S.K. Bhargava	Member	P	
5.	Dr. Ayi Vaman N. Acharya	Member	A	
6.	Dr. Chandrahas Deshpande	Member	A	
7.	Shri A. P. Singh	Member	A	
8.	Ms. Mili Majumdar	Member	P	
9.	Prof. Dr. Sanjay Gupta	Member	A	
10.	Dr. M. V. Ramana Murthy	Member	A	
11.	Kushal Vashist	Director & Member Secretary	P	

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