

**BEFORE THE HONOURABLE NATIONAL GREEN TRIBUNAL
SOUTHERN ZONE, CHENNAI**

In

O.A.No.157 of 2016 (SZ)

IN THE MATTER OF:

Marvel River View County
Owner's Welfare Association

...Applicant(s)

With

The Chairman,
Airport Authority of India,
New Delhi and Ors.

...Respondent(s)

Repot

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SOUTHERN ZONE, CHENNAI**

In

O.A.No.157 of 2016 (SZ)

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Introduction

Hon'ble NGT (SZ) vide order dated 19.1.2021 directed the Joint committee to submit a further report in tune with the direction issued by the Hon'ble Tribunal as per order dated 20.02.2020 and also after considering the objections raised by the applicant to the present report submitted.

The Hon'ble Tribunal vide order dated 20.2.2020 direct the committee to inspect the area in question and enumerate the violations and its impact and whether the violations can be remedied by providing precautionary measures and if not, what are the things to be done and any further action to be taken by the MoEF on this aspect. The committee may also look at the nature of action taken for the violations found and also assess the environment damage caused on account of the violations caused and suggest remedial measures for environment damage that has occurred affecting the safety of the people.

Direction Issued vide Order dated 20.2.2020.

MoEF letter no.10-140/2007-IA dated 25.8.2008

1. Consent to establish for the expansion of Chennai International Airport has not been obtained from Tamil Nadu Pollution Control Board. Construction activities have been carried out by M/s AAI without obtaining CTE from TNPCB. (General Condition No.i)

As per direction dated 2/2/2017 of CPCB, EC will be deemed as Consent to establish for all industries/projects falling in Category A and B in the Schedule of Environmental Impact Assessment Notification, 2006. Therefore CTE is not required for this project.

2. M/s AAI is continuing operation without obtaining valid consent to operate from TNPCB since 1.4.2016 (General Condition No.1 & para no.6)

The Project Authority has obtained CTO and is valid up to 31.03.2021 (Copy is at Annexure-I)

3. As per the Environmental Clearance accorded, total built up area is 1, 28,000 m² whereas M/s. Airport Authority of India established a built up area of 2, 14,041 m² (T1: 78, 34 m², T2" 30.177 m²: T3: 51,764 m² and T4: 53,756 m²) without obtaining prior approval from MoEF& CC and necessary consents from TNPCB (G.C.No.i & xiii)

The Project Authority informed that the established built up area of T1 & T4 terminals is 1,32,097 sqm against the built-up area for T1 & T4 of 1,28,500 sqm as per EC accorded. The T2 & T3 buildings were constructed much earlier and the EC obtained is for T1 & T4 only. The change in area is mainly due to change in passenger amenities based on the drastic growth of passengers. The change has been intimated to TNPCB in CTO renewal application.

4. M/s. AAI has deviated from the original dimensions of the bridge as approved by MoEF& CC by establishing a bridge with a span of 200 meters x 462.84 meters on RCC column of 0.87 meters diameter on Adyar river. Further, height of the bridge is 10.50 meters only whereas approved height of the bride was 11.15 m (G.C.No.xiii)

Adyar River is having dimension of 200x462.84m against 200x415 m approved in EC is a matter of fact. The dimension of the bridge provided is 200x462.84 mtr (Skew Length) and perpendicular length of 447.50 Mtrs. The length of the bridge was increased to accommodate the perimeter road for security and operational compound wall. The change in length was deliberated by The Tamil Nadu State Government vide their GO. No. – 125 dt. 21.07.2009. Regarding height of the bridge, the clear span provided was according to the recommendation of Public Works Department, Govt. of Tamil Nadu. (Copy enclosed for reference as Anex – 2)

The diameter of the pillar provided is as per the recommendations in the design provided by L&T and the same was vetted by IIT.

It is facts that by reducing the diameter of the piers from 1.2 meters to 0.87 meters will not reduce the flow capacity of the river section instead only increase the flow capacity than if it was 1.2 meter.

5. Adyar river wherein the bridge as been established by M/s. AAI appears to be falls within the Coastal Regulation Zone. In view of this, CRZ classification of this area and status of the land may be sought from the Competent Authority. Thereafter, appropriate view may be taken by the MoEF&CC (S.C.no.i)

The bridge established by AAI on Adyar River is not falling under Coastal Regulation Zone (CRZ) as per CRZ Notification, 2011 as conformed by TNSCZMA vide letter dated 04.11.2016.

6. Setting up of Effluent Treatment Plant for the treatment of water from wash basins, canteens, kitchens and restaurants etc. as envisaged in their commitment letter dt.12.8.2008 has not been implemented (S.C.no.i)

The outlets from wash basins, canteens, kitchens, and restaurants have been connected to the STP established in the project. Hence, a separate Effluent TP has not been established.

7. Point wise implementation status to the issues raised during the public hearing held on 11.6.2008 has not been made available during the visit. Hence, the compliance status could not be ascertained (S.C.no.ii)

The main issues raised during public hearing were requirement of additional land and recycling of water. Public got convinced on additional land requirement during public hearing itself and regarding recycling of water an STP of 2 MLD capacity has been provided to take care of recycling.

8. Details of the land break up for 1326 acres shall be submitted to the Regional Office of the MoEF&CC at Chennai (S.C.no.iii)

The land under possession of AAI is only 1301.28 Acres and break-up details are provided.

9. Fecal Coli form parameter in the treated STP water has not been analyzed. The quantity of sewage/domestic effluents treated in the STP has not been made available during the visit. Further,

detailed plan with regard to the effluent treatment facilities has not been submitted to the Regional Office of the MoEF& CC within three months as stipulated in this condition (S.C.no.iv)

Tests are being conducted on monthly basis and the reports are also submitting to the Ministry regularly now.

10. Appropriate acoustic panels or other measures including installing diffuser in the main run way has not been provided to mitigate the noise levels as stipulated in this condition (S.C.no.vi)

The noise levels in and around airport are within the permissible limits as per record and therefore Acoustic Panel has not provided.

11. Point wise implementation status to the recommendations listed in the Disaster Management Plan has not been made available during the visit. Hence the compliance status could not be ascertained (S.C.no.vii)

AAI is implementing the DMP and mock drill all the sections will act as per DMP of their respective management plans.

12. Data regarding usage water and municipal water has not been furnished to the Regional Office of the MoEF&CC within three months as stipulated in this condition (S.C.no.ix)

The details were furnished during site inspection.

13. Actual fresh water required for the airport is 2045.375 KLD which is exceeding the water requirement of 1800 KLD stipulated in the EC. Further, no information has been made available during the visit regarding the no. of bore wells exists within the airport site and approval obtained from central Ground Water Authority or the water drawl from the bore wells. Besides, it is noted that there is a unaccountable loss of 3,20,182 litres of water per day in the airport. It is advised to identify and close out the water leakages at the earliest in order to reduce the fresh water consumption of the airport (S.C.no. x & G..No.xiii)

The AAI informed that water requirement has been increased based on increase of passenger movement than anticipated in the year 2008. The present requirement is 1.71 MLD from which 1.02 MLD is being supplied by Metro water and 0.70 MLD is from 6 No bore wells drawn in airport premises. And now the leakages were closed.

14. Year wise expenditure on environmental safeguards has not been reported to the Regional Office of the MoEF&CC (S.C.no.xv & G.C.no.xi)

Agreed to provide the details.

15. M/s. AI has not carried out any community development and welfare measures or the villagers in the vicinity of the projects site even after the decade of grant of Environmental Clearance (G.C.no.v)

AAI has not taken up any community development measures so far. However, Tamil Nadu Government is being persuaded / requested in several meetings to allot community development scheme to AAI, Chennai for development and reply awaited from Tamil Nadu Government

16. Point wise implementation status to these recommendations prescribed in the Environment Management Plan. Disaster Management Plan and Risk Analysis report has not been made available during the visit. Hence, the compliance status could not be ascertained. (G.C.no.viii)

AAI is implementing the DMP and mock drill all the sections will act as per DMP of their respective management plans.

17. Date of financial closure and final approval of the project by the concerned authorities and the date of start of the project has not been informed to the Regional Office. (G.C.no.xvii)

The project is in operational stage

18. Six monthly compliance reports (hard and soft copy) in respect of the conditions stipulated in the environmental clearance dt.25.8.2008 have not been submitted to the Regional Office of the MoEF & CC/Zonal Office of CPCB/SPCB and also not been uploaded on the company's website. Further, the ambient air quality monitored data has not been displayed t a convenient location near the main gate of the airport.

Analysis report is submitting regularly and agreed to submit/upload six monthly compliance reports henceforth.

With respect of EC letter no.-16011/20/99-IA-III, dt.7.10.1999

1. Ground water is being still tapped for the airport even after two decades of grant of environmental clearance. No efforts have been taken by M/s.AAI to stop extraction of groundwater as stipulated in this condition (S.C.no.i)

The Chennai Metro Water is supplying 1.02 MLD water to Chennai Airport against the requirement of 1.71 MLD. The Chennai Metro Water Board has continuously been requested to supply the balance required water, but Metro Water Board expressing their difficulty in supply due to shortage. Due to unavoidable circumstances AAI is still extracting ground water to meet the requirements.

2. Date of commencement and completion details with respect to the Environment Clearance dated 7.10.1999 has not been made available during the visit. Conditions stipulated in the consent to establish accorded by TNPCB on 22.10.1999 are not being complied with. Further, there are 12 DG sets with a capacity 1500 KVA each exists in the airport. The stack emission levels from these DG sets were not being monitored. (SC.no.ii and G.no.i)

Date of commencement: 14.11.1999 Date of completion: 11.06.2003

Regarding conditions of TNPCB stack emission tests have been conducted and reports are also submitted to TNPCB as informed by the AAI.

3. Plantation work carried out in the city side of the airport is not satisfactory and the need further improvement (S.C.no.x and G.C.no.vi)

Around 5.75 acres of land in front of both the terminals have already been developed with horticulture. The PP HAS agreed to explore further possibility.

4. Treated effluent quality and ambient air quality are not being monitored on monthly basis as stipulated in this condition (S.C.no.xi)

Quality of treated effluent and Ambient Air is monitored and copy of latest report is also received by the Ministry.

5. Disaster Management Plan does not cover the oil storage facilities exist within the airport premises. DMP shall be revised to include the hazards due to the oil storage facilities exist within the airport premises. Copy of the revised DMP shall be submitted to the Regional Office of the MoEF&CC sat Chennai (G.C.no.x)

The AAI informed that the oil companies established in and around the airport are having their own Disaster Management Plans and they will be doing mock drills in particular intervals. The oil companies are also participating in mock drill conducted by AAI regularly.

6. Six monthly compliance reports in respect of the conditions stipulated in the environmental clearance dt.7.10.1999 have not been submitted to the Regional Office of the MoEF&C/Zonal Office of CPCBSPCB and also not been uploaded on the company's website. Further, the ambient air quality monitored data has not been displayed at a convenient location near the main gate of the airport (G.C.no.xiii)

Analysis report is submitting regularly and agreed to submit/upload six monthly compliance reports henceforth.

7. CTO renewal obtained from TNPCB was expired on 31.3.2016. Thereafter, CTO renewal has not been obtained .M/s.AAI is continuing operation without obtaining valid CTO from TNPCB, SINCE 1.4.2016. Insurance under the provisions of the PLI Act, 1991 has not been obtained.

The Project Authority is having valid CTO and is valid up to 31.03.2021

Reply to the objections raised by the applicant to the report submitted by the Joint Committee:

It is submitted that during the inspection the complainant has briefed about the violation made by Airport Authority of India while constructing the bridge across the river and informed that his concern is only about the bridge and not concerned about the other violations made by the AAI as reported by the Ministry in its inspection report based on site inspection dated 4.11.2017. During the meeting the complainant also opined that if any flood similar to 2015 will occurs in future, their residence might have sink as happened in 2015 flood. He also informed that before or after 2015, flood has not affected them.

Accordingly the Joint committee members along with the complainant with the help of AAI Officials inspected the bridge in line with the concern raised by the complainant and requested the PWD, Tamil Nadu, one of the joint committee members to submit the factual report for ascertaining the violation in the construction of bridge if any occurred.

As per the submission made by the Applicant following are of the major Violation followed by the comments of the Joint Committee:

1). 48 meters (157 ft) in the width of the bridge (46.3m as against 415m), lying on the bed of the river.

The length of the bridge was increased to accommodate the perimeter road for security and operational compound wall.

As per the EC condition dated 25.8.2008(B. General Condition No.1), Construction of the proposed structure shall be undertaken meticulously conforming to the existing Central/Local rules. All the construction designs/drawings relating to the proposed construction activities must have approvals of the concerned State Government Departments/Agencies. Accordingly the change in length was deliberated by The Tamil Nadu State Government vide their GO. No. – 125 dated 21.07.2009. (Copy enclosed for reference as Annex – II)

Even though the original river width in the subject area is 130 meters, the Public Works Department was insisted to construct 200 meters length of bridge to ensure the width of river as 200 metres for the free flow of water.

The increase in length will only enhance the flow of water instead of restricting. Thus the anxiety of the petitioner can be nullify with respect to change/increase in length of the bridge.

2). 0.33 meters in the diameter of the pillars (0.87 m as against 1.2 m), lying on the bed of the river.

The diameter of RCC column was reduced to 0.87 meters form 1.2 meters as per the recommendation of the consultant and the same was also vetted by IIT, Madras. The decreases in the diameter of RCC column lead to increase of gap between the RCC columns and thereby increase the total free space, which had enhanced the space for flow of water instead of restricting. Thus the anxiety of the petitioner can be nullify with respect to change/decrease in the diameter of the RCC Column beneath the bridge.

3). 1.4 meters in the soffit level of the bridge (10.5 m as against 11.90 m)

The soffit level of the bridge is as per the recommendation of the consultant and the same was also vetted by IIT, Madras. The drawing of newly constructed runway/bridge across Adayar river obtained from AAI reveals that, the top level of the runway is (+) 12.20m and soffit of the bridge is (+) 11.00m. In order to verify this, the levels have been taken from the permanent Bench Mark at Manapakkam check dam crest level (+) 4.750m and GTS Bench Mark at St. Thomas Mount Church (+) 23.878m. It shows that the present soffit level (Bottom of the bridge) of bridge is (+) 11.00m as recommended by the Public Works Department in its letter dated 31.07.2008 and in Government Order No. 125 Public Works (R2) Department dated 21.07.2009 that the soffit level of the bridge deck slab shall have a minimum clearance of 0.50m above the Maximum Flood Level of 10.50m (10.50+0.50=11.00m).

4).The unauthorized construction of 4 km stretch of the compound wall without clearance from MOEF, lying along the edge of the River bed.

As per EIA Notification, 2006 and its subsequent amendments, nowhere is it mentioned about the requirement of EC for compound walls and thus prior EC is not required for compound wall construction.

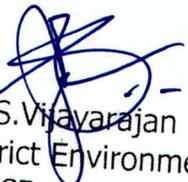
Conclusion

During the time of grant of EC/construction period the Maximum Flood Level was 10.5 m. Thereafter on 2015 a historical rainfall was occurred and then the Maximum Flood Gradient Level experienced in the subject area was (+) 13.39m, which is nearly 2m above the runway level. Due to climate change, we are facing sudden downpour and cloud burst in a short span of time in the recent years. Hence a detailed hydrological model study may be initiated from the reputed institution like IIT, Madras, etc. to mitigate any unprecedented flood in future, which will give a better and permanent solution to this subject area.

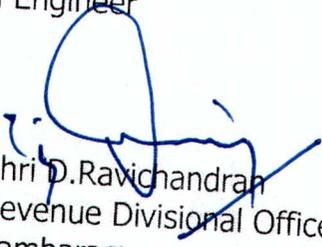

Dr.C.Kalyaperumal
Director
MoEFCC


Dr.Sridhar
Scientist 'D'
MoEFCC


Dr.K.G.Prijilal
Research Officer
MoEFCC


Er. S.Vijayarajan
District Environmental Engineer
TNPCCB


Er. C. Pothupanithilagam
Executive Engineer,
PWD, WRD


Shri D.Ravichandran
Revenue Divisional Officer
Tambaram

Category of the Industry :

RED

CONSENT ORDER NO. 2008132052348 DATED: 01/09/2020.

PROCEEDINGS NO.T1/TNPCB/F.1653MMN/RL/MMN/W/2020 DATED: 01/09/2020

SUB: Tamil Nadu Pollution Control Board - RENEWAL OF CONSENT – M/s. CHENNAI INTERNATIONAL AIRPORT , S.F.No. 68/1A1A1A1A etc of Pammal, 99/2A1A1B etc of Pozhichalur, 47/2 etc of Pazhavanthangal, 140/1B etc of Cowl Bazaar, 155/1 etc of Nandambakkam, 1468/184 etc of St. Thomas Mount, 22/(242/14) etc of Cont. Pallavaram, 16/1 etc of Meenambakkam, 206/2A2 etc of Kolapakkam, 567/1 etc of Manapakkam Village, MEENAMBAKAAM village, Alandur Taluk and Chennai District - Renewal of Consent for the operation of the plant and discharge of sewage and/or trade effluent under Section 25 of the Water (Prevention and Control of Pollution) Act, 1974 as amended in 1988 (Central Act 6 of 1974) – Issued- Reg.

REF: 1. Proceedings No.: T1/TNPCB/F.1653MMN/RL/MMN/W&A/2019dt.11/06/2019
2. IR.No : F.1653MMN/RL/DEE/MMN/2020 dated 17/06/2020

RENEWAL OF CONSENT is hereby granted under Section 25 of the Water (Prevention and Control of Pollution) Act, 1974 as amended in 1988 (Central Act, 6 of 1974) (hereinafter referred to as “The Act”) and the rules and orders made there under to

Joint General Manager

M/s.CHENNAI INTERNATIONAL AIRPORT,

S.F.No. 68/1A1A1A1A etc of Pammal, 99/2A1A1B etc of Pozhichalur, 47/2 etc of Pazhavanthangal, 140/1B etc of Cowl Bazaar, 155/1 etc of Nandambakkam, 1468/184 etc of St. Thomas Mount, 22/(242/14) etc of Cont. Pallavaram, 16/1 etc of Meenambakkam, 206/2A2 etc of Kolapakkam, 567/1 etc of Manapakkam Village, MEENAMBAKAAM Village ,

Alandur Taluk ,

Chennai District .

Authorising the occupier to make discharge of sewage and /or trade effluent.

This is subject to the provisions of the Act, the rules and the orders made there under and the terms and conditions incorporated under the Special and General conditions stipulated in the Consent Order issued earlier and subject to the special conditions annexed.

This RENEWAL OF CONSENT is valid for the period ending March 31, 2021

G. Gopalakrishnan

For Member Secretary,
Tamil Nadu Pollution Control Board,
Chennai

Digitally signed by G. Gopalakrishnan
DN: cn=G, o=Tamil Nadu Pollution Control Board, ou=Engineering Department,
postalCode=600032, st=Tamil Nadu,
2.5.4.20=c5457e0535e0b27e470bc3145e0344c200920a871b2333027b639d70e16a,
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cn=G. Gopalakrishnan
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SPECIAL CONDITIONS

1. This renewal of consent is valid for operating the facility for the manufacture of products/byproducts (Col. 2) at the rate (Col 3) mentioned below. Any change in the product/byproduct and its quantity has to be brought to the notice of the Board and fresh consent has to be obtained.

Sl. No.	Description	Quantity	Unit
Product Details			
1.	Domestic Terminal Built-up Area	68900	sqm
2.	International Terminal Built-up Area	58600	sqm

2. This renewal of consent is valid for operating the facility with the below mentioned outlets for the discharge of sewage/trade effluent. Any change in the outlets and the quantity has to be brought to the notice of the Board and fresh consent has to be obtained.

Outlet No.	Description of Outlet	Maximum daily discharge in KLD	Point of disposal
Effluent Type : Sewage			
1.	Sewage	2275.0	On land for gardening
Effluent Type : Trade Effluent			

Additional Conditions:

1. The unit shall operate and maintain the STP efficiently and continuously so as to achieve the standard prescribed by the Board.
2. The unit shall operate and maintain EMFM at the inlet & outlet of STP and shall maintain log book for the same.
3. The unit shall operate and maintain energy meter provided to the STP and shall maintain log book for the same
4. The unit shall operate and maintain the UV disinfection provided for the disinfection of treated sewage.
5. The unit shall comply with the E-waste Management Rules, 2016
6. The unit shall comply with the provision of waste Management Rules, 2016 notified under EPA Act 1986.
7. The unit shall not generate any trade effluent.
8. The bio degradable solid waste, non-bio degradable solid waste, STP sludge, etc generated from the project activity shall be properly collected, segregated and disposed as per the provision of solid waste (Management and Handling) Rules, 2016.
9. The unit shall comply with the Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016.
10. Construction & Demolition Waste shall be disposed as per the Construction & Demolition Waste Management Rules, 2016 as amended

G. Gopalakrishnan

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cn=G. Gopalakrishnan
Date: 2020.09.01 17:56:27 +05'30'

**For Member Secretary,
Tamil Nadu Pollution Control Board,
Chennai**

To
Joint General Manager,
M/s.CHENNAI INTERNATIONAL AIRPORT,
CHENNAI INTERNATIONAL AIRPORT
MEENAMBAKKAM
CHENNAI,
Pin: 600027

Copy to:

- 1.The Commissioner, CHENNAI CORPORATION, Alandur Taluk, Chennai District .
 2. The District Environmental Engineer, Tamil Nadu Pollution Control Board, MARAIMALAI NAGAR.
 3. The JCEE-Monitoring, Tamil Nadu Pollution Control Board, Chennai.
 4. File
-

Category of the Industry :

RED

CONSENT ORDER NO. 2008232052348 DATED: 01/09/2020.

PROCEEDINGS NO.T1/TNPCB/F.1653MMN/RL/MMN/A/2020 DATED: 01/09/2020

SUB: Tamil Nadu Pollution Control Board - RENEWAL OF CONSENT -M/s. CHENNAI INTERNATIONAL AIRPORT , S.F.No. 68/1A1A1A1A etc of Pammal, 99/2A1A1B etc of Pozhichalur, 47/2 etc of Pazhavanthangal, 140/1B etc of Cowl Bazaar, 155/1 etc of Nandambakkam, 1468/184 etc of St. Thomas Mount, 22/(242/14) etc of Cont. Pallavaram, 16/1 etc of Meenambakkam, 206/2A2 etc of Kolapakkam, 567/1 etc of Manapakkam Village, MEENAMBAKAAM village, Alandur Taluk and Chennai District - Renewal of Consent for the operation of the plant and discharge of emissions under Section 21 of the Air (Prevention and Control of Pollution) Act, 1981 as amended in 1987 (Central Act 14 of 1981) -Issued- Reg.

REF: 1. Proceedings No.: T1/TNPCB/F.1653MMN/RL/MMN/W&A/2019dt.11/06/2019
2. IR.No : F.1653MMN/RL/DEE/MMN/2020 dated 17/06/2020

RENEWAL OF CONSENT is hereby granted under Section 21 of the Air (Prevention and Control of Pollution) Act, 1981 as amended in 1987 (Central Act 14 of 1981) (hereinafter referred to as "The Act") and the rules and orders made there under to

Joint General Manager

M/s.CHENNAI INTERNATIONAL AIRPORT,

S.F.No. 68/1A1A1A1A etc of Pammal, 99/2A1A1B etc of Pozhichalur, 47/2 etc of Pazhavanthangal, 140/1B etc of Cowl Bazaar, 155/1 etc of Nandambakkam, 1468/184 etc of St. Thomas Mount, 22/(242/14) etc of Cont. Pallavaram, 16/1 etc of Meenambakkam, 206/2A2 etc of Kolapakkam, 567/1 etc of Manapakkam Village, MEENAMBAKAAM village,
Alandur Taluk,
Chennai District.

Authorizing the occupier to operate the industrial plant in the Air Pollution Control Area as notified by the Government and to make discharge of emission from the stacks/chimneys.

This is subject to the provisions of the Act, the rules and the orders made there under and the terms and conditions incorporated under the Special and General conditions stipulated in the Consent Order issued earlier and subject to the special conditions annexed.

This RENEWAL OF CONSENT is valid for the period ending March 31, 2021

G. Gopalakrishnan

For Member Secretary,
Tamil Nadu Pollution Control Board,
Chennai

Digitally signed by G. Gopalakrishnan
DN: cn=G. Gopalakrishnan, o=Tamil Nadu Pollution Control Board, ou=Engineering Department,
postalCode=600032, st=Tamil Nadu,
2.5.4.20=c5457e0d335eb027e47bca345ead344cd2609a20a871b2333027b639d76e16a,
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7, cn=G. Gopalakrishnan
Date: 2020.09.01 17:54:17 +05'30'

12

SPECIAL CONDITIONS

1. This renewal of consent is valid for operating the facility for the manufacture of products (Col. 2) at the rate (Col. 3) mentioned below. Any change in the products and its quantity has to be brought to the notice of the Board and fresh consent has to be obtained.

Sl. No.	Description	Quantity	Unit
Product Details			
1.	Domestic Terminal Built-up Area	68900	sqm
2.	International Terminal Built-up Area	58600	sqm

2. This renewal of consent is valid for operating the facility with the below mentioned emission/noise sources along with the control measures and/or stack. Any change in the emission source/control measures/change in stack height has to be brought to the notice of the Board and fresh consent/Amendment has to be obtained.

I Point source emission with stack :				
Stack No.	Point Emission Source	Air pollution Control measures	Stack height from Ground Level in m	Gaseous Discharge in Nm3/hr
1 - 3	DG Set 500 kVA - 3 Nos.	Acoustic enclosures with stack	15	
4 - 11	DG Set 320 kVA - 8 Nos.	Acoustic enclosures with stack	15	
12 - 17	DG Set 250 kVA - 6 Nos.	Acoustic enclosures with stack	15	
18 - 20	DG Set 1010 kVA - 3 Nos	Acoustic enclosures with stack	15	
21 - 22	DG Set 437 kVA - 2 Nos.	Acoustic enclosures with stack	15	
23 - 34	DG Set 1500 kVA - 12 Nos	Acoustic enclosures with stack	30	
II Fugitive/Noise emission :				
Sl. No.	Fugitive or Noise Emission sources	Type of emission	Control measures	
1.	DG Set 500 kVA - 3 Nos.	Noise	Inbuilt Acoustic Enclosure	
2.	DG Set 320 kVA - 8 Nos.	Noise	Inbuilt Acoustic Enclosure	
3.	DG Set 250 kVA - 6 Nos.	Noise	Inbuilt Acoustic Enclosure	
4.	DG Set 1010 kVA - 3 Nos.	Noise	Inbuilt Acoustic Enclosure	
5.	DG Set 437 kVA - 2 Nos.	Noise	Inbuilt Acoustic Enclosure	
6.	DG Set 1500 kVA - 12 Nos.	Noise	Inbuilt Acoustic Enclosure	

Special Additional Conditions:

The unit shall install the approved retrofit emission control device/equipment with at least 70% Particulate matter reduction efficiency on all DG sets with capacity of 125 KVA and above or otherwise the unit shall be shift to gas based generators within the time frame prescribed in the notification No. TNPCB/Labs/DD(L)02151/2019 dated 10.06.2020 issued by TNPCB.

Additional Conditions:

1. The unit shall operate and maintain the APC measures (Acoustic enclosures with Stack) provided to each DG sets efficiently and continuously so as to meet the standards prescribed by the Board.
2. The unit shall maintain the online continuous ambient noise monitoring provided in the runway.
3. The unit shall conduct AAQ/AM/ANL survey through the Boards lab regularly and furnish report to Board.
4. The unit shall continue and maintain green belt development within the premises to attenuate noise and air pollution.
5. The unit shall adhere to the ANL standards prescribed by the Board.
6. The unit shall not use 'use and throwaway plastics' such as plastic sheets used for food wrapping, spreading on dining table etc., plastic plates, plastic coated tea cups, plastic tumbler, water pouches and packets, plastic straw, plastic carry bag and plastic flags irrespective of thickness, within the industry premises. Instead it shall encourage use of eco friendly alternative such as banana leaf, arecanut palm plate, stainless steel, glass, porcelain plates/cups, cloth bag, Jute bag etc.,
7. The unit shall submit the Environmental statement in Form V for each financial year as prescribed under the Environment (Protection) Act, 1986 as amended.

G. Gopalakrishnan

Digitally signed by G. Gopalakrishnan
DN: cn=IN, o=Tamilnadu Pollution Control Board, ou=Engineering Department, postalCode=600032,
c=IN, email=g.gopalakrishnan@tnpcb.org.in, serialNumber=34606e839d18279e6c0b0eb69ca23d3e35a0e1091cc2790b39c0d715d517, cn=G.
Gopalakrishnan
Date: 2020.09.01 17:55:00 +05'30'

**For Member Secretary,
Tamil Nadu Pollution Control Board,
Chennai**

To
Joint General Manager,
M/s.CHENNAI INTERNATIONAL AIRPORT,
CHENNAI INTERNATIONAL AIRPORT
MEENAMBAKKAM
CHENNAI,
Pin: 600027

Copy to:

1. The Commissioner, CHENNAI CORPORATION, Alandur Taluk, Chennai District .
 2. The District Environmental Engineer, Tamil Nadu Pollution Control Board, MARAIMALAI NAGAR.
 3. The JCEE-Monitoring, Tamil Nadu Pollution Control Board, Chennai.
 4. File
-



ABSTRACT

Public Works Department - Extension of Secondary Runway at Chennai Airport - No Objection Certificate for construction of a bridge over Adyar river near Manapakkam Check Dam - Orders - Issued.

PUBLIC WORKS (T2) DEPARTMENT

G.O. (Ms) No 125

Dated 21.7.2009

(Thiruvalluvar Andu 2040, Aadi 5)

READ

- 1) From the Chief Engineer, Water Resources Department, Chennai Region, letter No T5(5)/ Extension survey / NOC/ 2008, dated 15.10.2008, 29.1.2009, 27.5.2009 and 29.5.2009.
- 2) From the General Manager, Engg (C)-II, Airports Authority of India, letter No AA/ CAP/PC-III/518/2008/6637, dated 26.5.2009

ORDER

In his letters first read above, the Chief Engineer Water Resources Department, Chennai Region has reported that the Airports Authority of India has proposed to expand the Chennai Airport, for which the existing secondary runway needs extension across the Adyar river. Because of the construction of this bridge over Adyar river, the recently constructed Manapakkam Check Dam at a cost of Rs 3.522 Crore will be totally inside the operation area, which is within the premises of the Airports Authority. It will be difficult to operate the sluice valves and clearing the silt periodically. After a detailed discussions on 23.7.2008 and again on 28.8.2008 it was considered among others, that due to uncertainty in obtaining the land for the proposed parallel runway, to undertake the work of extension the secondary runway, wherein the bridge over Adyar needs to be increased to a length of 62.5 mfs. for providing the Perimeter road and the Security compound wall. Because of the increasing length of the bridge the entire operation of Manapakkam Check Dam will come under the proposed bridge. It was also suggested that if the Check Dam at Manapakkam is decided to be demolished, the Airports Authority of India is to reimburse the total expenditure incurred for the Check Dam.

2. In his proposal for getting reimbursement of Rs.3.522 Crore incurred towards the construction of Check Dam across Adyar river near Manapakkam from the Airports Authority of India, the Chief Engineer, Chennai

Please

Region has stated that 'No Objection Certificate' (NOC) may be issued on acceptance to reimburse the cost of the Check Dam at Manapakkam by the Airports Authority of India and on specific terms and conditions.

3 The Airports Authority of India was informed that the Check Dam at Manapakkam constructed at an estimated cost of Rs.3.522 Crore has already been put into use, on account of which the Ground Water table in the area has considerably improved, also if this Check Dam is to be dismantled, this will obviously reverse the trend in the improved status of the ground water development. A further investigation should be carried out to construct Check Dams or other appropriate structures at various other locations to ensure ground water development and conservation in those areas. This needs further investment and hence, it will be appropriate for the Airports Authority of India to remit the cost of the Check Dam already constructed and put into use at Manapakkam. The Airports Authority of India was therefore, requested to remit a sum of Rs.3.522 crore, being the construction cost of the Check Dam at Manapakkam, following which the existing Check Dam with the land will be handed over to them.

4 In his letter second read above, the General Manager, Engineering (Civil)-II, of Airports Authority of India, has informed that Airports Authority of India Board has agreed to remit the cost of construction of Check Dam of Rs 3 522 Crore and that the Airports Authority of India has also set out the action proposed on the terms and conditions proposed by the Chief Engineer, Water Resources Department, Chennai Region.

5 The Government have examined the report of the Chief Engineer, Chennai Region and decided to accept the same. Accordingly, they direct 'No Objection Certificate', required by the Airports Authority of India for construction of a bridge over Adyar river near Manapakkam Check Dam to expand the Chennai Airport, be issued, subject to payment of Rs 3.522 crore by the Airports Authority of India incurred by Public Works Department towards the construction of the Check Dam at Manapakkam and also subject to the following terms and conditions:-

- (1) The existing Check Dam may be converted into a bed dam of 0.30 m height for the entire length to support the ground water sustainability of same extent.

- (2) The Airport Authority shall deploy flood safety arrangements mechanism on either side of the proposed bridge to ensure free flow of flood water.
- (3) The Airport Authority shall maintain the extent of Adyar River as per Revenue records at any time and as river of Public Works Department always since this is a flood carrier.
- (4) Soon after the construction of bridge for the secondary runway and parallel runway across Adyar River, the covered area becomes restricted zone and hence the Airport Authority should take care of the periodical maintenance including the desilting works of Adyar River within their boundary, otherwise shall remit the cost to Public Works Department for undertaking the annual maintenance works.
- (5) The soffit level of bridge deck slab shall have a minimum clearance of 0.5m above the maximum flood level of 10.50m (10.50m+0.50m=11.00 m)
- (6) The Airport Authority should provide adequate flood protection walls on either side of river at places where the river is proposed to be covered for project expansion. Moreover, the flood protection wall on the left bank side also to be constructed along the river meandering portion for a minimum clear waterway of 130m up to the point as indicated in the plan.
- (7) After the completion of the work, the damaged portion of the river structure if any, should be set right and restored to the original conditions.
- (8) The Airport Authority shall construct retaining wall on either side of the riverfront both in the upstream and downstream sides as earmarked in the sketch to avoid inundation of the adjoining areas.
- (9) The Airport Authority shall reimburse the expenditure of Rs.3.522 Crore incurred by Public Works Department (which could be utilized for strengthening the CMA Tanks for City Water Supply Augmentation)

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- (10) Public Works Department Authorities have the right of entering into the Airport area to inspect Adyar river at any time and the works suggested by Public Works Department should be carried out by Airport Authority on the interest of Adyar River.
- (11) Cost of dismantling the existing Check Dam should also to be borne by the Airport Authority of India.
- (12) Also available security arrangements should be made on either side of the proposed bridge with trash tracks regulators with proper hoisting arrangements for which designs should be vetted by Public Works Department.

6 The Chief Engineer, Chennai Region is requested to take follow up action and send his report to the Government.

(BY ORDER OF THE GOVERNOR)

S RAMASUNDARAM,
PRINCIPAL SECRETARY TO GOVERNMENT

To
The Chief Engineer, Water Resources Department,
Chennai Region, Chepauk, Chennai 9
The Engineer in Chief,
Water Resources Organisation and
Chief Engineer (General)
Public Works Department, Chepauk, Chennai.5
The General Manager, Engg(C)-II,
Airport Authority of India,
Chennai Airport Project, Chennai.600 027
The Accountant General, Chennai.18
Copy to
The Secretary, Transport Department, Chennai 9
The Secretary
Municipal Administration & Water Supply Department, Chennai 9
The Principal Secretary, Finance Department, Chennai.9
The Under Secretary to Hon'ble Chief Minister, Chennai.9
Personal Assistant to Minister (Finance), Chennai.9
SF/Sc

forwarded by order

[Signature]
22.7.09
SECTION OFFICER

Amle III

[Signature]

9/9

Amle III
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