

# State Level Environment Impact Assessment Authority, Uttar Pradesh

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Directorate of Environment, U.P.

Vinay Khand-1, Gomti Nagar, Lucknow-226 018

Phone: 91-522-2300 541, Fax: 91-522-2300 543

E-mail: docupin@yahoo.com

Website: www.seiaaup.in

To,

Shri Vishwa Deepak,  
Chief Executive Officer,  
M/s U.P. Expressways Industrial Development Authority,  
C-13, 2<sup>nd</sup> Floor, Paryatan bhawan,  
Vipin Khad, Gomti Nagar,  
Lucknow-226010

Ref. No. <sup>390</sup> /Parya/SEAC/3696/2016

Date: 22/03/2017

Sub: Environmental Clearance for development of Samajwadi Purvanchal Expressway (Green Field) in the State of Uttar Pradesh (from Chand Sarai District Lucknow (Km (-) 0+456) to Haidariya District Ghazipur (Km 341+010) with Varanasi Link (Km 0+000 to Km 12+450), M/s U.P. Expressways Industrial Development Authority, Regarding.

Dear Sir,

Please refer to your application/letters 07-06-2016, 24-11-2016, 08-12-2016 & 23-12-2016 addressed to the Secretary, State Level Expert Appraisal Committee (SEAC) and Director, Directorate of Environment Govt. of UP on the subject as above. A presentation was made by the representative of the project proponent along with their consultant M/s CEMC Pvt. Ltd in the SEAC meeting dated 24/12/2016.

The Project proponent, through documents (submitted to SEAC) and presentation made during meeting, has informed to the SEAC that:-

1. The environmental clearance is sought for development of Samajwadi Purvanchal Expressway (Green Field) in the State of Uttar Pradesh (from Chand Sarai District Lucknow (Km (-) 0+456) to Haidariya District Ghazipur (Km 341+010) with Varanasi Link (Km 0+000 to Km 12+450), M/s U.P. Expressways Industrial Development Authority.
2. Project description:

Features	Description as per the Approved TOR /Final Submitted EIA report	Revised Values due to detailed Survey which is not included in EIA report
Location	Chand Sarai, District Lucknow to Kabinpur, District Ghazipur	Chand Sarai, District Lucknow to Haidariya, District Ghazipur
Project Type	6-Lane Expressway from District Lucknow to Kabinpur, District Ghazipur for a length of Km 340.500 (Green Field)	Chand Sarai, District Lucknow to Haidariya, District Ghazipur for a length of Km 341.010 (Green Field) with 4 Lane Varanasi Link for a length of 12.450 km (Green Field)
District	09 District of Uttar Pradesh (Lucknow, Barabanki, Amethi, Sultanpur, Ambedkar Nagar, Faizabad, Azamgarh, Mau and	Same.

Page 4 of 8

(Signature)

उप मुख्य कार्यपालक अधिकारी  
कार प्रवेश एम्पलॉयमेंट ऑथोरिटी  
मिलान प्रविषण (पृथिवी)

Lucknow (Km 1-10+4561) to Hasthara District Ghazipur (Km 881+016) with Varanasi Link (Km 0+000 to Km 12+450), M/s U.P. Expressways Industrial Development Authority.

	Ghazipur	
Forest Land Involved (in ha)	Approx. 35 ha.	Same
Total Length of the road	352.494 Km	353.460 km
ROW	120	Same
No. of major Bridges	07	08
No. of minor Bridges	110	117
No. of Box Culverts	508	485
No. of Flyover	14	18
No. of ROB	7	8
No. of LVU	115	126
No. of VUP	36	41
No. of PUP	29	49
Area/ Land Involved	4250 Ha	4982.285 Ha
Total Cost of Project	INR 12070 crores (Civil Cost only)	INR 22317.77 crores (Civil Cost +L.A)
Total water requirement for construction and others	16835262 KL	36705570 KL
Lane width	3.75m (3x3.75=11.25m C/w)	Same
Design speed maximum	120 kmph	Same
Major River Crossed	Gomti, Majhue, Tons, Bhaishahi	Same
Canal crossed	Sharda canals and other irrigation canals	Same
Toll Plaza	2 Main Toll Plaza, 6 Mini Toll Plaza and 4 Toll booth.	Same
Rest Area	08	Same
Pavement Type	Flexible pavements and rigid pavement at toll plazas	Same

3. Water requirement details:

S. N.	Purpose	Total Water Requirement (KL)
1	Construction Work (Embankment, Subgrade, GSB, WMM, Stone Pitching & Filter Media)	29907177
2	Curing for structures & Sprinkling for dust suppression	6488128
3	Grass Turfing	274265
4	Domestic Chores	22500
5	Drinking	4500
6	Maintain Hygiene in Labour Camps	4500
7	Others	4500
	<b>Total</b>	<b>36705570</b>

4. Approx. 36705570 KL water will be required from underground and surface water sources (including borewells, rivers and canals) & will be used to meet water requirement during construction phase of the proposed project road.

5. District wise water consumption details:

SL.NO.	PACKAGE/DISTRICT	WISE	WATER	FROM	TO	WATER
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Page 2 of 8  
 निम्नलिखित कार्यवाही  
 एवं मुख्य कार्यवाही अधिकारी  
 कलर प्रदेश एक्सप्रेसवे औद्योगिक  
 विकास प्राधिकरण (ए.आई.डी.ए.)

	REQUIREMENT			CONSUMPTION in KL
01	Package-I: From Chand Sarai (Dist. Lucknow) to Sansara (Dist. Barabanki)	Km 0+456	Km 40+200	4221982 KL
02	Package-II: From Sansara (Dist. Barabanki) to Jaraikala (Dist. Amethi)	Km 40+200	Km 79+900	4122704 KL
03	Package-III: From Jaraikala (Dist. Amethi) to Sidhi Ganeshpur (Dist. Sultanpur)	Km 79+900	Km 121+600	4330397 KL
04	Package-IV: From Sidhi Ganeshpur (Dist. Sultanpur) to Sansarpur (Dist. Sultanpur)	Km 121+600	Km 164+300	4434244 KL
05	Package-V: From Sansarpur (Dist. Sultanpur) to Gobindpur (Dist. Azamgarh)	Km 164+300	Km 218+300	5607709 KL
06	Package-VI: From Gobindpur (Dist. Azamgarh) to Mojrapur (Dist. Azamgarh) Varanasi Link : From Madhesiya to Kotila (Dist. Azamgarh)	Km 218+300 Km 0+000	Km 246+500 Km 12+450	4226966 KL
07	Package-VII: From Mojrapur (Dist. Azamgarh) to Bijaura (Dist. Ghazipur)	Km 246+500	Km 292+530	4780053 KL
08	Package-VIII: From Bijaura (Dist. Ghazipur) to Haidariya (Dist. Ghazipur)	Km 292+530	Km 340+500	4981515 KL

- 159701 MT of Bitumen shall be used in the project and will be taken from Mathura Refinery of IOCL.
- A total of 365745 trees for avenue plantation and 276105 shrubs on Median shall be planted. The plantation shall be carried out as per IRC SP 21: 2009 guidelines on the available land within proposed ROW.
- There is no rare, threatened & endangered species of flora and fauna found along the project road.
- There are four thermal power stations of NTPC located at Unchahar, Tanda, Panki and Vindhyachal within 100-120 km (aerial distance) of the project corridor. The fly ash so generated shall be utilized in the construction of embankment of the proposed project.
- An effective surface and subsurface drainage system of pavement structures has been designed as stipulated in IRC: 42 as per site conditions.
- Construction material waste would be disposed off in a manner not to block the flow of water.
- Roadside drains will be cleaned regularly, especially before the monsoon season.
- Rainwater harvesting structures are proposed all along the proposed alignment as per MoEF & CC guidelines.
- 1478 nos. of RWI structures are proposed for the Expressway.
- Waste Management :

- No such waste will be generated from the project. Top soil generated will be reutilized for filling borrow area, plantation and on slopes for Turfing.
- The municipal solid waste generated from the labour camps will be collected & disposed suitably in compost pit and/or transported in covered trucks to approved municipal disposal sites by the contractors, if required.



- No hazardous waste or material (as per Hazardous Waste Management Rules) will be generated from the project road. However, used oil and lubricants will be sold to the authorized recycler.
- Hazardous Wastes (Management and Handling) Rules, 2016 to be enforced.
- No industrial process waste will be generated from the proposed project road.
- No sewage sludge is expected. Septic tank will be constructed for waste disposal in all the camp sites.

16. The proposed project is covered under category 7 "f" of EIA Notification, 2006 (as amended).

Based on the recommendations of the State Level Expert Appraisal Committee Meeting (SEAC) held on 24/12/2016 the State Level Environment Impact Assessment Authority (SEIAA) in its Meeting held on 13/02/2017 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 comprehensive 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 conforming 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 proposed expressway 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 expressway 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.
7. The E.I.A. Authority or any other competent authority may stipulate any other conditions or environmental safeguards, subsequently, if deemed necessary, which should be complied with.



विशेष न्याय  
उप मुख्य कार्यपालक अधिकारी  
जल संसाधन एवं पर्यावरण विभाग  
विशेष अधिकारी (नियंत्रण)

8. First aid centers along the highway should be identified with referral facility for nearby trauma centers for causality management.
  9. Regular noise levels should be monitored during construction and 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.
- b. Specific Conditions:
1. Source of water required water shall be met by rivers and canals wherever it is possible. In no other option borewell may be recommended after obtaining permission competent authority.
  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 use.
  5. Safe drinking water for labours should be provided.
  6. 100 PPM, PM<sub>10</sub> must be achieved.
  7. Continuous online AAQ monitoring at every 100 KM interval to be done.
  8. Trauma center alongwith refreshment center at every 50 KM to be provided.
  9. Drainage line and provision of lighting on both side of the road side should be provided.
  10. Traffic light signal at each crossing and at diversion point to be provided.
  11. Name of approaching town with mileage sign to be provided.
  12. Mining permission from competent authority should also be taken.
  13. The project proponent should incorporate and implement all suggestions given in the public hearings regarding the project.
  14. The construction work shall be undertaken in a manner that the active channel, flow and direction rivers coming under proposal 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.
  15. Detailed project report/feasibility report may be sent to chairman/all members of the committee.
  16. The use of plastic waste in the construction of the Highway shall be explored. It is suggested that the crusher's dust can be used along with plastic waste in construction of road.
  17. The fly ash generating potential of the surrounding areas shall be estimated and its use shall be explored in the proposed expressway.
  18. All potable water sources near the right of way should be such that they meet drinking water criteria as prescribed. Necessary water recharge facilities shall be constructed near each potable water station.
  19. Ground and surface water sources (including rivers and canals) will be used to meet the water requirement during construction phase of the project road subject to permission from the competent concerned authorities. Ways to minimize the water consumption including use of stored rain water should be explored and included in the comprehensive EIA as indicated in condition no. 1.
  20. 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.
  21. For any extraction of ground water, prior permission from CGWB shall be taken.



(निदेशक सचिव)  
उप मुख्य कार्यपालक अधिकारी  
राज्य प्रदेश एक्सप्रेसवेज औद्योगिक  
विकास प्राधिकरण (एचआई)

22. Construction 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.
23. Separate Environmental Clearances as applicable shall be obtained for any subsidiary activities like rest areas, automobile repair shops etc planned in the project area as per EIA notification.
24. 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 with the comprehensive E.I.A.
25. The CNG station should be established for proper functioning of vehicles to control pollution on the proposed highway.
26. The operation and maintenance of dust monitoring to be reviewed after every six months.
27. Rain water harvesting sites should be developed where ever possible as per norms.
28. 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.
29. 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.
30. Rest areas with facilities like toilets and refreshment may be included along the expressway.
31. Provision of trauma center/medical facilities is to be provided on this expressway within convenient distance.
32. 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.
33. Overloading factor should be adequately incorporated during design and construction of the expressway.
34. Adequate drainage structures should be provided along the entire length of expressway so that no conditions of water stagnation are created. Near the settlement areas, drainage structures shall be covered.
35. Relocation of temples and other cultural properties like mosques, schools, hospitals etc, along the proposed alignment, shall be taken-up only after permission from competent authority/local administration.
36. Suitable measures shall be taken to educate highway users on the risk of HIV and human trafficking. Environmental and safety awareness drives through hoardings should also be promoted.
37. On every toll barriers 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.
38. Separate clearances from the competent authority shall be obtained regarding acquisition of water bodies, forest land, cultural sites etc. Such clearances shall take into consideration minimum impact options.
39. Sand and aggregates shall be obtained from approved quarries only. Borrow areas shall have the approval of the competent authorities.
40. Acquisition of land should be as prescribed Under Govt. Rules.



41. 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.
42. Consent for discharge of effluents from workers camp and other construction activity should be obtained from competent authority.
43. Borrow pits should be so selected so as to have minimum loss of productive land.
44. Separate NOC and consent of the UPPCB shall be obtained with regards to asphalt plants, crushers, batching plants, hot mix plants etc.
45. Landfill sites for earth, stone or other construction material shall be duly approved by the competent authority.
46. The alignment shall be so maintained that there is no Archeological or cultural property in the project area.
47. 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.
48. Adequate provision for infrastructure facilities including water supply, fuel and sanitation must be ensured for construction workers during the construction phase of the project in order to avoid any damage to environment.
49. Appropriate measures must be taken while undertaking digging activities to avoid any likely degradation of water quality and other incidents.
50. 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.
  - e) During the earthwork on embankments care is to be taken regarding environmental pollution. The adequate number of sprinkles should be used during the operation period.
51. Adequate precautions and norms should be followed during transportation of the construction material so that it does not affect the environment adversely.
52. Borrow pits and other scars created during the road construction should be properly leveled and treated.
53. Possibility of use of non conventional energy sources may be explored.
54. Municipal solid waste & Hazardous waste shall not be used in the construction of the express way.
55. Automatic traffic signal is to be provided at all crossing functioning during day and night.
56. During foggy weather the vehicular traffic may be held with parking facilities to avoid accidents.

No construction/operation is to be started without obtaining Prior Environmental Clearance. Concealing factual data and information or submission of false/fabricated data and failure to comply with any of the conditions stipulated in the Prior 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 Lucknow, Barabanki, Amethi, Sultanpur, Ambedkar Nagar, Faizabad, Azamgarh, Mau and Ghazipur, in case of violation, it would not be effective and would automatically be stand cancelled.

You are also directed to ensure that the proposed site is not a part of any no-development zone as required/prescribed/identified under law, in case of violation, this permission shall automatically be cancelled. Also, in the event of any dispute on ownership or land use of the proposed site, this clearance shall automatically 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 construction 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.



No. .... /Paryav/SEAC/3696/2016

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, Allganj, New Delhi.
3. Chief Conservator, Regional Office, Ministry of Environment & Forests, (Central Region), Kendriya Bhawan, 5th Floor, Sector H, Allganj, Lucknow.
4. District Magistrate, Lucknow/ Barabanki/ Amethi/ Sultanpur/ Ambedkar Nagar/ Faizabad/ Azamgarh/Mau/ Ghazipur.
5. The Member Secretary, U.P. Pollution Control Board, TC-12V, Paryavaran Bhawan, Vibhuti Khand, Genti Nagar, Lucknow.
6. Regional Officers, Regional Office, UP Pollution Control Board, Lucknow/ Barabanki/ Amethi/ Sultanpur/ Ambedkar Nagar/ Faizabad/ Azamgarh/ Mau/ Ghazipur.
7. Copy to Web Master/ guard file.

(Shruti Shukla)

Deputy Director,

Directorate of Environment, U.P.