

State Level Environment Impact Assessment Authority, Uttar Pradesh

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Directorate of Environment, U.P.

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To,

M/s Ghaziabad Development Authority,
Vikas Path Near Old Bus Stand,
Ghaziabad, U.P. 201001

Ref. No...2.15...../Parya/SEAC/4007/2017

Date: 08 March, 2018

Sub: Environmental Clearance for Development of Hindon Elevated Road at Ghaziabad from NH-24 (U.P. Gate) to Raj NAGAR Extension, U.P., M/s Ghaziabad Development Authority Regarding.

Dear Sir,

Please refer to your application/letters 03-01-2017 & 19-02-2018 addressed to the Secretary, State Level Expert Appraisal Committee (SEAC), Directorate of Environment Govt. of UP on the subject as above.

The Committee noted that the case came into consideration after the decision/Judgment in the matter of Original Application no- 180 of 2015 Sushil Raghav Versus Union of India & Others Judicature at Hon'able National Green Tribunal Principal Bench New Delhi sitting at New Delhi.

The subjective extracts of the decision/Judgment Pronounced on: 20- 9-2016 are as follows:

..." In light of the above discussion, we dispose of this application with the following order and directions:

- 1- We do not propose to prescribe or stop the ongoing construction of the project in the area in question i.e. ongoing project of six lane elevated road linking to NH-24 in District Ghaziabad.
- 2- We hold that the project in question is covered under Entry 8(b) of the Schedule to Regulation 2006 and it is obligatory upon GDA and the State to obtain Environmental Clearance from SEIAA/MoEF&CC. The Project Proponent should apply for obtaining Environmental Clearance within 3 months from the date of pronouncement of this judgment. Upon receipt of this application, the concerned Regulatory Authority shall consider the application for grant of Environmental Clearance in accordance with the prescribed procedure in terms of Regulation of 2006 and dispose of the same as expeditiously as possible, in any case not later than 6 months from the date of filing of the application.
- 3- The Project Proponent shall comply with all the directions and/or rectify all such existing deficiencies or defects or requirements as directed in the Environmental Clearance without delay and default.
- 4- At this stage, we would not direct any demolition or prohibit the carrying on of the project but we make it clear that in the event of default of compliance on the part of the project proponent, the Tribunal would pass such coercive orders for environmental compensation as be necessitated by the facts and circumstances of the case.
- 5- The Regulatory Authority shall put all such terms and conditions as may be necessary to ensure that there are no adverse impacts on environment, ecology, bio-diversity and particularly the stated Bird Sanctuary and water bodies stated to be in existence at or near the site in question.
- 6- The Regulatory Authority may put such conditions as may be necessary even directing remedial measures which the Project Proponent shall take without default and delay.
- 7- The State Government and the concerned authorities including the District Magistrate shall take steps to remove the encroachments from the area in question including in terms of the orders of the Chief Secretary dated 15th May, 2013 and the order of the Tribunal dated 3rd December, 2014. In the event



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of default of compliance to this direction all the concerned authorities would be liable to be proceeded against in accordance with law.

- 8- The Chief Secretary of the State of Uttar Pradesh shall pass appropriate orders in relation to the authorities in whose name the land stands, for removal of encroachments and for protection of the water bodies, pond. The Chief Secretary shall also take a final view and pass appropriate orders as to whether or not the State proposes to declare and notify 'Hindon Bird Sanctuary' as a 'Bird Sanctuary' under the provisions of Wildlife Protection Act, 1972.
- 9- In the event, the Chief Secretary takes a view that the State does not wish to have the area in question declared as Bird Sanctuary in that even the order would not be given effect to for a period of 30 days from the date of passing of that order providing opportunities to the parties to challenge the said order in accordance with law.
- 10- The Application is accordingly disposed of with no order as to costs."

The committee also noted that the case was considered in 178th SEIAA meeting dated 13-02-2017 wherein the SEIAA directed to issue Model TOR;s for conducting EIA in compliance the Model TOR;s were issued vide letter no. 02/Parya/SEIAA/3813/2016 dated: 19-4-2017.

A presentation was made by Shri V.N. Singh, GDA, project proponent along with their consultant M/s Green C India Pvt, Ltd. The proponent, through the documents submitted and the presentation made, informed the committee that:-

- 1- After Categorization of Project as 8(b) by NGT on 20.09.2016, GDA had proceeded for its Environmental Clearance and submitted the EIA/EMP report at SEIAA,UP on dated: 26.11.2016
- 2- GDA was directed by UPSEIAA to apply for ToR Online in Uttar Pradesh E-Portal. GDA uploaded the proposal for obtaining Terms of Reference on 26.12.2016
- 3- Receipt of ToR letter from UPSEIAA on 19.04.2017.
- 4- The project was advised by MoEF&CC to be uploaded on EAC portal due to the dissolution of UPSEIAA committee on 24/02/2017.
- 5- EC application for the project was uploaded in MoEF&CC portal under Infra-2 section on 27.06.2017
- 6- During EC presentation before the Infra-2 Committee of MoEF&CC, the project was declared as a case of violation and GDA was directed to upload it on the portal of violation committee on 13.09.2017
- 7- The proposal for this project was again uploaded as a violation case in MoEF&CC portal on 13.09.2017
- 8- In the Minutes of the Meeting on 30.01.2018, the EAC was of the opinion that the project would not attract violation of the EIA Notification, 2006, and might not be covered under the ambit of this Ministry's Notification dated 14th March, 2017. But at the same time, the project needs to be appraised for the EIA, which should address the adverse impact on environment, ecology, biodiversity particularly the bird sanctuary and water bodies at or around the project site, and for preparation of a proper Environmental Management Plan to address the said issues as per the orders of Hon'ble NGT.
- 9- The environmental clearance is sought for river Development of Hindon Elevated Road, at Ghaziabad from NH-24(U.P. Gate) to Raj NAGAR Extension, U.P., M/s Ghaziabad Development Authority.
- 10- Salient features of project:-

Sl. No.	Description	Details/Remarks
1	Start Point of Project Road	NH-24 at Hindon Canal (UP GATE)
2	End Point of Project Road	Intersection of Raj Nagar Extension & Raj Nagar Extension-Loni Bye-Pass Road
3	Length	10.30 km
	Total Built up area	2,28,660 m ²
4	Configuration	6 Lane Elevated
5	Land Use along Corridor of Impact	Hindon River & Canal, Agriculture/Park, Open spaces & Residential Areas

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6	Interchange	Kanavani km 5+000
7	Roundabouts	km 10+300
8	Major Crossings	<ul style="list-style-type: none"> o Northern railway Kanpur-Delhi Railway Line crossing (km 7+600) o GT Road crossing (km 8+300) where Hindon Elevated Road would ply above the Metro Corridor o Hindon River near Rajnagar Extension
9	Proposed ROW	<ul style="list-style-type: none"> o 25 m for Elevated Road (Additional land has been considered for loop, ramp, toll plaza etc.)
10	Design Speed	100 kmph

Sl. No	Aspects/Parameters	Elevated Road	Loop/Ramps	
			NH-24	Mohan Nagar Link Road
1	Number of lanes	6-Lane	3-Lane	2-Lane
2	Width of Paved Carriageway in m	21m	10.5m	7.0m
3	Kerb's Signage on each side of Road	0.5m	0.5m	0.5m
4	Earthen Shoulder in m	-	-	-
5	Width of Utility Corridor in m	-	-	-
6	Width of Median in m	1.5m	-	1.0m
7	Width of Crash Barrier on each side in m	0.5m	0.5m	0.5m
8	Total Formation Width in m	24.5m	12.0m	8.5m
9	Camber in (%)			
(i)	Bituminous Surface	2.5		
(ii)	Earthen Surface	3.0		
10	Super Elevation (%)	7.0 (max), 2.5(min)		

11- In the first phase total 335 trees have been felled from 0.65 ha of protected forest land and 320 trees have been felled from 0.385 ha of non-forest land.

12- Total 305 trees have been felled from the private land .

13- For 0.6448 ha of protected forest land, compensatory amount of Rs. 1,91,400.00 has been allotted for (0.6448*2) ha = 1.34 ha of area

14- For 0.385 ha of non-forest land, compensatory amount of Rs. 1,06,300.00 has been allotted for (0.385*2) ha = 0.77 ha of area.

15- Water requirement :-

Sl. No.	Purpose	Quantity m ³ /day
1	Dust Suppression at work zone	50
2	Curing	18
3	Laboratory	10
4	Haul roads	35
5	Crusher	20
6	Domestic purpose	27
Total Requirement m ³ /day		160

16- Total power required for the proposed project during construction is estimated to be as 750 kVA and will be sourced from Uttar Pradesh State Electricity Board

17- In case of power failure during construction phase, back-up is being provided in common areas and facilities through 3 DG sets of capacity 250 kVA each. There will be no DG set use during operation phase.

18- Stack height of 30m is being provided as per Statutory Standards.

19- The OD data analysis showed that around 22% of the traffic plying on the roads in Ghaziabad is internal or intra-city traffic. Of the remaining 78% of the traffic, 53% either starts or ends in the city. A



good 25% traffic is by-passable traffic which amounts to a total of 3,33,197 PCUs in a day. This huge number in itself justifies the need for building the proposed corridor.

- 20- The analysis shows that almost 5800 vehicles will shift to the proposed corridor during the peak hour. Limiting the number of access point would limit the internal traffic to get diverted on to the proposed corridor.
- 21- Due to increased capacity of the road, high amount of traffic, 7600 vehicles, is projected to be diverted on to the proposed corridor leading to a very high V/C ratio on the corridor in the base year itself.
- 22- In this scenario it was seen that around 5000 vehicles got diverted to the proposed corridor and the V/C ratio came out to be 1. This shows that there is an immediate requirement of the corridor bypassing the Ghaziabad city.
- 23- A total of 227 numbers of pillars are constructed over the 10.3km stretch of the road.
- 24- Though piling method was adopted which causes less excavation
- 25- The total earth excavated for construction of pillars is 56061.91m³ which was used for level raising all along the Hindon Canal.
- 26- During construction phase, Khasra number 1453 was used for storage of construction material and machinery. The area was vacated after the construction got over.
- 27- The project proposal falls under category-8(b) of EIA Notification, 2006 (as amended).

Based on the recommendations of the State Level Expert Appraisal Committee Meeting (SEAC) held on 24/02/2018 the State Level Environment Impact Assessment Authority (SEIAA) in its Meeting held on 07/03/2018 decided to grant the Environmental Clearance for proposed project along with subject to the effective implementation of the following general and specific conditions:-

General Conditions:

1. A detailed EIA shall be undertaken taking into view conditions stipulated in this clearance also and submitted to this Authority within 02 years of commencement of the project. The comprehensive EIA study should also include:
 - I. The detailed impact analysis under the scope of work particularly the impact on ambient air quality interpreting the incremental concentration of the various parameters based on air quality models.
 - II. The specific target group in the predominant wind directions.
 - III. Critical traffic analysis for the construction and the operation phases based on eco-friendly fuels in order to formulate an action plan to keep the surrounding air quality confirming to its present level/the prescribed norms.
 - IV. Efforts to utilize the fly ash to the maximum level and the natural clay/soil to the minimum level should be made.
2. Permission for any tree felling shall be taken from Forest Department as per law. In addition to the proposed compensatory plantation (3 Trees planted for every tree cut) it shall be ensured that adequate plantation on both sides of Elevated Road shall be undertaken with shade giving, ecologically friendly, sound absorbing and native species of trees to attenuate probable air and noise pollution. A densely populated green belt in both sides of the Elevated Road shall be developed.
3. The implementation of the environmental management plan should be reviewed every 06 months by the project proponents and the Action Taken Report should be submitted to this authority, UPPCB, and the concerning District Magistrate.
4. The project proponent will set up separate environmental management cell for effective implementation of the EMP etc as well as stipulated environmental safeguards under the supervision of a Senior Experienced Executive.
5. Full support should be extended to concerned officers/authorities by the project proponents during their inspection of the project for monitoring purposes by furnishing full details and action plan, including action taken reports in respect of mitigative measures and other Environmental protection activities.
6. A Six Monthly monitoring report should be submitted to the Authority regarding the implementation of the stipulated conditions.

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7. State Environmental Impact Assessment Authority reserves the right to add additional safeguard measures subsequently, if found necessary, and to take action including the revoking of the environmental clearance under the provisions of the Environmental (Protection) Act, 1986, to ensure effective implementation of the suggested safeguard measures in a time bound and satisfactory manner.
8. First aid centers at the nose of Elevated Road should be identified with referral facility for nearby trauma centers for causality management.
9. Regular noise levels should be monitored during operation phase.
10. The date and place of sampling of water testing should be provided along with the quality of water as suitable for drinking purposes alongwith compliance report.

Entire Life:

- 1- The project proponent will be responsible for the operation, maintenance and implementation of environmental safeguards for the project.
- 2- Environmental Management Cell shall remain functional to supervise and monitor the environment related aspects of the project.
- 3- The ground water drawl from existing/proposed bore well should be done only with the prior permission of CGWA.
- 4- Rainwater harvesting system shall be properly maintained and kept functional and periodical cleaning of the same shall be undertaken specifically including the period before onset of the monsoon.
- 5- Incremental pollution loads on the ambient air quality, noise, and stack & water quality should be periodically monitored.
- 6- Thick green belt of the adequate width and density with local species, as per norms, shall be maintained.
- 7- Traffic congestion near the entry and exit points from the roads adjoining the project site must be avoided. Parking should be fully internalized and no public space should be utilized.
- 8- The project proponent should incorporate and implement all decision given in the Judgment Pronounced on: 20- 9-2016 in the matter of Sushil Raghav Versus Union of India & others Judicature at Hon'able National Green Tribunal Principal Bench New Delhi sitting at New Delhi.

Specific Conditions :

1. Project Proponent shall ensure that there shall be no disposal of construction spoils/ waste into Hindon river/ Hindon Canal/any water body and in its flood plains.
2. Way in motion should be provided.
3. Felling of trees only after obtaining NOC from the competent authority.
4. Vehicle having PUC certificate should be used.
5. Safe drinking water for labours should be provided.
6. Continuous online AAQ monitoring stations at the nose of Elevated Road to be done.
7. Drainage line and provision of lighting on both side of the road side should be provided.
8. Traffic signage, mileage sign and light signal at crossings and at diversion point to be provided.
9. The project proponent shall undertake that the active channel, flow and direction of river or canal coming under the project should not be disturbed. The active channel width shall be as certified by Central Water Commission and shall keep into account the flood flows also. The project in all its phases shall ensure that there is no such activity that may affect/result in change of flow (quantity and direction) of river or silting of the river or its tributaries.
10. Detailed project report/feasibility report may be sent to chairman/all members of the committee.
11. All potable water sources near the Elevated Road should be such that they meet drinking water criteria as prescribed.
12. Necessary water recharge facilities shall be constructed near each potable water station. Necessary mitigative measures against adverse impact to the water bodies that are to be affected shall be provided.
13. It shall be ensured that the alignment and other project areas are more than 05 Km away from (i) Protected areas notified under the Wild Life (Protection) Act, 1972 (ii) Critically polluted areas as



- notified by the Central Pollution Control Board from time to time (iii) Notified Eco-Sensitive areas (iv) Inter-State boundaries and international boundaries.
14. Freight of material shall be so handled that wastes do not find their way into water bodies. Wastes shall be suitably collected and treated as per standards. Necessary consents shall be obtained from the competent authority in this regards.
 15. Separate Environmental Clearances as applicable shall be obtained for any subsidiary activities planned in the project area as per EIA notification.
 16. Measures should be taken to protect the ponds along the proposed alignment that may likely to be affected. Wetlands within the study area of the project should be identified and it shall be ensured that there is no eco-degradation of these wetlands as a result of the project. Details shall be submitted alongwith compliance report.
 17. The operation and maintenance of dust monitoring to be reviewed as per CPCB guidelines.
 18. Rain water harvesting sites should be developed where ever possible as per norms.
 19. The project proponent should obtain necessary permission from the State Irrigation Department before drawing water from the river sources for the purpose of the proposed construction activity. Prior permission from the concerned Authority should be taken for any abstraction of groundwater.
 20. Noise barriers should be provided at appropriate locations particularly in the areas where the alignment passes through inhabited areas, so as to ensure that the noise levels do not exceed the prescribed standards and comply with provisions given under Noise Rules 2000 (as amended) for silence zone as defined under the rules.
 21. Facilities like toilets drinking water may be included at the nose of the elevated road.
 22. It is suggested that in between two ways of the road the height of the divider on both side of the green verge should be such that no traffic like motorcycle, cycle, and tractor can cross over. It is also suggested that it will be better if in between two roads strong railing could be provided with sufficient height.
 23. Overloading factor should be adequately monitored and should be as per design of the elevated road.
 24. Adequate drainage structures should be provided along the entire length of elevated road so that no conditions of water stagnation are created. Near the settlement areas, drainage structures shall be covered.
 25. Suitable measures shall be taken to educate elevated road users on the risk of Environmental and safety awareness drives through hoardings should also be promoted.
 26. At the nose of elevated road Weigh Bridge is to be installed to check the load of the trucks and restrict the over loaded vehicles and comply as per the capacity design of the road.
 27. In no condition acquisition of water bodies, forest land, cultural sites etc. should not take place. Separate clearances from the competent authority shall be obtained if any is required. Such clearances shall take into consideration minimum impact options.
 28. Borrow areas shall have the approval of the competent authorities.
 29. Acquisition of land should be as prescribed under Govt. Rules.
 30. Dredged material from road side ditches should be suitably disposed as not to cause any environmental problem. Necessary permission shall be obtained from the competent authority in this regard..
 31. Separate NOC and consent of the UPPCB shall be obtained with regards to asphalt plants, crushers, batching plants, hot mix plants etc.
 32. Landfill sites for earth, stone or other construction material shall be duly approved by the competent authority.
 33. The alignment shall be so maintained that there is no Archeological or cultural property in the project area.
 34. The proposal should conform to Regional Development Plan for the area and if non conforming, suitable permission should be taken before construction from the competent authority.
 35. Appropriate measures must be taken while undertaking digging activities to avoid any likely degradation of water quality and other incidents.

54. Ambient noise levels should conform to prescribed standards both during day and night. Adequate measures should be made to reduce ambient air and noise level during all phases, so as to conform to the norms stipulated by CPCB/UPPCB. Ambient air and noise monitoring should be done by an accredited lab and data should also be submitted, on six monthly bases, with UPPCB & Regional Office of MoEF&CC. Incremental pollution loads on the ambient air and noise quality should be closely monitored during construction phase.
55. Fly ash should be used as building material in the construction as per the provisions of Fly Ash Notification of September, 1999 and amended to date.
56. Ground water withdrawal shall not be done without obtaining prior permission for ground water withdrawal from the competent authority.
57. Soil and water samples of the site should be tested by the proponent through UPPCB recognized laboratory to ascertain that there is no threat to ground water quality by leaching of heavy metals and other toxic contaminants, on quarterly basis for inclusion in the six monthly report.
58. Regular supervision of the above and other measures for monitoring should be in place all through the all phase, so as to avoid disturbance to all surroundings.
59. "Consent to Operate" shall be obtained from UPPCB under Air (Prevention & Control of Pollution) Act, 1981 and Water (Prevention & Control of Pollution) Act, 1974 and a copy of the same shall be submitted to the Ministry of Environment & Forests / State Level Environment Impact Assessment Authority, before operation, failing which the Environmental Clearance herein shall be deemed to be withdrawn.
60. Rain water at both the side of the approaches will be channelized to storm water drain.
61. No DG set should be used, as proposed, during the operation..
62. Corporate Social Responsibility (CSR) plan along with budgetary provision amounting to 2% of project cost shall be prepared and approved by Board of Directors of the company. A copy of resolution as above shall be submitted to the authority along with list of beneficiaries with their mobile nos./address.
63. Energy Conservation measures such as solar light and LED light will be provided.
64. Grant of environmental clearance does not necessarily implies that water/ power supply shall be granted to the project and that their proposals for water/ power supply shall be considered by the respective authorities on their merits and decision taking.
65. The investment made in the project, if any, based on environmental clearance so granted, in anticipation of the clearance from water/ power supply angle shall be entirely at the cost and risk of the project proponent and SEAC/SEIAA, U.P. shall not be responsible in this regard in any manner.
66. The compliance of Hon'ble National Green Tribunal, New Delhi Judgment/order dated 20/09/2016 shall be strictly followed.
67. Project proponent shall carryout the analysis for aquatic and terrestrial samples of soil and surface as well as subsurface water for environmental parameters/ contaminants affecting ecological system. Water and soil sampling shall be carried out at two sites in the river (approximately 100mt apart), and two subsurface sampling on both sides of river Hindon 500 meters apart within the premises of Elevated road width.
68. Project proponent shall assess the impact of Elevated road construction on migratory birds under the direction and supervision of Chief Wildlife Warden of Govt. of U.P.
69. Conservation measures shall be adopted to preserve aquatic and terrestrial fauna.
70. Bio-diversity in terms of flora and fauna shall be maintained.
71. State Environmental Impact Assessment Authority reserves the right to add additional safeguard measures subsequently, if found necessary, and to take action including the revoking of the environmental clearance under the provisions of the Environmental (Protection) Act, 1986, to ensure effective implementation of the suggested safeguard measures in a time bound and satisfactory manner.



36. Borrow pits for earth, quarry sites for road construction material and dump sites must be identified keeping in view the following:
 - a) No excavation or dumping on private property is carried out without consent of the owner.
 - b) No excavation or dumping should be allowed on wetlands, forest areas, protected or prohibited land or other ecologically valuable or sensitive locations.
 - c) Excavation work should be done in consultation with the Soil Conservation and Watershed Development Agencies working in the area.
 - d) Construction spoils including bituminous material and other hazardous materials must not be allowed to contaminate water courses and the dump sites for such materials must be secured so that they should not leach into the ground water, and necessary permission from the UPPCB be obtained.
37. Adequate precautions and norms should be followed during transportation of the construction material so that it does not affect the environment adversely.
38. Borrow pits and other scars created during the road construction should be properly leveled and treated.
39. Possibility of use of non conventional energy sources may be explored.
40. Automatic traffic signal is to be provided, functioning during day and night.
41. During foggy weather the vehicular traffic may be held with parking facilities to avoid accidents.
42. The Project Proponent shall obtain all other necessary requisite clearances/ permissions from concerned authorities/ agencies required for the project.
43. There shall be no disposal of solid and liquid waste into the river Hindon/water body. The Municipal solid waste shall be properly collected, segregated and disposed as per the provision for solid waste (Management and handling), 2016.
44. The Approval of competent authority shall be obtained for structural safety of the bridge due to earthquake, including protection measures from lightening etc.
45. All required sanitary and hygienic measures should be maintained throughout the lifetime of the elevated road.
46. The Project Proponent shall ensure that the guidelines issued by Ministry of Environment, Forests & Climate Change (MoEF&CC), vide OM No. 19-2/2013-IA.U.I dated 09.06.2015, to be followed for building and construction projects to ensure sustainable environmental management in pursuance of Notification No. 3252 (E) dated 22. 12.2014 under the EI A Notification, 2006, as applicable, are followed in this project.
47. All the top soil excavated during construction activities should be stored for horticulture/landscape development within the project site.
48. Disposal of muck should not create any adverse effect on the neighboring communities and be disposed off after taking the necessary precautions for general safety and health aspects of people, only in approved sites with the approval of competent authority. The Rules on the Solid Waste Management including Construction waste issued by MoEF&CC as amended will be applicable
49. Wastes including bituminous material and other hazardous materials, must not be allowed to contaminate watercourses and the dump sites for such material must be secured so that they should not leach into the ground water
50. Any hazardous waste generated during all phase should be disposed off as per applicable rules and norms with necessary approvals to the UPPCB.
51. For control of dust pollution all precautionary measure should be ensured in compliance of Hon'ble National Green Tribunal order dated 4.12.2014 & 10.04.2015 in O.A. No.21 of 2014 and O.A. No. 95 of 2014 in the matter of Vardhaman Kaushik Vs. Union of India & others and Sanjay Kulshreshtha Vs Union of India &ors.
52. The Diesel Generator sets to be used during at any phase should be low sulphur diesel type and should conform to Environment Protection Rules prescribed for air and noise emission standards.
53. The diesel required for operating DG sets shall be stored in underground tanks and if required, clearance from Chief Controller of Explosives shall be taken.

72. Status of compliance to the various stipulated environmental conditions and environmental safeguards will be uploaded by the project proponent in its website.

Concealing factual data and information or submission of false/fabricated data and failure to comply with any of the conditions stipulated in the Environmental Clearance attract action under the provision of Environmental (Protection) Act, 1986.

This Environmental Clearance is subject to ownership of the site by the project proponents in confirmation with approved Master Plan for Ghaziabad In case of violation; it would not be effective and would automatically be stand cancelled.

The project proponent has to ensure that the proposed site is not a part of any no- development zone as required/prescribed/identified under law. In case of the violation this permission shall automatically deemed to be cancelled. Also, in the event of any dispute on ownership or land use of the proposed site, this Clearance shall automatically deemed to be cancelled.

The project proponent will have to submit approved plans and proposals incorporating the conditions specified in the Environmental Clearance within 03 months of issue of the clearance. The SEIAA/MoEF reserves the right to revoke the environmental clearance, if conditions stipulated are not implemented to the satisfaction of SEIAA/MoEF. SEIAA may impose additional environmental conditions or modify the existing ones, if necessary. Necessary statutory clearances should be obtained and submitted before start of any operational activity.

These stipulations would be enforced among others under the provisions of Water (Prevention and Control of Pollution) Act, 1974, the Air (Prevention and Control of Pollution) Act, 1981, the Environment (Protection) Act, 1986, the Public Liability (Insurance) Act, 1991 and EIA Notification, 2006 including the amendments and rules made thereafter.

This is to request you to take further necessary action in the matter as per provision of Gazette Notification No. S.O. 1533(E) dated 14.9.2006, as amended and send regular compliance reports to the authority as prescribed in the aforesaid notification.



(Ashish Tiwari)
Member Secretary, SEIAA

Ref. No...../Parya/SEAC/4007/2017 Dated: As above

Copy with enclosure for information and necessary action to:

1. The Principal Secretary, Department of Environment, Govt. of Uttar Pradesh, Lucknow.
2. Advisor, IA Division, Ministry of Environment, Forests & Climate Change, Govt. of India, Indira Paryavaran Bhawan, Jor Bagh Road, Aliganj, New Delhi.
3. Additional Director, Regional Office, Ministry of Environment & Forests, (Central Region), Kendriya Bhawan, 5th Floor, Sector-H, Aliganj, Lucknow.
4. District Magistrate, Ghaziabad.
5. The Member Secretary, U.P. Pollution Control Board, TC-12V, Paryavaran Bhawan, Vibhuti Khand, Gomti Nagar, Lucknow.
6. Copy to Web Master/ guard file.

(Ashish Tiwari)
Member Secretary, SEIAA