

F.No.10-63/2013-IA.III  
Government of India  
Ministry of Environment, Forest and Climate Change  
(IA.III Section)

Indira Paryavaran Bhawan,  
Jor Bagh Road, N Delhi - 3  
Dated: 16<sup>th</sup> June, 2016

To

The General Manager (T)/Project Director,  
National Highways Authority of India,  
Project Implementation Unit, House No. 518,  
Niti Khand-1, Indirapuram,  
**Ghaziabad - 14 (UP)**

**Sub: 'Development of Delhi - Meerut Expressway - Greenfield alignment from Dasna to Hazipur village near Meerut city and connectivity between DME and NH-58' in UP by National Highways Authority of India - Environmental Clearance - reg.**

Sir,

This has reference to your application No.NHAI/PIU-GZB/12042/2015/D-909 dated 09.12.2015, submitted the above proposal to this Ministry for grant of Environmental Clearance (EC) in term of the provisions of the Environment Impact Assessment (EIA) Notification, 2006 under the Environment (Protection) Act, 1986.

2. The proposal for 'Development of Delhi - Meerut Expressway - Greenfield alignment from Dasna (km 28.000 on NH-24) to Hazipur village near Meerut city (km 8.800 on NH-235) and connectivity between DME and NH-58 through a spur (starting from km 50.950 of DME near Jainuddinpur village to km 52.250 of NH-58 near Meerut By-pass)' in the State of UP, promoted by National Highways Authority of India was considered by the Expert Appraisal Committee (EAC) in the Ministry for Infrastructure Development, Coastal Regulation Zone, Building/ Construction and Miscellaneous projects, in its 154<sup>th</sup> meeting held on 22 - 23 December, 2015.

3. The details of the project, as per the documents submitted by the project proponents (PP), and also as informed during the above said EAC meeting, are reported to be as under:-

(i) Earlier, the ToR was accorded to the project 'Development of Delhi - Meerut Expressway' vide letter No.10-63/2013-IA-III dated 4<sup>th</sup> November, 2011. The present proposal for Greenfield alignment from Dasna to Hazipur village near Meerut city and connectivity between DME and NH-58 through a spur was one of the components under the project. However, another ToR was issued on 10<sup>th</sup> December, 2013 with the present proposal remains a component of the integrated project.

(ii) The proposal involves the Greenfield component of the project 'Development of Delhi - Meerut Expressway' with its alignment from Dasna (km 28.000 on NH-24) to Hazipur village near Meerut city (km 8.800 on NH-235) and connectivity between DME and NH-58 through a spur (starting from km 50.950 of DME near Jainuddinpur village to km 52.250 of NH-58 near Meerut By-pass) in the State of UP on Annuity Hybrid Model by National Highways Authority of India (NHAI). The Latitudes and Longitudes of project area is 28°35'53.51"N and 77°15'20.37"E. The project is located in Seismic Zone-IV.

- (iii) The proposed project involves land acquisition of 479.91 ha area in which 15.053 ha is the part of forest land (14.018 ha of Chudiyala Reserve Forest and 1.035 ha of Reserve Forest at Upper Ganga Canal location).
- (iv) Land use pattern along the road stretch is mainly agricultural, followed by homestead areas and some barren land. The entire road stretch passes mainly through plain terrain.
- (v) The proposed green field alignment project is 6 lane expressway with 90 m RoW. The total length of the project road is 46.056 km.
- (vi) The project consists one major bridge and 4 minor bridges. Also, 19 nos. of culverts shall be improved/widened to 4 lane, and additional 626 nos. to be newly constructed. There is one major canal i.e. Upper Ganga Canal which passes through the proposed alignment and a major bridge is proposed on the canal. No adverse impact is anticipated on the surface as well as ground water. There are 36 underpasses where 24 PUP & 12 VUP, 10 flyovers, 3 ROB's which is at (i) Moradabad-Ghaziabad, (ii) Hapur-Meerut and (iii) Ghaziabad – Meerut railway lines, are in this stretch. There are 2 toll plazas on alignment which will be at km 57.00 on DME and km 7.50 on connector. The length of the service road will be 55.876 km.
- (vii) Total water requirement for the proposed project is 15 lakh KL i.e. including drinking, domestic, dust suppression and green belt development with camp sites.
- (viii) No solid waste will be generated during construction and operation phase. Only human waste will be generated which will be stored in a septic tank.
- (ix) Dadri Thermal Power Plant (TPP) is located within 100 km radius of the proposed alignment. The fly ash from this TPP of the estimated amount of 22,82,831 cum shall be utilized for construction purposes.
- (x) Total 78 nos. of residential commercial structures shall be completely/ partially affected. The affected families/structures shall be compensated as per the National Rehabilitation Policy.
- (xi) For parking facility, wayside amenities have been provided to cater to parking requirement.
- (xii) **Tree cutting:** After joint enumeration about 5645 nos. of trees to be felled for construction of new alignment.
- (xiii) **Wildlife issues:** No National Park, Wildlife, Eco-sensitive Zone or CRZ area involved in the project.
- (xiv) **Investment/Cost:** The total cost of the project is Rs.1657.88 Crores and the cost proposed for EMP is Rs.1.046 crore.
- (xv) **Public Hearing** was conducted on 8.8.2012 at Hapur, 4.8.2012 at Ghaziabad and on 5.10.2012 in Meerut.
- (xvi) **Benefits of the project:** The project is important to the area/region in interest of speedy movement of traffic and improves the socioeconomic conditions of the local habitants. The operation of the proposed project will have various social and economic benefits to the local communities of the area and will provides better employment opportunities and transport infrastructure of the area.
- (xvii) **Employment potential:** The project requires huge number of local people during construction phase.

4. The EAC in its 154<sup>th</sup> meeting held on 22-23 December, 2015, has recommended the project for grant of Environmental Clearance. As per recommendations of the EAC, the Ministry of Environment, Forest & Climate Change hereby accords Environmental Clearance to the above-mentioned project '**Development of Delhi- Meerut Expressway - Greenfield alignment from Dasna (km 28.000 on NH-24) to Hazipur village near Meerut city (km 8.800 on NH-235) and connectivity between DME and NH-58 through a spur (starting from km 50.950 of DME near Jainuddinpur village to km 52.250 of NH-58 near Meerut By-pass)**' in the State of UP, promoted by National Highways Authority of India under the provisions of the EIA Notification, 2006 and amendments thereto and circulars issued

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thereon, and subject to the compliance of the specific and general conditions as below:-

### **PART A – SPECIFIC CONDITIONS**

- (i) There shall be no frequent puncturing, and proper access control to be provided all along the proposed National Highway/Expressway.
- (ii) The expenditure towards EMP shall be proportionately increased to comply with the green belt development plan, and for exigencies, if any.
- (iii) The proposal involves diversion of 15.053 ha of forest land, for which the proponent shall obtain the stage-I Forest Clearance as required under the Forest (Conservation) Act, 1980. As per the undertaking submitted by the project proponent vide letter No.NHAI/PIU-GZB/44012/DME/2016/D-1632 dated 14<sup>th</sup> June, 2016, work on non-forest land shall only be executed upto such point on either side of forest land and in case approval under the Forest (Conservation) Act, 1980 for diversion of forest land is declined, the project shall be executed along an alternate alignment without involving diversion of forest land. Details of all such stretches along with alternate alignments identified to bypass the forest land shall be provided in the proposal seeking approval under the Forest (Conservation) Act, 1980.
- (iv) Commencement of work on non forest land will not confer any right with regard to grant of approval under the Forest (Conservation) Act, 1980.
- (v) National Highways Authority of India and Ministry of Road Transport and Highways shall reevaluate the minimum distance between National Highway and urbanization, industrialization or commercialization of stretches along the National Highway to avoid congestion.
- (vi) All entry/exit/access points on this highway shall be appropriately designed and preferably frozen to avoid traffic congestion and pollution, defeating the very purpose of this expensive project.
- (vii) It is indicated that 5645 nos. trees fall within the proposed RoW, however, bare minimum trees should be cut and information of the same should be provided. Necessary permission from competent authority shall be obtained for tree cutting. Necessary compensatory plantation shall be carried out and cost provision should be made for regular maintenance.
- (viii) Minimum of three times the number of trees to be cut shall be planted. It shall be ensured that the trees planted as a part of the afforestation shall be looked after by NHAI. Tree plantation shall be of the same species/local species and survival shall be monitored. Transplantation of trees shall be carried out wherever possible. The tree plantation shall be taken up on the extreme end of the road.
- (ix) Rain water harvesting including oil and grease trap shall be provided. Water harvesting structures shall be located at every 500m along the road. Vertical drain type rainwater harvesting structures shall be set up to minimize surface runoff losses of rainwater.
- (x) R&R shall be as per the guidelines of NHAI/State/Central Government whichever is higher.
- (xi) IRC guidelines shall be followed for widening & up-gradation of road.

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- (xii) All the recommendations of the EMP shall be complied within letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to MoEFCC along with half yearly compliance report to MoEFCC-RO.
- (xiii) Green belt development shall be undertaken as suggested in EMP.
- (xiv) The seismic nature of the area shall be taken into account while designing the project.
- (xv) The project proponent shall obtain necessary permission from the State Irrigation Department before drawing water from the river sources for the purpose of the proposed construction activity.
- (xvi) Sidewalk shall be provided along the bridges.
- (xvii) The drain shall be at least 1 m. away from the toe of the embankment of the road adopting IRC guidelines.
- (xviii) Longitudinal drains shall be provided all along the project road to ensure proper drainage of the area. In addition, adequate number of under passes and culverts to act as cross drainage structures shall also be provided.
- (xix) The solid waste generated shall be used for rehabilitating the borrow areas.
- (xx) For providing safety to the crossing animals and avoid road accidents speed breakers/rumbled strips shall be constructed at the identified locations of the animal movements. Enough hoardings and signages shall also be put up for the public and vehicles convenience.
- (xxi) Necessary clearance from the State Government shall be obtained for extraction of sand from the rivers.
- (xxii) Proper signage shall be installed at appropriate locations for the convenience of the traffic movement.
- (xxiii) The embankments/slopes and the slopes left after cutting shall be provided with vegetative turning to avoid soil erosion.
- (xxiv) The hot mix plant shall be located at least 500m away from habitation and on the barren land to avoid its adverse impact on the human population.
- (xxv) Rehabilitation and payment of compensation to the project affected people (PAPs) shall be made as per the policy of the State Government.
- (xxvi) Noise barriers shall 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.
- (xxvii) For road safety, IRC guidelines in respect of road signages, service roads, bus bays, inter-sections, pedestrians crossings, etc. shall be strictly adhered to.

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*21/01/2019*  
Project Director  
National Highways Authority of India  
PIU Eastern Peripheral Expressway-II  
Noida

(xxviii) The responses/commitments made to the issues raised during public hearing shall be complied with in letter and spirit. A hard copy of the action taken shall be submitted to the Ministry.

(xxix) Corporate Environment Responsibility:

- a. The Company shall have a well laid down Environment Policy approved by the Board of Directors.
- b. The Environment Policy shall prescribe for standard operating process/ procedures to bring into focus any infringements/ deviation/violation of the environmental or forest norms/ conditions.
- c. The hierarchical system or Administrative Order of the company to deal with environmental issues and for ensuring compliance with the environmental clearance conditions shall be furnished.
- d. To have proper checks and balances, the company shall have a well laid down system of reporting of non-compliances/ violations of environmental norms to the Board of Directors of the company and/or shareholders or stakeholders at large.

## **PART B – GENERAL CONDITIONS**

- (i) Adequate provision for infrastructure facilities including water supply, fuel and sanitation must be ensured for construction workers during the construction phase of the project to avoid any damage to the environment.
- (ii) Appropriate measures must be taken while undertaking digging activities to avoid any likely degradation of water quality.
- (iii) Borrow sites for each 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 written consent of the owner.
  - (b) No excavation or dumping shall be allowed on wetlands, forest areas or other ecologically valuable or sensitive locations.
  - (c) Excavation work shall be done in close consultation with the Soil Conservation and Watershed Development Agencies working in the area, and
  - (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 shall not leach into the ground water.
- (iv) The construction material shall be obtained only from approved quarries. In case new quarries are to be opened, specific approvals from the competent authority shall be obtained in this regard.
- (v) Adequate precautions shall be taken during transportation of the construction material so that it does not affect the environment adversely.
- (vi) Borrow pits and other scars created during the road construction shall be properly levelled and treated.

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(vii) Adequate financial provision must be made in the project to implement the aforesaid safeguards.

(viii) The project proponent will set up separate environmental management cell for effective implementation of the stipulated environmental safeguards under the supervision of a Senior Executive.

(ix) Full support shall be extended to the officers of this Ministry/ Regional Office by the project proponent during inspection of the project for monitoring purposes by furnishing full details and action plan including action taken reports in respect of mitigation measures and other environmental protection activities.

(x) A six-Monthly monitoring report shall need to be submitted by the project proponents to the Regional Office of this Ministry regarding the implementation of the stipulated conditions.

(xi) Ministry of Environment, Forest & Climate Change (MoEFCC) or any other competent authority may stipulate any additional conditions or modify the existing ones, if necessary in the interest of environment and the same shall be complied with.

(xii) The Ministry reserves the right to revoke this clearance if any of the conditions stipulated are not complied with the satisfaction of the Ministry.

(xiii) In the event of a change in project profile or change in the implementation agency, a fresh reference shall be made to the MoEFCC.

(xiv) The project proponents shall inform the Regional Office as well as the Ministry, the date of financial closure and final approval of the project by the concerned authorities and the date of start of land development work.

(xv) A copy of the clearance letter shall be marked to concerned Panchayat/ local NGO, if any, from whom any suggestion/representation has been made received while processing the proposal.

(xvi) Safety provision such as bus bays, service roads intersection improvement etc., will be carried out by the project proponent. The project proponent shall provide adequate facilities as per IRC norms/ guidelines.

(xvii) A copy of the environmental clearance letter shall also be displayed on the website of the concerned State Pollution Control Board. The EC letter shall also be displayed at the Regional Office, District Industries centre and Collector's Office/ Tehsildar's office for 30 days.

(xviii) The funds earmarked for environmental protection measures shall be kept in separate account and shall not be diverted for other purpose. Year-wise expenditure shall be reported to this Ministry and its concerned Regional Office.

5. The above 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.

6. All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Civil Aviation Department, Forest Conservation Act,

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1980 and Wildlife (Protection) Act, 1972 etc. shall be obtained, as applicable by project proponents from the respective competent authorities.

7. The project proponent shall advertise in at least two local Newspapers widely circulated in the region, one of which shall be in the vernacular language informing that the project has been accorded Environmental Clearance and copies of clearance letters are available with the State Pollution Control Board and may also be seen on the website of the Ministry of Environment, Forest & Climate Change at <http://www.envfor.nic.in>. The advertisement should be made within Seven days from the date of receipt of the Clearance letter and a copy of the same should be forwarded to the Regional Office of this Ministry.

8. Any appeal against this clearance shall lie with the National Green Tribunal, if preferred, within a period of 30 days as prescribed under Section 16 of the National Green Tribunal Act, 2010.

9. This Clearance is subject to final order of the Hon'ble Supreme Court of India in the matter of Goa Foundation Vs Union of India in Writ Petition (Civil) No.460 of 2004 as may be applicable to this project.

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

11. The project proponent shall also submit six monthly reports on the status of compliance of the stipulated Clearance conditions including results of monitored data (both in hard copies as well as by e-mail) to the respective Regional Office of MoEFCC, the respective Zonal Office of CPCB and the SPCB.

12. The environmental statement for each financial year ending 31<sup>st</sup> March in Form-V as is mandated to be submitted by the project proponent to the concerned State Pollution Control Board as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently, shall also be put on the website of the company along with the status of compliance of Clearance conditions and shall also be sent to the respective Regional Office of MoEFCC by e-mail.

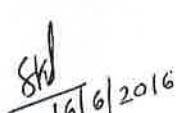
  
16/6/2016  
(S.K. Srivastava)  
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Copy to:

1. The Secretary, Department of Environment, Govt. of Uttar Pradesh, **Lucknow**
2. The Chairman, Central Pollution Control Board, Parivesh Bhawan, CBD-cum-Office Complex, East Arjun Nagar, **Delhi - 32**
3. The Member Secretary, Uttar Pradesh Pollution Control Board, PICUP Bhavan, 3<sup>rd</sup> Floor, Vibhuti Khand, Gomtinagar, **Lucknow**
4. The Additional Principal Chief Conservator, of Forests (C), MOEF&CC, Regional Office (CZ), Kendriya Bhawan, 5<sup>th</sup> Floor, Sector 'H', Aliganj, **Lucknow - 20**
5. IA - Division, Monitoring Cell, MoEFCC, **New Delhi - 3**
6. Guard file

  
21/01/2019  
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