BEFORE THE NATIONAL GREEN TRIBUNAL

PRINCIPAL BENCH, NEW DELHI

Original Application No. 1235/2024

News Item titled *"NHAI has made highway at protected pond site in Delhi Activists"* appearing in the Times of India dated 30.09.2024.

Additional Affidavit on behalf of National Wetlands Committee, Ministry of Environment, Forest & Climate Change (Respondent No.5)

I, Dr. R B Lal S/o Shri Jhamman Lal, aged about 49 years, presently working as Scientist 'F' at the Ministry of Environment, Forest & Climate Change (MoEF&CC), Regional Office, Lucknow, Kendriya Bhawan, 11th Floor, Sector "H", Aliganj, Lucknow – 226024, Uttar Pradesh, do hereby solemnly affirm and declare on oath as under: -

1. That, I am, the above-named Deponent, authorized and well conversant with the facts and circumstances of the present case and thus competent to swear the present Affidavit.
2. That, vide order dated 18.11.2025, the Hon'ble Tribunal observed/directed;

> *"3. Learned Counsel appearing for the MoEF&CC also seeks time to obtain instruction if the issue of construction of a pillar on the water body in question was considered by the MoEF&CC while granting the Environmental Clearance."*

3. That, the Environmental Clearance dated 30.12.2021 was granted to National Highways Authority of India (NHAI) by MoEF&CC for Development of Urban Extension Road-II (NH-344M) from design chainage Km 0.000 to Km 38.111 in the state of NCT of Delhi, Development of link road (new NH 344P) (Km 0.000 to Km 29.600) between Bawana Industrial Area Delhi (from Km 7.750 of UER II) till bypass of NH-352A at village Barwasni Sonipat, Haryana in the state of NCT of Delhi/Haryana and Development of link road (new NH-344N) (Km 0.000 to Km 7.500) between Dichaon Kalan till Bahadurgarh Bypass/NH-10 in the state of NCT

NOTARY MONU GOVT. OF U.P. LUCKNOW
A.K. MAURYA Advocate
Notary Reg. No- 31(34)2000

of Delhi/Haryana. The copy of Environmental Clearance dated 30.12.2021 is annexed as **Annexure/R5/1**.

4. That, the conditions imposed in the Environmental Clearance dated 30.12.2021 is reproduced hereunder:

"Specific Conditions:

(iii) All the major and minor bridges and culverts should not affect the drainage systems. Flood plains of the rivers/drainage systems are not to be disturbed.

(iv) No ground water shall be extracted and used. Approval/permission of the concerned authority shall be obtained before drawing surface water from canal or any other sources. The State Pollution Control Board (SPCB) concerned shall not issue Consent to Operate (CTO) till the Project Proponent obtains such permission(s).

Standard Conditions:

(iii) The Project Proponent shall obtain necessary permission from the owning agencies of water bodies/temple/tanks etc., as applicable, before execution of works.

(iv) The Project Proponent shall obtain necessary permission from the concerned State Irrigation Department(s) before drawing water from river sources for the purpose of the proposed construction activity."

5. That, the Environment Impact Assessment - Environment Management Plan (EIA–EMP) Report records that the proposed project alignment intersects with and lies in proximity to multiple surface water bodies, including the Western Yamuna Canal, Najafgarh Drain, Mungashpur Drain, and village ponds, and that the project design duly incorporates bridges, culverts, and adequate cross-drainage structures to ensure uninterrupted natural flow and to prevent any hydrological obstruction; further, stringent mitigation measures are mandated during construction, including regulated construction activities near water bodies, controlled disposal of debris, installation of silt traps and sediment control measures, and a strict prohibition on discharge of untreated effluents into surface water bodies, while, during the operational phase, the Environmental Management Plan provides for rainwater harvesting, improved drainage management, protection of existing water bodies, and regular monitoring of surface and groundwater quality, thereby

NOTARY * MONU ... GOVT. OF ...

ensuring long-term conservation and sustainable management of water resources in full compliance with applicable environmental norms.

6. That, it is pertinent to mention that the concerns relating to wetlands, drainage systems, and water usage were already addressed through the specific and standard conditions stipulated in the Environmental Clearance, and compliance with the same rests with the Project Proponent, subject to monitoring by the regulatory authorities.
7. In view of the above, the Hon'ble Tribunal may pass the order(s) as it deems appropriate.

DEPONENT

VERIFICATION

Verified at Lucknow on the 22nd day of January, 2026 that the contents of Paragraphs of the aforesaid affidavit are true and correct to the best of my knowledge and belief and nothing material has been suppressed or concealed therein.

DEPONENT

NOTARY LUCKNOW 23.1.26

EXECUTION ADMITTED BEFORE ME
23.1.26
A. K. Maurya
Advocate Notary
7, Model House, Lucknow

I identify the deponent/executant who has signed/put his before me

Annexure/R5/1

ENVIRONMENTAL CLEARANCE

PARIVESH

(Pro-Active and Responsive Facilitation by Interactive, and Virtuous Environment Single-Window Hub)

Government of India
Ministry of Environment, Forest and Climate Change
(Impact Assessment Division)

To,

The Project Director
MINISTRY OF ROAD TRANSPORT & HIGHWAYS
National Highways Authority of India
Project Implementation Unit Dwarka,201 E/A, 2nd Floor, D-21 Corporate Park, Dwarka, Sector 21, New Delhi,South West,Delhi-110075

Subject: Grant of Environmental Clearance (EC) to the proposed Project Activity under the provision of EIA Notification 2006-regarding

Sir/Madam,

This is in reference to your application for Environmental Clearance (EC) in respect of project submitted to the Ministry vide proposal number IA/DL/MIS/104396/2019 dated 09 Nov 2020. The particulars of the environmental clearance granted to the project are as below.

1.	**EC Identification No.**	**EC21A034DL173140**
2.	**File No.**	10-30/2019-IA.III
3.	**Project Type**	New
4.	**Category**	A
5.	**Project/Activity including Schedule No.**	7(f) Highways
6.	**Name of Project**	Development of Urban Extension Road-II (NH-344M) from design chainage Km 0.000 to Km 38.111 in the state of NCT of Delhi, Development of link road (new NH-344P) (Km 0.000 to Km 29.600) between Bawana Industrial Area Delhi (from Km 7.750 of UER II) till bypass of NH-352A at village Barwasni Sonipat, Haryana in the state of NCT of Delhi/Haryana and Development of link road (new NH-344N) (Km 0.000 to Km 7.500) between Dichaon Kalan till Bahadurgarh Bypass/NH-10 in the state of NCT of Delhi/Haryana
7.	**Name of Company/Organization**	MINISTRY OF ROAD TRANSPORT & HIGHWAYS
8.	**Location of Project**	Delhi
9.	**TOR Date**	19 Jul 2019

The project details along with terms and conditions are appended herewith from page no 2 onwards.

Date: 30/12/2021

(e-signed)
Amardeep Raju
Scientist E
IA - (INFRA-1 sector)

Note: A valid environmental clearance shall be one that has EC identification number & E-Sign generated from PARIVESH.Please quote identification number in all future correspondence.

This is a computer generated cover page.

NOTARY A.K. MAURYA Advocate Hotel House, Lko. Regd. No. 21(34)2000 GOVT. OF U.P. LUCKNOW

2. The proposed highway project is for development of Urban Extension Road –II (UER-II) that will act as western ring road to Delhi. The proposed highway was declared as NH-344M vide Gazette notification S.O. 1466 (E) dated 03.04.2018. NH-344M will be designed as access-controlled highway having 6 lane main carriage way with provision of 3 lane service road on both sides, pedestrian facilities, cycle tracks etc. The length of NH-344M is 38.111 Km. The proposed project highway NH-344M will take off from NH-1 near Ch. Km 23+800 (28°48'40.08"N; 77°08'8.45"E) near village Bakoli and terminates near the junction of Sector-24 (28°33'35.73"N; 77°01'43.27"E) in Dwarka. In addition to this alignment, two four lane spurs are also proposed to be developed as part of UER-II i.e. Spur to Sonipat bypass (NH-352A) of length 29.6 Km and Spur to Bahadurgarh bypass (NH-10) of length 7.5 Km. Spur to Sonipat Bypass was declared as NH-344P and Spur to Bahadurgarh Bypass was declared as NH-344N vide Gazette notification S.O. 969(E) dated 22.02.2019.

3. The proposed Right of Way (RoW) for UER-2 (NH-344M) shall vary from 35 m to 200 m (35 m due to space constraint on DJB plant and 200m PROW at proposed 24 lane toll plaza & administrative building). For SPUR-I (NH-344P), the proposed ROW shall vary from 30 to 170 m (170 m PROW at proposed 16 lane toll plaza & administrative building). For SPUR-II (NH-344N), the proposed ROW shall vary from 35 m to 60 m.

4. The proposed project alignment NH-344P is passing through District North of NCT Delhi & Sonipat in Haryana and NH-344M is passing through District West, South-West of NCT Delhi & Jhajjar District in Haryana. The proposed alignment is passing through 1 pond, 9 irrigation canals and 6 drains. Elevated structures have been proposed on the pond and the bridges are proposed to cross the canals and drains. Two RoBs, 8 interchanges, 27 Flyovers, 1 major bridges, 23 minor bridges, 11 underpass box, 12 VUP, 12 LVUP, 2 VOP, 17 Subways, 32 Culvert are proposed along the project stretch for free passage to villagers and domesticated animals and to avoid any impact on local hydrology.

5. Public Hearings were conducted at two different Districts *i.e.,* Sonipat and Jhajjar of Haryana and four different districts i.e., North District, North-West District, West District and South-West District of Delhi on 21st, 25th, 30th Sept. 2020 and 5th, 7th and 9th October 2020, respectively.

6. The proposed project falls under 7(f)-Highway 'Category-A' of Schedule to the EIA Notification, 2006. Total area of land acquisition for the proposed project is 527.27 Ha (Government Land 273.55 ha + Private Land 253.71 ha), out of which 253.71 ha of private land shall be acquired as per NH act 1956 and RFCTLARR, 2013. Total length of the project is 75.211 Km. Total investment/cost of the proposed project is ₹ 7,71,560/- Lakhs (7,715.60 Cr.).

7. The project site is characterized by plain terrain. The proposed project involves diversion of 54.8724 ha of forest land in Delhi and 4.546 ha of forest land in Haryana. Total 26,397 nos. of trees is proposed to be felled for entire length of 75.211 km consisting of NH-344M (3 packages), NH-344P (spur 1) & NH-344N (spur 2).The compensatory plantation will be carried out by DDA (1:10 as per local law, Delhi Preservation of Tree Act 1994) as a deposit work. NHAI proposed plantation of approx. 43,725 trees (including median) through Contractor as per Scope of Contract and IRC SP 21:2009 on available RoW. No wildlife Sanctuaries or National Park is located within 10 km radius of the proposed project alignment. The Stage-1 forest clearance has been granted vide letter No 8B/DELHI/06/06/2021 dated 28th September, 2021 and vide letter No. 9-HRB101/2021-CHA dated 3rd September, 2021.

8. Total water required is approx. 3010 KLD (21,97,509 KL) during construction stage, which will be sourced from Delhi Jal Board on payment basis. The necessary permission will be obtained by the contractor prior to construction as per law/agreement. No

groundwater shall be extracted. Rainwater harvesting structures will be provided at the locations where the first aquifer of ground water table is more than 8-10m. The provision of rain water harvesting will be executed as per IR:-SP:50-2013 guidelines and MoRT&H guidelines.

9. Socio-economic status: 482 nos. of structures (224 private, 27 religious, 24 government and 207 community properties), 224nos. of families (PAFs) and 794 nos. of persons (PAPs) are getting affected. Affected person and structures will be compensated as per relevant provisions of RFCLARR Act 2013 and NH Act 1956. The total cost is INR 1272.43 Cr.

10. The major settlements along the proposed corridor that will be benefitted from the proposed project include Sectors of Bawana, Rohini & Dwarka, Villages of Alipur, Shahpur Garhi, Bawana, Barwala, Madanpur Dabas, Mohammadpur Majri, Dichaon Enclave, Goyla etc. The alignment will also connect Gurgaon via Dwarka Expressway. Approx. 2500 people and 50 people will be employed during construction operation phase, respectively.

11. S.L.P.(C) No. 15202/2019: Raj Singh & others *Vs* Union of India & others is pending with DDA, wherein, Hon'ble Supreme Court has directed to maintain status quo vide order dated 12.07.2019. Thereafter, the full bench of the Hon'ble Supreme Court has passed a judgement dated 06.03.2020. On the basis of this judgement, DDA will be filing an application before SC in the pending SLP for getting the status quo vacated at an early date.

12. The project proponent along with the EIA consultant M/s Amaltas Enviro Industrial Consultants LLP, made a presentation through Video Conferencing during 247th meeting of Expert Appraisal Committee (EAC) on 23rd –24th November, 2020. The EAC based on the information submitted and clarifications provided by the project proponent and detailed discussions held on all the issues, recommended the project for grant of environmental clearance with stipulated specific conditions along with other Standard EC Conditions.

13. The Ministry of Environment, Forest and Climate Change has considered the proposal based on the recommendations of the Expert Appraisal Committee (Infrastructure, CRZ and other Miscellaneous projects) and hereby decided to grant Environmental Clearance for the "Development of Urban Extension Road-II (NH-344M) from Design chainage Km 0.000 to Km 38.111. Development of link road (new NH-344P) (Km 0.000 to Km 29.600) between Bawana Industrial Area Delhi (from Km 7.750 of UER II) till bypass of NH-352A at village Barwasni, Sonipat in Haryana as spur of Urban Extension Road-II (NH-344M) in the state of Delhi/Haryana. Development of link road (new NH-344N) (Km 0.000 to Km 7.500) between Dichaon Kalan till Bahadurgarh Bypass/NH-10 in the state of NCT of Delhi/Haryana (Total Length of Project: 75.211 Km)" under the EIA Notification, 2006 as amended, subject to strict compliance of the following specific conditions, in addition to all standard conditions applicable for such projects.

A. SPECIFIC CONDITIONS

(i) In order to avoid the possibility of wildlife injury/death, proponent shall keep the finish road level sufficiently elevated from ground level with provision of railing on both sides to restrict animal crossing. Sufficient animal passes shall be provided by NHAI at regular interval as suggested in the Mitigation Plan and the Wildlife Conservation Plan developed by Chief Wildlife Warden as per recent guidelines of Wildlife Institute of India for linear infrastructure projects and as suggested by State Board for Wildlife and Standing Committee of National Board of Wildlife (as applicable).

NOTARY ★ LUCKNOW
A.K. MAURYA
Advocate
Hotel House, Lko.
Reg. No. 31/04/2000
GOVT. OF U.P.

(ii) Cumulative Impact Assessment studies and proposed mitigation measures for all the packages shall be implemented in toto and be submitted to the concerned Regional Office of the MoEF&CC along with half yearly compliance report.

(iii) All the major, minor bridges and culverts should not affect the drainage systems. Flood plains of the rivers/ drainage systems are not to be disturbed.

(iv) No Ground water shall be extracted and used. Approval/permission of concerned authority shall be obtained before drawing surface water from canal or any other sources. State Pollution Control Board (SPCB) concerned shall not issue Consent to Operate (CTO) till the project proponent obtains such permission(s).

(v) The proponent shall obtain permission from the competent authorities for 26,397 tree to be felled along the proposed alignment. A comprehensive plan for afforestation using 1:10 times the trees felled by using native species shall be provided as per the IRC SP 21:2009 /MoRTH Code/Guidelines on Landscaping and Tree Plantation (2009). Effort should be made to plant native fruit trees and significant number of Ficus species on both sides of the alignment.

(vi) Quarry areas shall be developed as water reservoirs with proper fencing and protection measures around quarry area. Rain water harvesting pit shall be at least 3 - 5 m above the highest ground water table.

(vii) The RoW shall not exceed as per the details provided in the EIA report at any point of the proposed alignment, except for the junction improvement at the intersections of the other roads. Standardisation of ROW for plain land and forest land to be defined and to be remain constant for all the packages.

(viii) As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing, and incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory afforestation etc., either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also be implemented and become part of EMP.

B. STANDARD CONDITIONS:

i. Responsibility for implementation of EC conditions rests with the project proponent only.

ii. Cut and fill works shall be carried out strictly in accordance with the design drawings proposed at the time of appraisal of the project.

iii. The project proponent shall obtain necessary permission from the owning agencies of water bodies/temple/tanks etc., as applicable, before execution of works.

iv. The project proponent shall obtain necessary permission from the concerned State(s) Irrigation Department(s) before drawing water from the river sources for the purpose of the proposed construction activity.

NOTARY A.K. MAURYA Advocate Model House, Lko. Reg. No- 31(30)/2000 GOVT. OF U.P. LUCNOW

v. Blasting shall be carried out during fixed hours (preferably during mid-day) or as permitted by the concerned authority. The timing shall be made known to all the people within 1000m (200m for pre-splitting) from the blasting site in all directions.

vi. The fly ash shall be used for the proposed project to comply with the Fly Ash Notification, 1999, as amended.

vii. Rehabilitation of project affected families (PAFs) and payment of compensation to PAFs shall be carried out as per the extant policy of the Central/State Government, as provided under the law. All the Indian Road Congress (IRC) guidelines wherever applicable may be followed.

viii. All entry/exit/access points on this highway shall be appropriately designed and preferably frozen to avoid traffic congestion and pollution.

ix. Rain water harvesting including oil and grease trap shall be provided as prescribed by CGWB guidelines. 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. All the recommendations of the EMP shall be complied in both 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 MoEF&CC.

xi. Sidewalk shall be provided along the bridges.

xii. The seismic nature of the area shall be taken into account while designing the project.

xiii. IRC guidelines shall be followed for widening & up-gradation of road.

xiv. The drain shall be at least 1m away from the toe of the embankment of the road adopting IRC guidelines. 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.

xv. The solid waste generated shall be used for rehabilitating the borrow areas.

xvi. 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.

xvii. Necessary clearance/approval shall be obtained for extraction of sand from the rivers.

xviii. The embankments/slopes and the slopes left after cutting shall be provided with vegetative growth to avoid soil erosion.

xix. 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.

xx. For road safety, IRC guidelines in respect of road signages, service roads, bus bays, inter-sections, pedestrian crossings, etc. shall be strictly adhered to.

xxi. The responses/commitments made to the issues raised during public hearing shall be complied in both letter and spirit. A hard copy of the action taken shall be submitted to the MoEF&CC and also to its concerned Regional Office.

xxii. Beside fulfilling obligations under Corporate Social Responsibilities as per Company's Act, 2013, the proponent has to adhere to the followings Environment Responsibilities:

(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.

xxiii. Appropriate measures must be taken while undertaking digging activities to avoid any likely degradation of water quality.

xxiv. 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.

xxv. As per MoEF&CC's circular no. J-11013/41/2006-IA.II (I) dated 22.09.2008, provision shall be made for supply of kerosene or cooking gas and pressure cooker to the labourers, mobile toilets, mobile STP, safe drinking water, medical health care, Crèche and temporary structures for living during construction phase.

xxvi. Adequate precautions shall be taken during transportation of the construction material so that it does not affect the environment adversely.

xxvii. Borrow pits and other scars created during the road construction shall be properly levelled and treated.

xxviii. 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.

xxix. Full support shall be extended to the officers of this MoEF&CC and its 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.

xxx. MoEF&CC 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.

NOTARY A.K. MAURYA Advocate 7, Mohan House Lko. Regd. No- 31(94) GOVT. OF U.P. LUCKNOW

xxxi. In the event of a change in project profile or change in the implementation agency, a fresh reference shall be made to the MoEF&CC.

xxxii. The project proponents shall inform the Regional Office concerned as well as the MoEF&CC, the date of financial closure and final approval of the project by the concerned authorities and the date of start of land development work.

xxxiii. 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 MoEF&CC and its concerned Regional Office.

15. In addition to above mentioned conditions following general guidelines are to be adhered:

i. 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, EIA Notification, 2006 and its subsequent amendments. All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Civil Aviation Department, the Forest Conservation Act, 1980 and the Wildlife (Protection) Act, 1972 etc. shall be obtained, as applicable by project proponents from the respective competent authorities.

ii. 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 and Climate Change at http://www.envfor.nic.in. The advertisement shall be made within Seven days from the date of receipt of the Clearance letter and a copy of the same shall be forwarded to the concerned Regional office of the MOEF&CC.

iii. A copy of the clearance letter shall be sent by the proponent to concerned Panchayat, Zila Parishad/Municipal Corporation, Urban Local Body and the Local NGO, if any, from whom suggestions/ representations, if any, were received while processing the proposal. The clearance letter shall also be put on the website of the company by the proponent.

iv. 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.

v. The proponent shall upload the status of compliance of the stipulated EC conditions, including results of monitored data on their website and shall update the same periodically. It shall simultaneously be sent to the Regional Office of the Ministry, the respective Zonal Offices of CPCB and the SPCB.

vi. The project proponent shall also submit six monthly report on the status of the compliance of stipulated EC Conditions including results of monitored data (both in hard copies as well as by email) to the concerned Regional Offices of MoEF&CC/CPCB/SPCB.

vii. The environmental statement for each financial year ending 31st 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 EC conditions and shall also be sent to the respective Regional Offices of the Ministry/CPCB/SPCB by e-mail.

14. 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.

15. 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.

16. The Ministry reserves the right to add additional safeguard measures subsequently, if found necessary, and to take action including revoking of the environment 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.

This issues with the approval of the Competent Authority.

(Amardeep Raju)
Scientist-E

Copy to:

1. The Secretary, Department of Environment, Govt. of NCT of Delhi.
2. The Secretary, Department of Environment, Govt. of Haryana, Chandigarh
3. The Chairman, Central Pollution Control Board, Parivesh Bhawan, CBD-cum-Office Complex, East Arjun Nagar, Delhi – 32.
4. The Chairman, Haryana State Pollution Control Board, C-11, Sector-6, Panchkula, Haryana 134109.
5. The Member Secretary. 10, Dinesh Singh Bisht Directorate, Environment & Climate Change, Haryana, SCO 1-3, Sector 17 D, Chandigarh
6. The Member Secretary, Uttar Pradesh Pollution Control Board, PICUP Bhavan, 3rd Floor, Vibhuti Khand, Gomtinagar, Lucknow.
7. The APCCF(C), MoEF&CC, RO (CZ), Kendriya Bhawan, 5th Floor, Sector 'H', Aliganj, Lucknow – 20.
8. Addl. Principal Conservator of Forests (C), Ministry of Env., Forest and Climate Change, Regional Office (NZ), Bays No. 24-25 Sector 31 A, Dakshin Marg, Chandigarh – 160030.
9. Monitoring Cell, MoEF&CC, Indira Paryavaran Bhavan, New Delhi.
10. Guard File/Record File
11. Notice Board.

(Amardeep Raju)
Scientist-E

NOTARY A.K. MAURYA Advocate 7, Model House, Lko. Regd. No- 31/3412 GOVT. OF U.P. LUCKNOW

Signature Not Verified
Digitally signed by Amardeep Raju
Scientist E
Date: 12/30/2021 4:10:21 PM