

BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL,

PRINCIPAL BENCH, NEW DELHI

ORIGINAL APPLICATION No. 227 of 2025

IN THE MATTER OF:

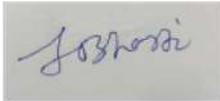
Naveen Solanki and Anr. Applicant(s)

Vs

Rail Land Development Authority & Ors Respondent(s)

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(Jitendra Bharti)

Advocate

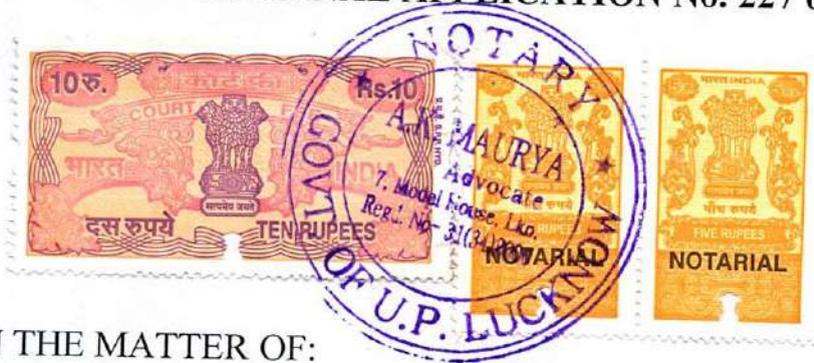
Counsel for Respondents no.4

Dated: 08/08/2025

BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL,

PRINCIPAL BENCH, NEW DELHI

ORIGINAL APPLICATION No. 227 of 2025



IN THE MATTER OF:

Naveen Solanki and Anr. Applicant(s)

Vs

Rail Land Development Authority & Ors Respondent (s)

**REPLY AFFIDAVIT ON BEHALF OF THE MINISTRY OF
ENVIRONMENT, FOREST AND CLIMATE CHANGE
(RESPONDENT No. 4)**

MOST RESPECTFULLY SHOWETH:

Submission for kind perusal and consideration of the Hon'ble Tribunal

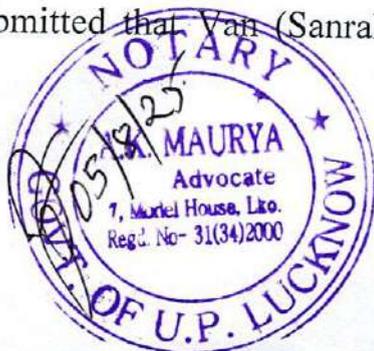
I, Dr. A.K. Gupta, S/o of Shri Jagdish Prasad working as Scientist 'E' in the Ministry of Environment, Forest and Climate Change ('MoEF&CC' for short), Regional Office, Lucknow do hereby solemnly affirm and state as under:



1. That I am duly authorized to swear this affidavit as such conversant with the facts of the present case and competent to swear the present affidavit.
2. That I have perused the contents of the Original Application filed by the Applicant and I am duly authorized to depose by way of the present Affidavit.

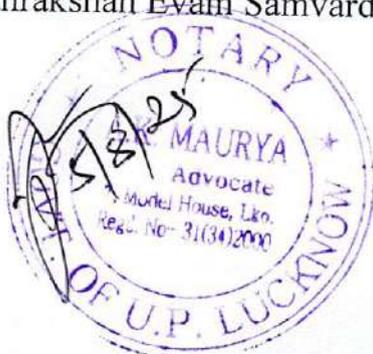
STATEMENT OF FACTS

3. It is humbly submitted that 'land' is a subject matter of the State Government. The forest areas and the legal boundaries thereof are determined and maintained by the concerned State Government. That being the repository of land records, the State Government has the primary responsibility to determine status of any parcel of land, giving due regards to gazette notifications, provisions under State and Central Acts and concerned judgments and directions of the Hon'ble Supreme Court.
4. It is humbly submitted that prior approval of the Central Government under Section 2 of the Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980 (Earlier known as Forest (Conservation) Act, 1980) is mandatory to allow any non-forestry activity in forest land.
5. It is submitted that Van (Sanrakshan Evam Samvardhan) Adhiniyam,



1980 is a Central Act. The proposals for the diversion of forest land recommended by the State Government are considered under the provisions of the Adhiniyam on a case-to-case basis, meticulously scrutinizing the requirement of forest land and its impact on the flora and fauna of the area. The approval for the use of bare minimum forest land is accorded in case it is unavoidable and it is done after taking abundant precautions with necessary mitigative measures which include the necessary land for compensatory afforestation, payment of Net Present Value (NPV), cost for raising compensatory afforestation, soil conservation plan and wildlife management plan, if required and various other measures.

6. It is humbly submitted that the Government of NCT of Delhi has submitted a proposal to the Central Government (Regional Office, Lucknow of the Answering Respondent No.4) online proposal no. FP/DL/RAIL/417352/2023 on PARIVESH 2.0 for diversion of 6.202 ha. deemed forest land under Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980 for construction of Bijwasan-Coaching/Freight handling terminal by Northern Railway in the State of NCT of Delhi for seeking prior approval of the Central Government under Section- 2 of Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980.



7. It is submitted that the matter was discussed in the REC (Regional Empowered Committee) meeting held on 07.03.2025. The REC has deferred the proposal in the want of following information:

- i) *Certified copy of area calculation needs to be submitted.*
- ii) *Geo-reference map needs to be uploaded.*
- iii) *CA needs to be proposed in consolidated patches of 5 ha land parcels, if contiguous to RF/PF, can be accepted for CA irrespective of their sizes, subject to their suitability for CA.*
- iv) *Muck disposal scheme as approved by concerned DFO needs to be uploaded on Parivesh Portal.*

8. Accordingly, the Regional Office, Lucknow of the Answering Respondent No.4 issued EDS (Essential Details Sought) to the Government of NCT of Delhi on 15.05.2024 and the reply of same has been submitted on 31.01.2025.

9. Thereafter, the matter was again examined by the Regional Office, Lucknow of the Answering Respondent No.4 and some shortcomings were found in the proposal and accordingly, the Regional Office, Lucknow of the Answering Respondent No.4 sought further clarification from the Government of NCT of Delhi on 18.02.2025 on the following



queries:

- i) According to the Google earth imagery, the construction activity has been observed on the area proposed for diversion. The concerned DCF needs to inspect the proposed diversion site and to submit the de-novo site inspection report. In case of violation, action shall be initiated against the violators under relevant provisions of IFA, 1927 and VSESA, 1980 and the concerned DFO shall submit the action taken report for violation.
- ii) Certified copy of area calculation of the area proposed for diversion has still not been found. This needs to be uploaded.
- iii) Geo referenced map of the area proposed for diversion is not legible. This needs to be re-uploaded to the portal. Details Geo-coordinate of the proposed diversion site need to be depicted the geo-referenced map.
- iv) Geo referenced cadastral map of the proposed CA site needs to be uploaded on portal.
- v) As per the Google earth imagery, existing road has been observed on the proposed CA land area. This needs clarification.

10. It is submitted that the Government of NCT of Delhi has submitted the reply of above queries and the site inspection report dated 01.04.2025 on 25.04.2025. The site inspection report reveals that breaking up of 4.2



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acres (1.69 ha) out of 6.202 ha proposed project site damaging 91 trees has been observed without approval under Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980 which is in violation of section 2 of Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980. **(Copy of site inspection report dated 01.04.2025 is annexed as Annexure R/4-1)**

11. The proposal was forwarded by the Regional Office Lucknow to the Ministry at New Delhi. The Ministry examined the proposal and certain shortcomings were observed. Accordingly, the Ministry vide letter dated 17.06.2025 issued EDS to the State Government. The proposal is currently pending with the State Government.
12. Further, it is humbly submitted that the impugned letter dated 28th May 2020 was issued by the Ministry pursuant to the receipt of Letter No. IRSDC/HQ/Civil/01/RB/1853 dated 14.11.2019 from the Indian Railway Stations Development Corporation Limited (IRSDC), wherein clarification was sought regarding the requirement of prior Environmental Clearance (EC) under the provisions of the EIA Notification, 2006, in respect of projects for commercial development of railway land.
13. The matter was examined in the Ministry in light of the following submissions made, inter alia, by IRSDC in support of their request:



(i) Section 11(da) of the Railways Act provides special dispensation for the 'railways' to be exempted from seeking clearances under other statutes.

(ii) The Harmonized Master List of Infrastructure Subsectors issued by the Ministry of Finance recognizes commercial development of railway land as a part of the transport and logistics sub-sector of railways.

(iii) IRSDC had also sought the opinion of the Ministry of Law and Justice, which recognized that commercial development on railway land would be covered within the term 'Railway' for the purposes of the Railways Act.

14. In light of the submissions made by IRSDC and the deliberations thereon, the letter dated 28.05.2020 was issued to convey that:

"Projects in land appurtenant to 'railway', identified for commercial development in and around railway stations, shall be exempt from seeking prior Environmental Clearance under the provisions of the EIA Notification, 2006, subject to the following conditions:

(a) The projects shall draw up a sustainable Environment Management Plan, taking into account all factors related to environmental management viz., air pollution, water load, water



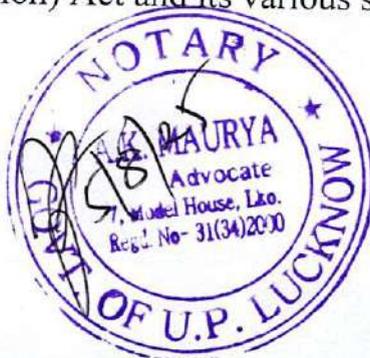
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pollution, land degradation, etc. The Ministry of Railways has an established Environment and Housekeeping Management (EnHM) Directorate to specifically cater to environmental concerns and mitigative measures in all facets of railway operations. IRSDC must have the Environment Management Plan for the respective station development project duly approved by the EnHM Directorate of the Ministry of Railways before undertaking any physical development at site.

(b) While individual station development projects may not require a specific Environmental Clearance from the concerned SEIAA under the provisions of the EIA Notification, commercial development of building infrastructure within the premises shall be required to fulfill standard environmental safeguards and stipulations, as listed in the Annexure.

(Copy of Environmental Guidelines: Building and Construction projects In "Railway Land" for Commercial Development in and around Railway Stations is annexed as Annexure R/4-2)

(c) The above notwithstanding, MoEFCC reserves the right to monitor and verify the compliance of the stipulated guidelines/norms under the provisions of the Environment (Protection) Act and its various subordinate legislations."



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15. That, the answering respondent reserves the right to file additional information before the Hon'ble Tribunal, if required till pendente-lite.

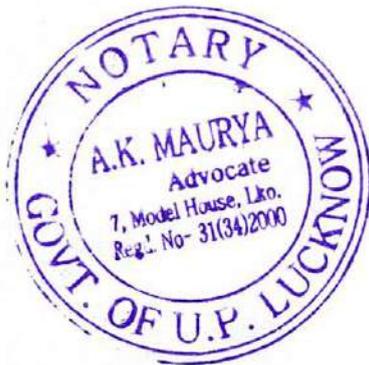
16. That, in view of the foregoing submissions, this Hon'ble Tribunal may be pleased to pass such or further orders as it may deem fit in the given circumstances of the case.

Amil
DEPONENT

VERIFICATION

Verified at Lucknow on this 05th day of August, 2025 that the contents of this affidavit based on official record(s) maintained and information available in the office are true and correct, no part of it is false and nothing has been concealed there from.

Amil
DEPONENT



EXECUTION ADMITTED
BEFORE ME
Amil
05/8/25
A. K. Maurya
Advocate Notary
7, Model House, Lucknow

Amil
I identify the deponent/executant who has signed/put T.I. before me



GOVT. OF N.C.T. OF DELHI
DEPARTMENT OF FOREST & WILDLIFE
OFFICE OF THE DEPUTY CONSERVATOR OF FORESTS (WEST)
WEST FOREST DIVISION: MANDIR LANE: NEW DELHI-60
E Mail: - defwest.gnetd@gov.in

F. (2)/DCF (W)/FCA/Northern Railways Bijawasan Terminal 6.768 Ha/2022-23/01-03
Dated: 01/04/2025

To,
The Chief Conservator of Forests/Nodal Officer (FCA)
Department of Forests & Wildlife, GNETD
2nd Floor, Vikas Bhawan, I.P. Estate, New Delhi - 110002

Subject: Submission of Report of violation under Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980 at Northern Railway project site, Bijawasan, Dwarka, New Delhi.

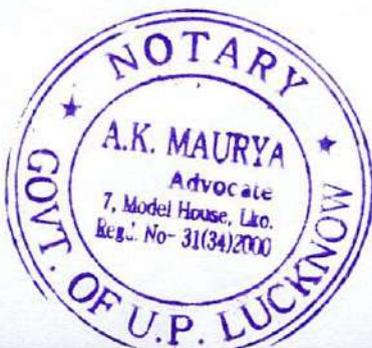
Sir,

This letter is in reference to the EDS raised by Regional Office on 18.02.2025 at Parivesh Portal for the Proposal no. FP/DL/RAIL/417352/2023 stating "... According to the Google earth imagery, the construction activity has been observed on the area proposed for diversion. The concerned DCF needs to inspect the proposed diversion site and to submit the de-novo site inspection report. In case of violation, action shall be initiated against the violators under relevant provisions of IFA, 1927 and VSESA, 1980 and the concerned DCF shall submit the action taken report for violation".

In this regard it is to state that the inspection of the said site has been carried out by the undersigned along with the field staff of West Forest Division on 15.03.2025 and another inspection of the field staff was done on 19.03.2025. Copy of the report is annexed as Annexure A.

As per the inspection it is pertinent to mention that breaking up of 4.2 acres (1.69 ha) out of 6.202 ha proposed project site damaging 91 trees has been observed without approval under Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980 which is in violation of section 2 of Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980.

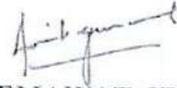
Submitted for information and necessary action please.




(AMIT GEMAWAT, IFS)
DEPUTY CONSERVATOR OF FORESTS
WEST FOREST DIVISION

Copy To:

1. The APCCF/HoD, Department of Forest & Wildlife, GNCTD, 2nd Floor, Vikas Bhawan, I.P. Estate, new Delhi – 110002 for kind information.
2. The CF, Department of Forest & Wildlife, GNCTD, 2nd Floor, Vikas Bhawan, I.P. Estate, new Delhi – 110002 for kind information.



(AMIT GEMAWAT, IFS)
DEPUTY CONSERVATOR OF FORESTS
WEST FOREST DIVISION



Amr

सेवा में

श्रीमान उप वन संरक्षक
पश्चिमी वन प्रभाग
मंदिर मार्ग, नई दिल्ली-110060

विषय- Northern Railway (Bijwasan) साईट के निरीक्षण के संबंध में।

महोदय जी,

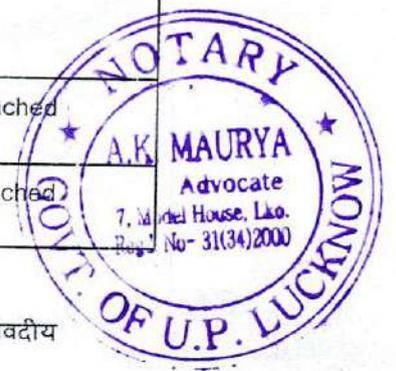
उपरोक्त विषय से आपको अवगत करवाना है कि आपके मौखिक आदेश पर दिनांक-19/03/2025 को Northern Railway(Bijwasan) साईट का वन विभाग के स्टाफ द्वारा निरीक्षण किया गया। निरीक्षण के दौरान पाया गया कि Northern Railway के द्वारा विभिन्न प्रकार के वृक्ष अपराध एवं वन अपराध किए गए हैं उनका विवरण नीचे दर्शाया गया है:-

S.No.	Type of offence	Number of trees with species	Total
1.	Stem Damage + Headback	29 Safeda+ 01 Shisham	30
2.	Stem Damage + Dry	05 Safeda	05
3.	Stem Damage + Concretize	13 Safeda+ 01 Neem	14
4.	Stem Damage	19 Safeda+ 01 Bakain+ 03 Pilkhan+ 04 Neem+ 03 subabul+ 01 Shisham	31
5.	Stem Damage+ Dry+ Headback	11 Safeda	11
			91 (Total)

S.No	Type of offence	Area	Total Area	Google Image/Photos
1.	Laying of track	0.39 Acre	0.39 Acre	Attached
2.	Construction of platform	0.71 Acre+ 0.39 Acre + 0.47 Acre+ 0.95 Acre	2.52 Acre	Attached
3.	Breaking of land	0.31 Acre+ 0.54 acre	0.85 Acre	Attached
4.	Construction of concourse	0.2 Acre+ 0.24 Acre	0.44 Acre	Attached

रिपोर्ट सूचनाार्थ एवं अग्रिम कार्रवाई हेतु प्रस्तुत है।

भवदीय



Robert Singh
20/3/25
(Forester)

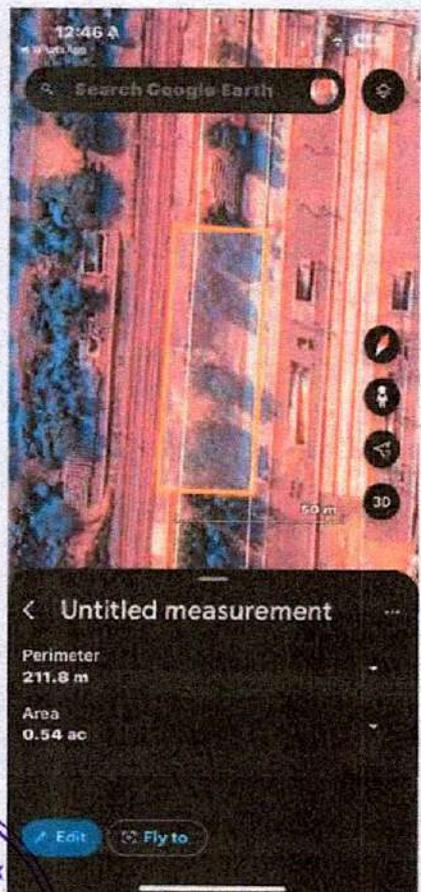
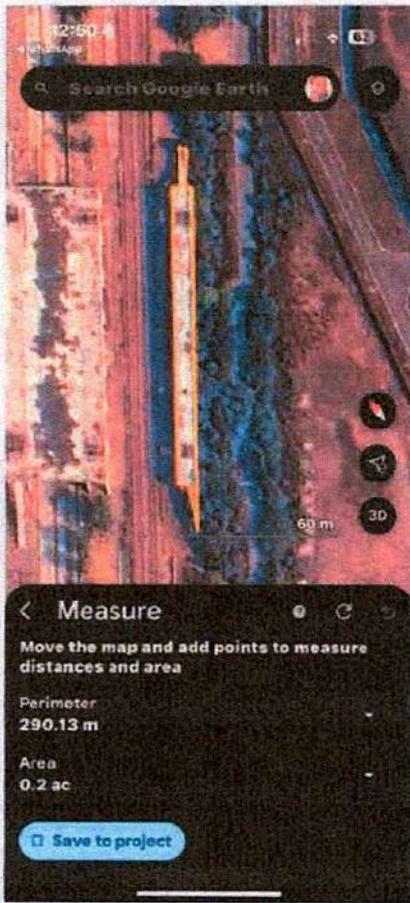
Singh
D.R.O. (S)

P.K.
(Mandeeet Kumar) (F.G.)

Mandeeet Kumar (F.G.)
MANDDEET KUMAR
Mandeeet

Construction of Concourse

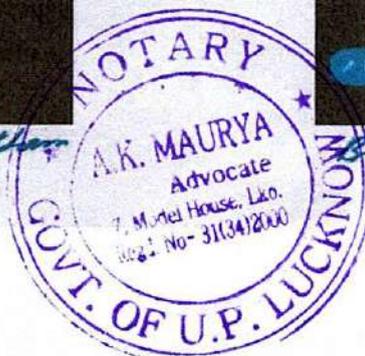
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Construction of Platform

Creation of land

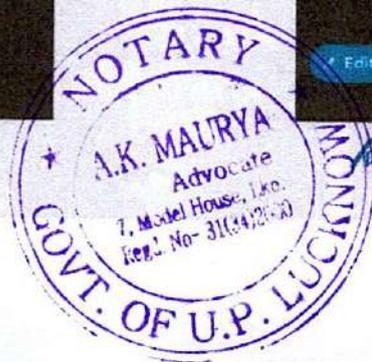
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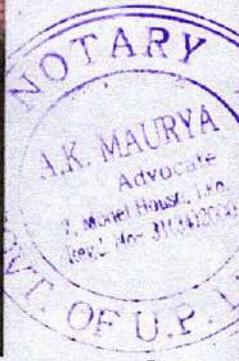
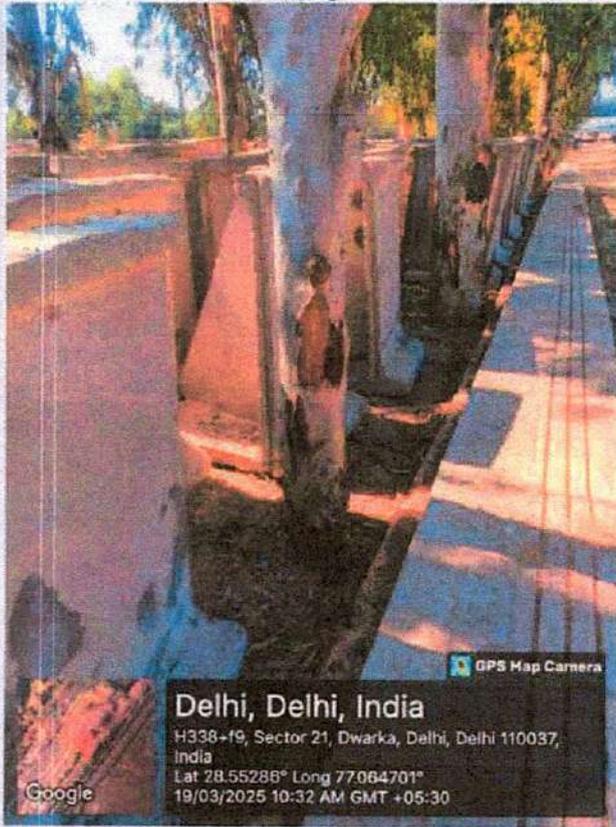
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Breaking of land



Report

Concrete

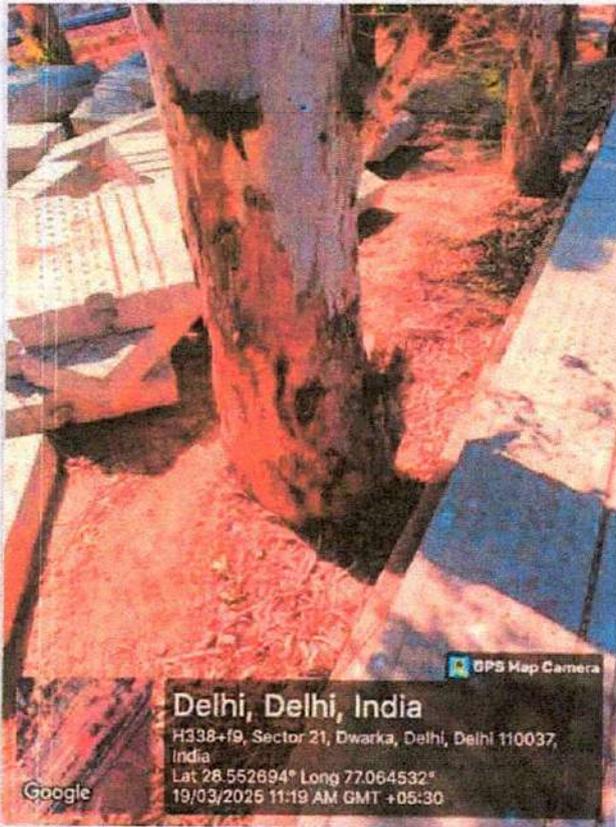


Construction of Platform

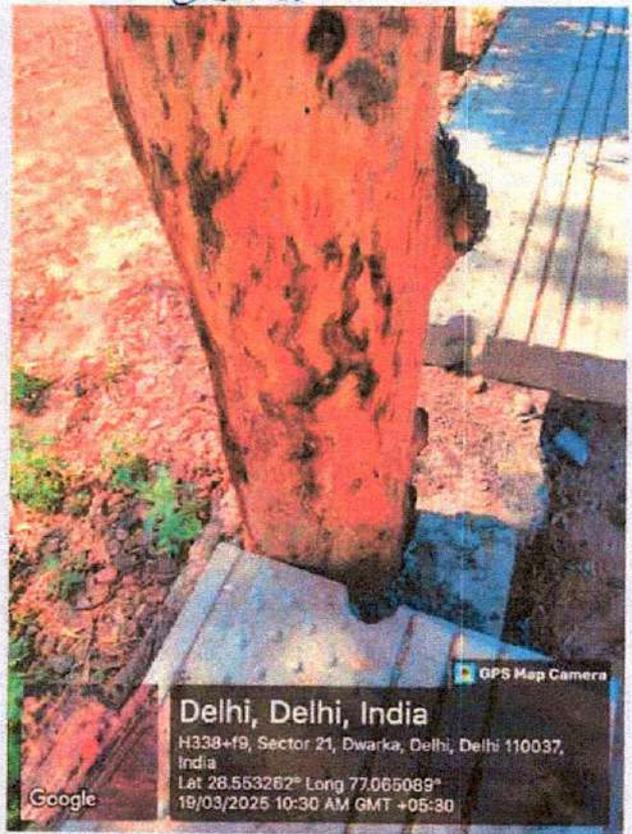
Construction of Platform

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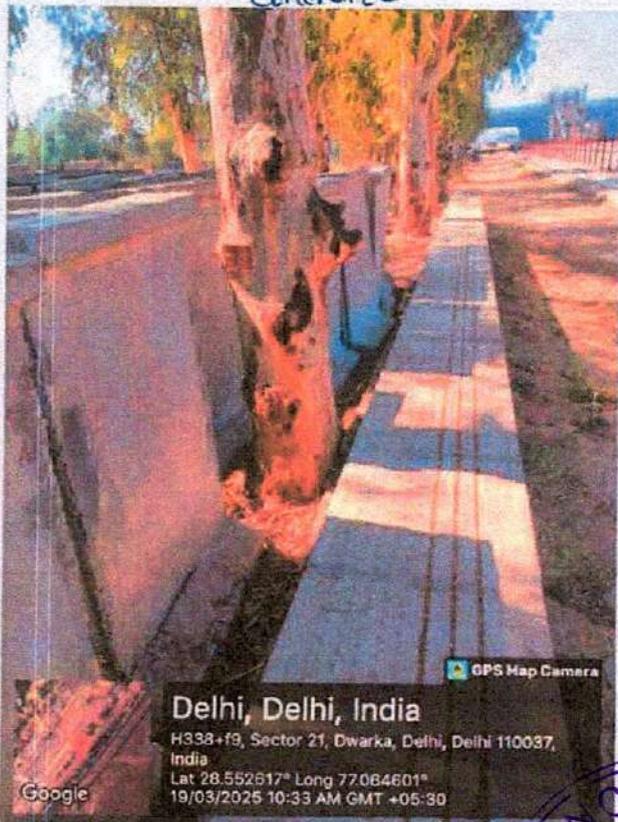
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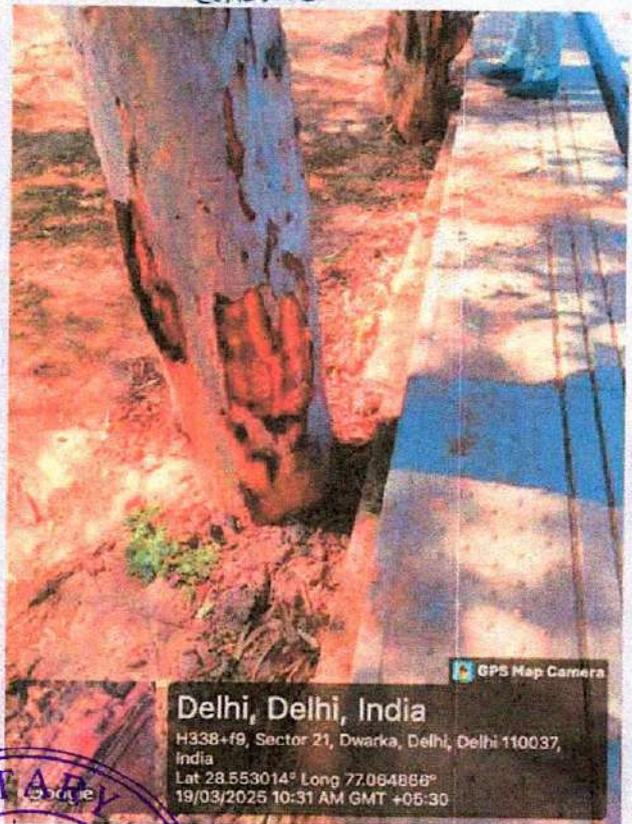
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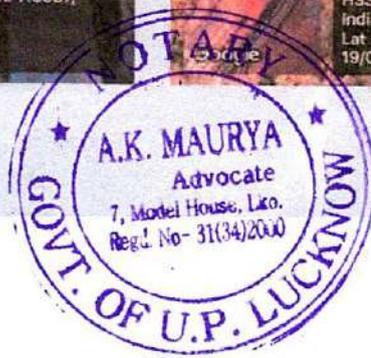
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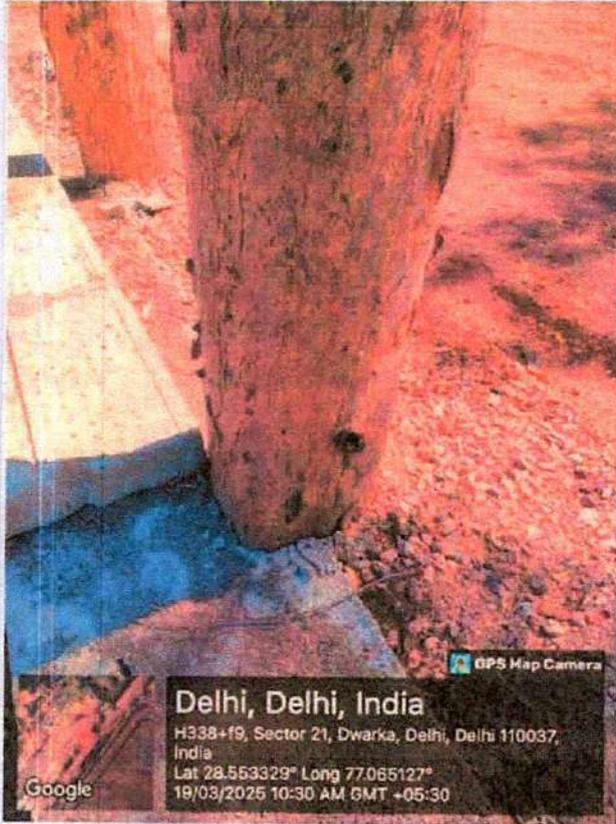
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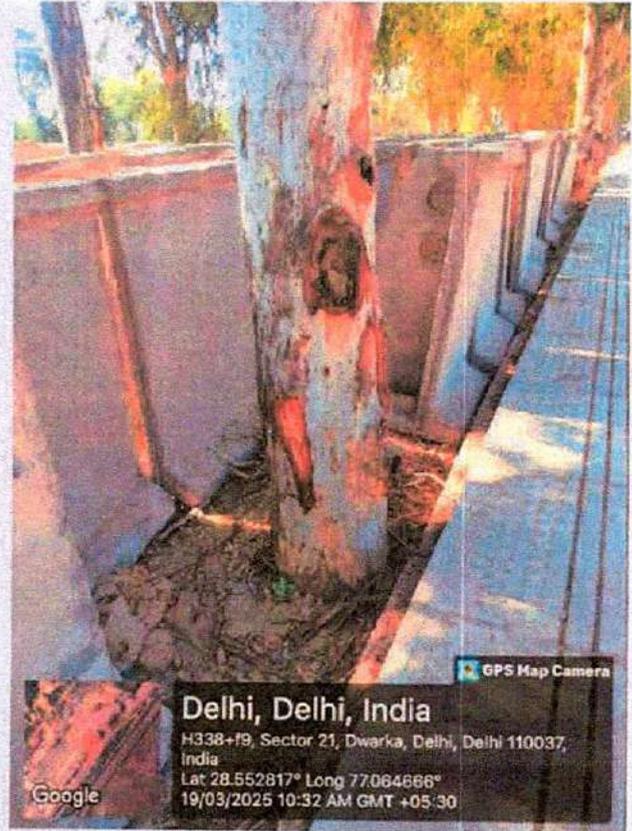
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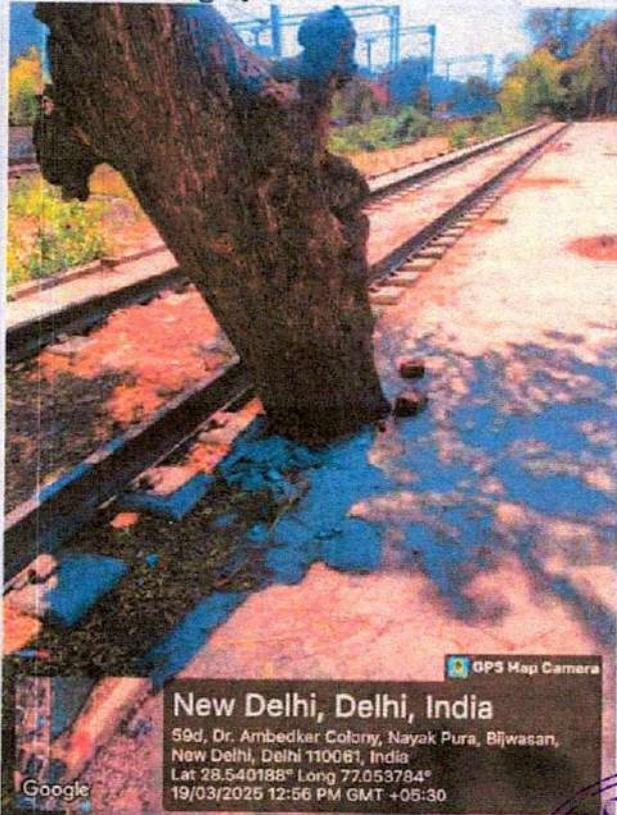
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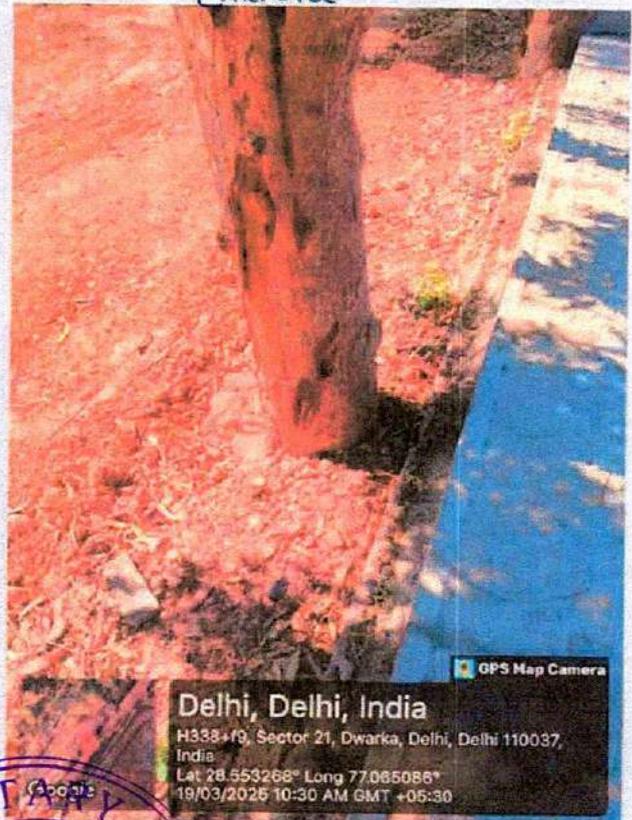
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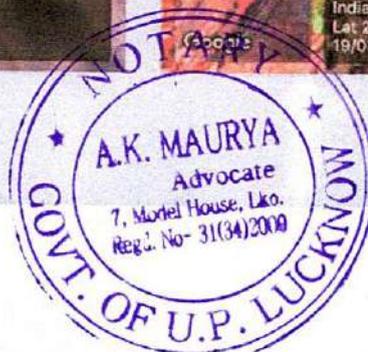
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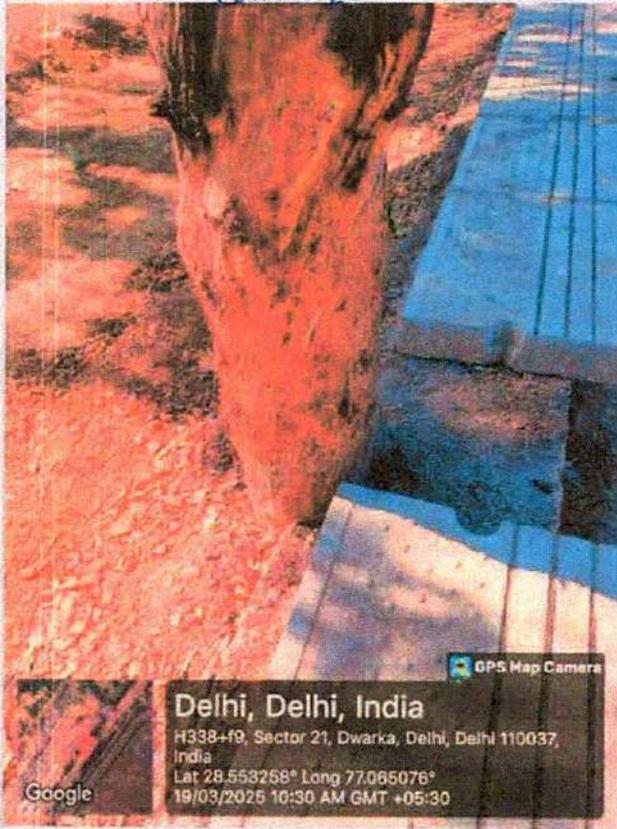
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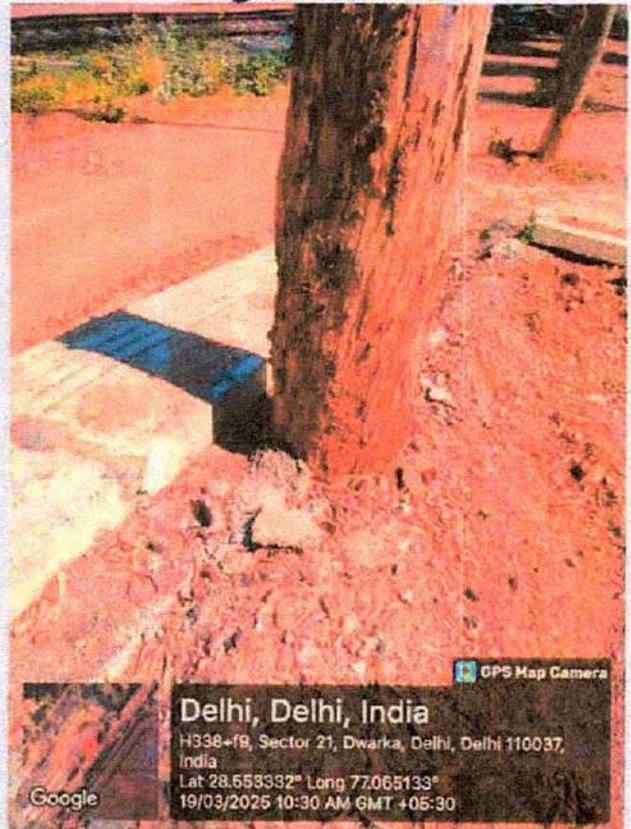
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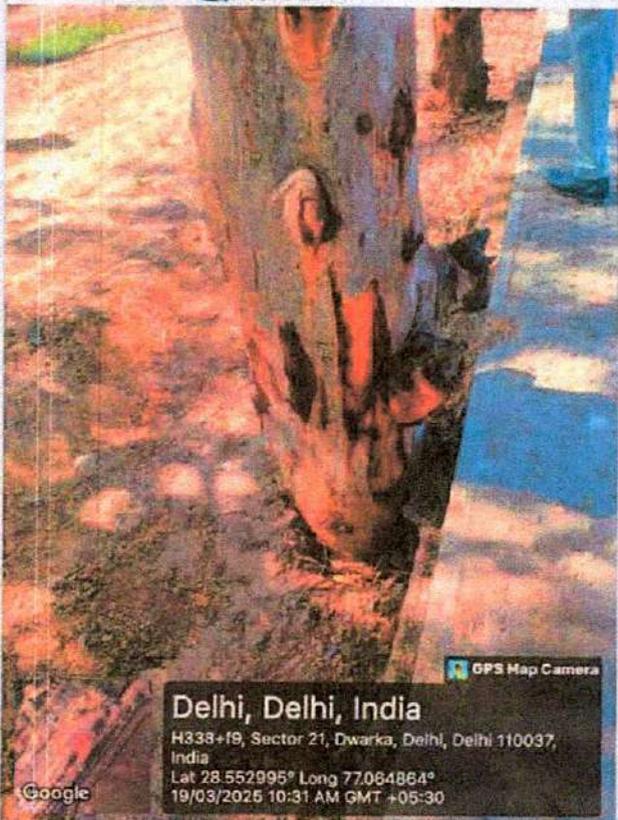
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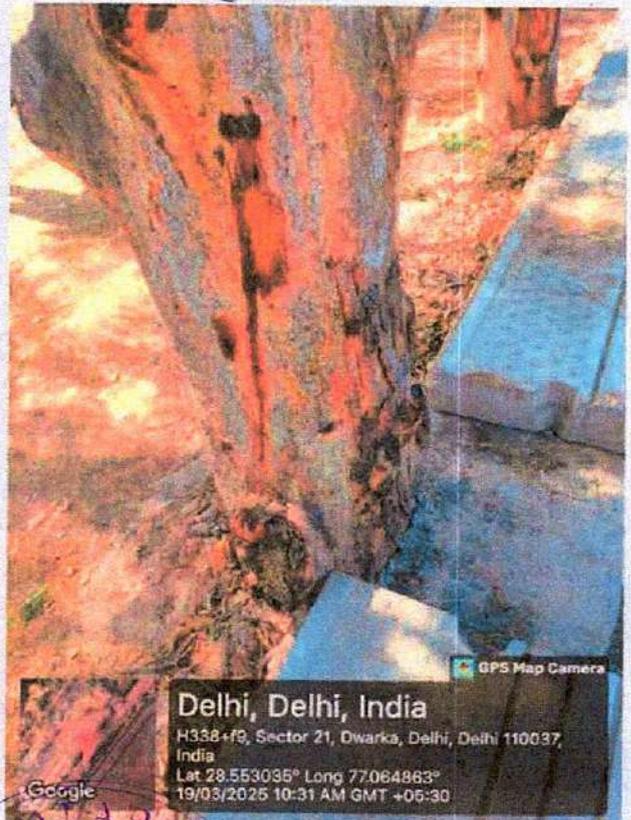
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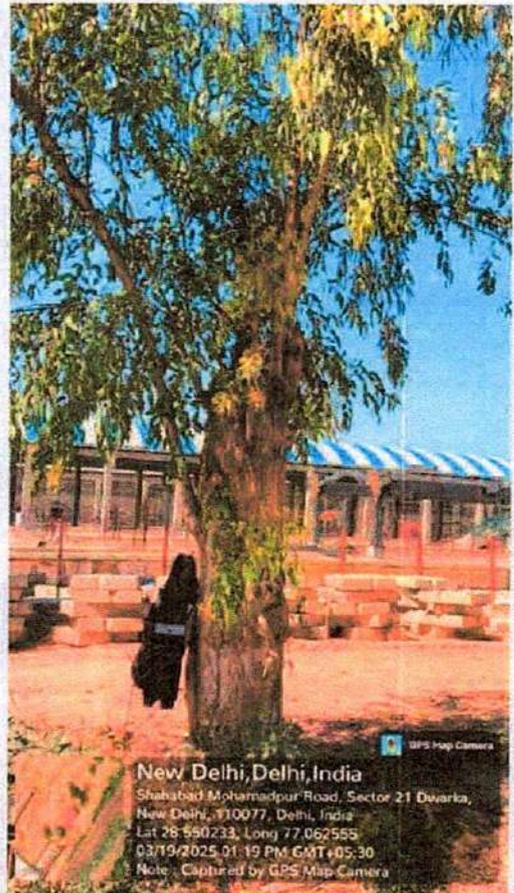
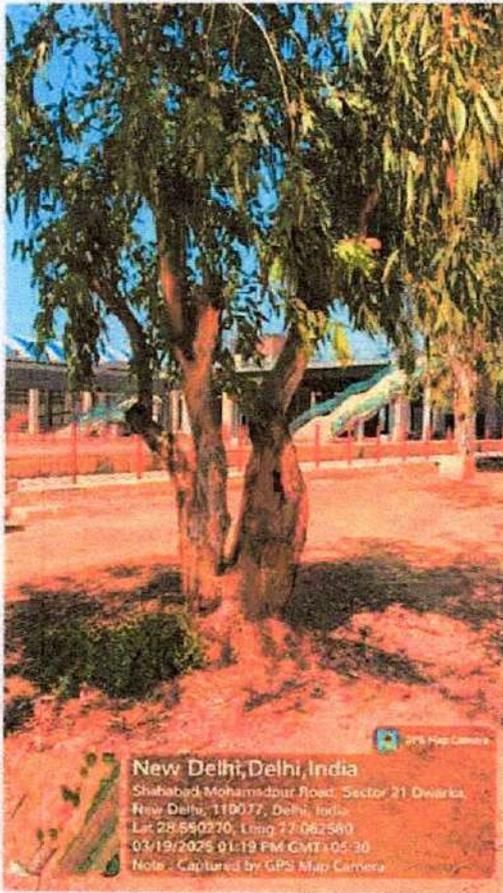


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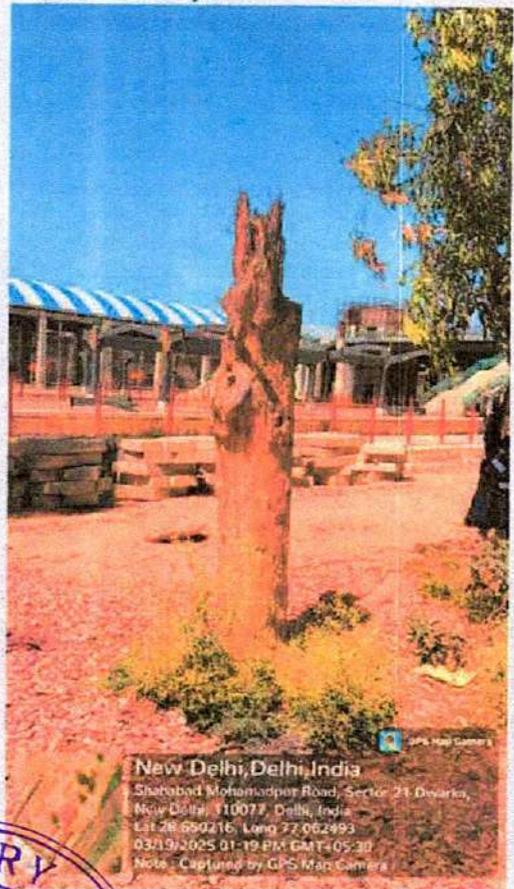
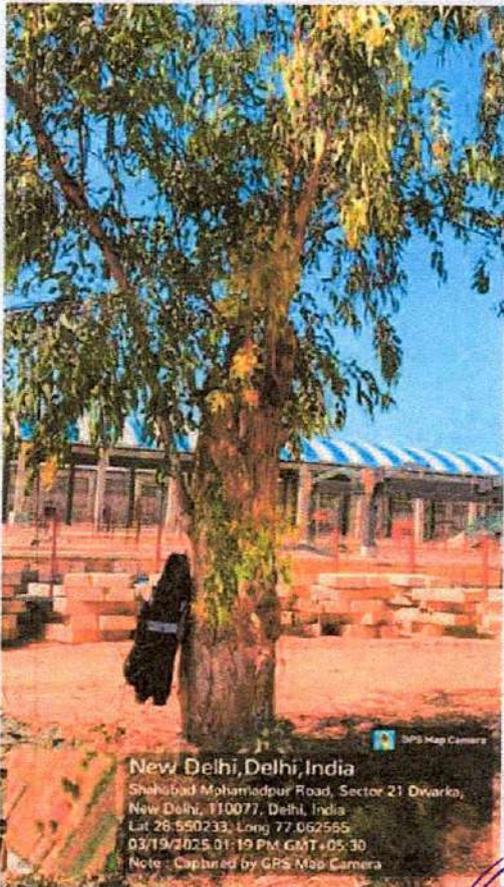


Annex 2

NOTARY
 A.K. MAURYA
 Advocate
 7, Murti House, Ln. No. 31(34)2000
 GOVT. OF U.P. LUCKNOW

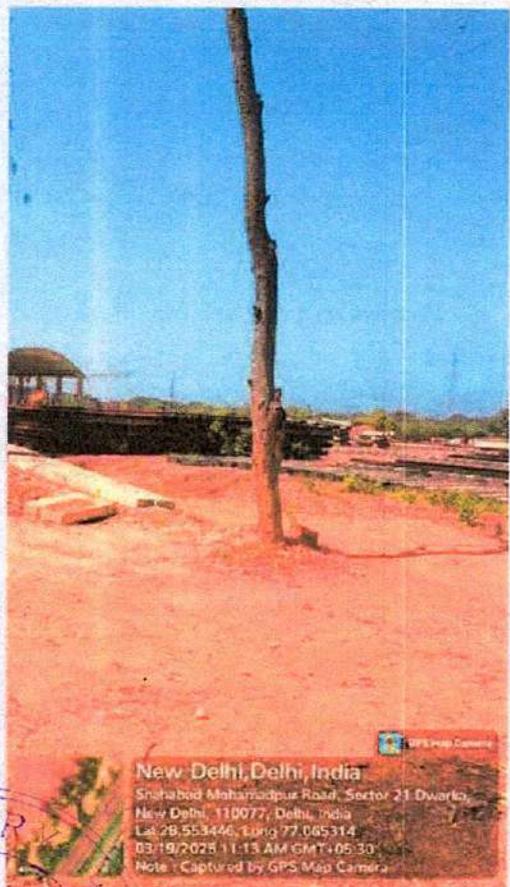
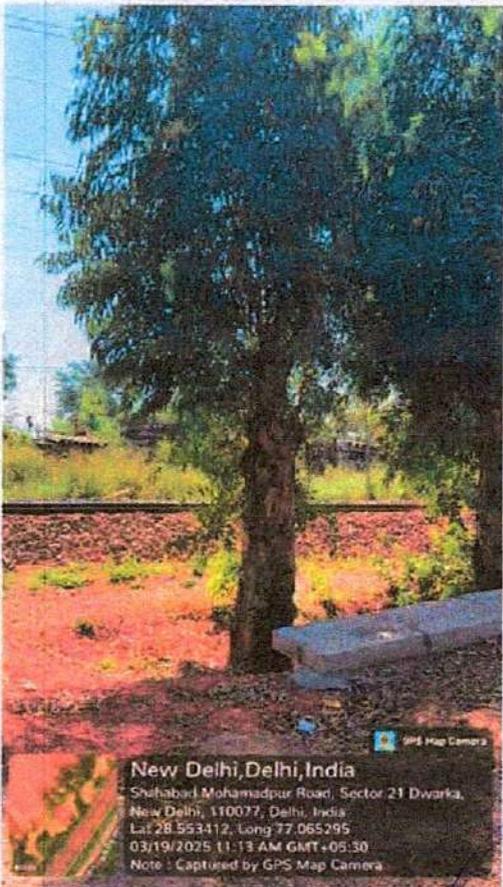
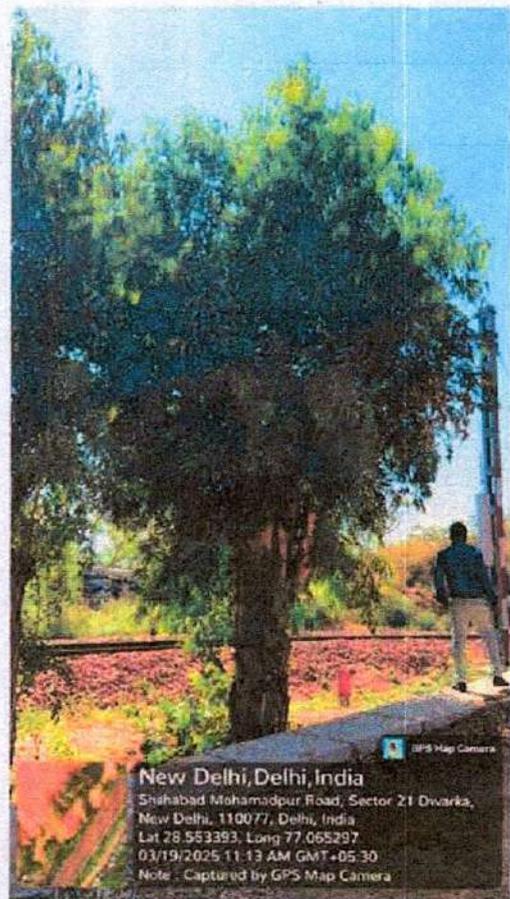
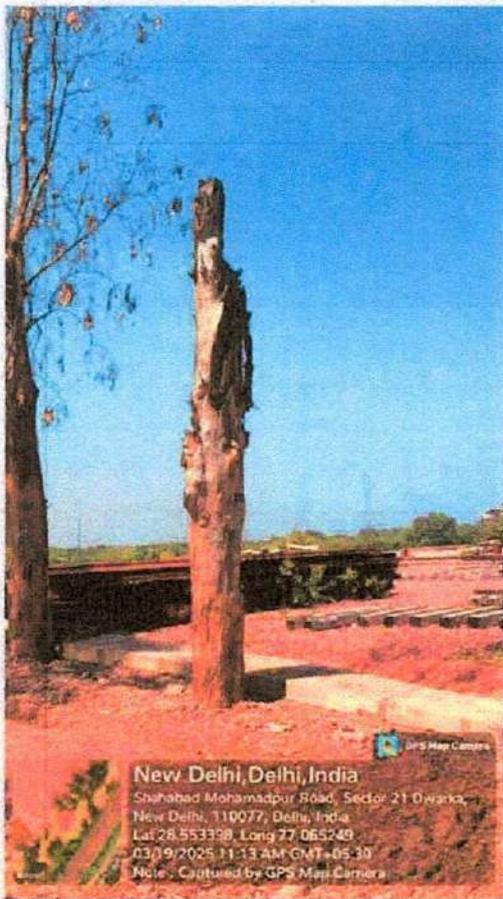


Report



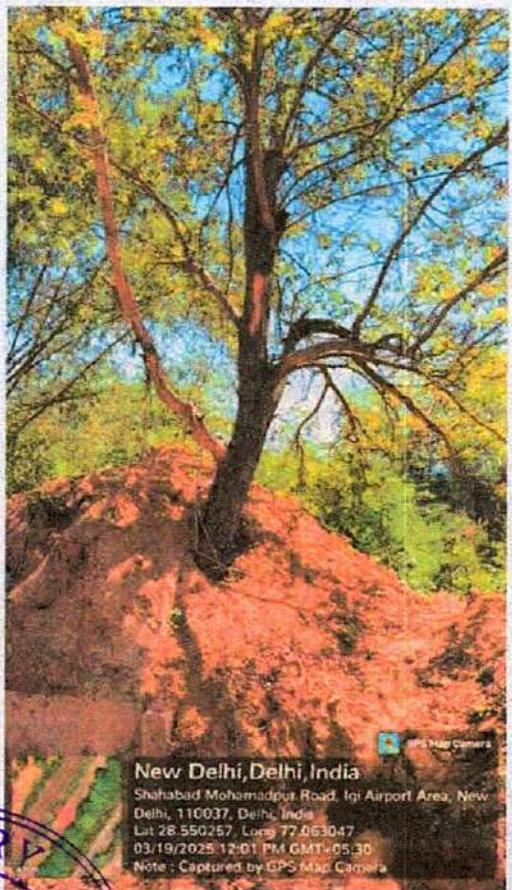
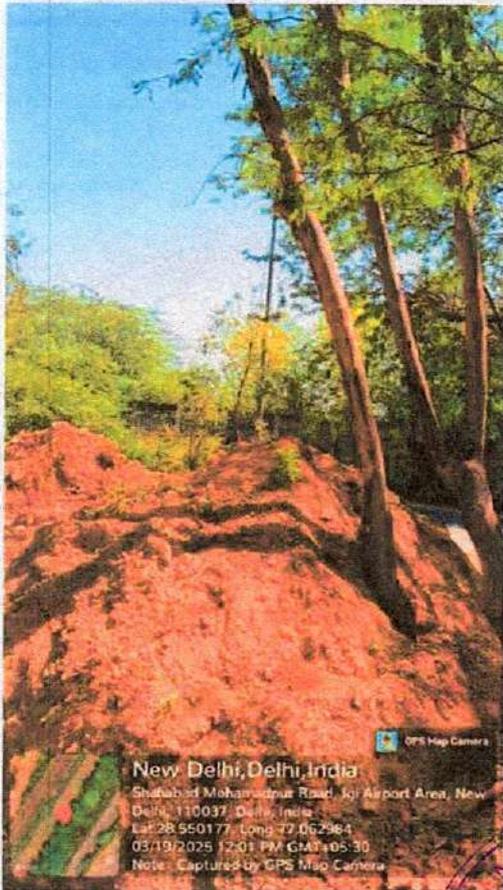
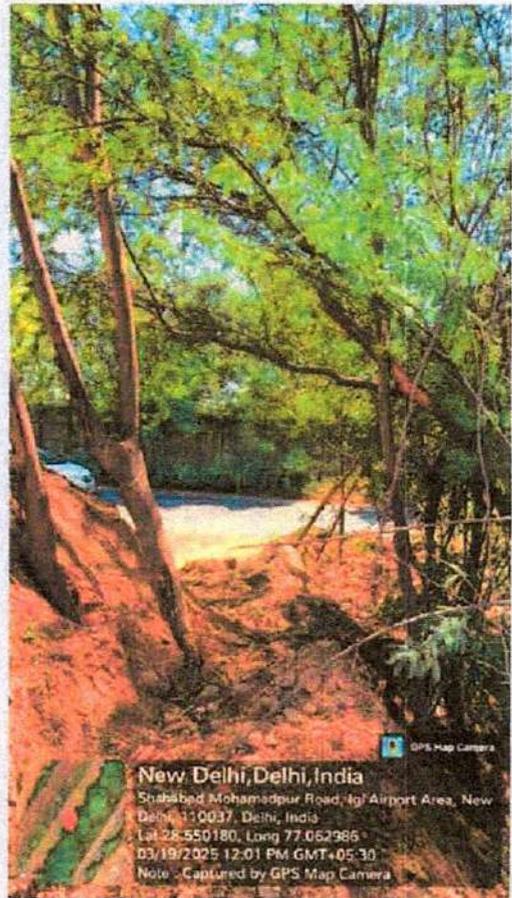
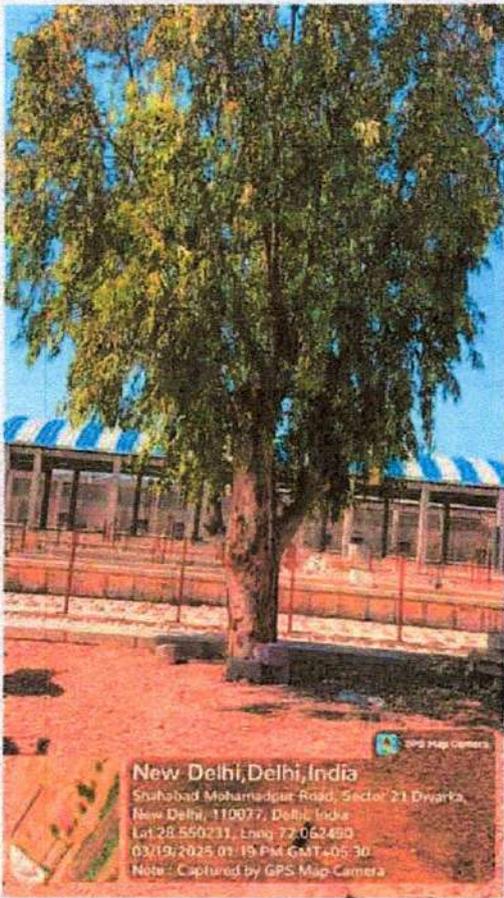
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NOTARY
 A.K. MAURYA
 Advocate
 7, Model House, Lko.
 Reg. No- 31(34)2000
 GOVT. OF U.P. LUCKNOW



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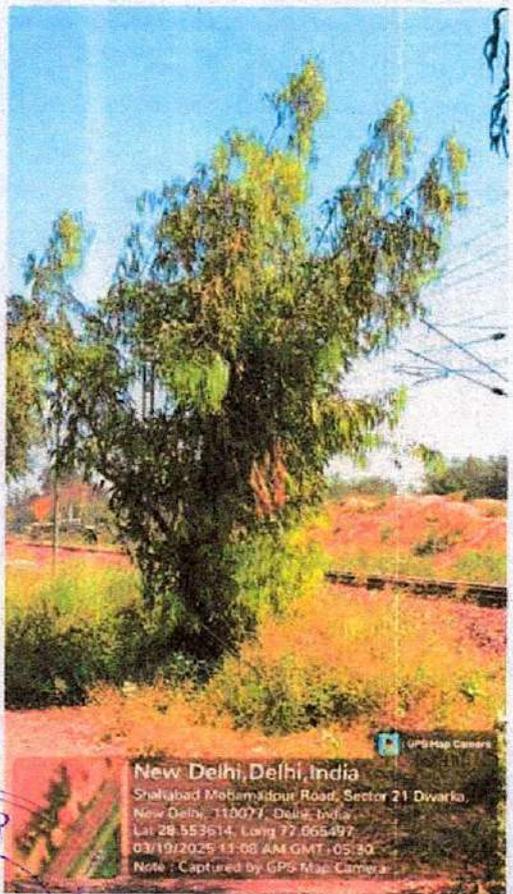
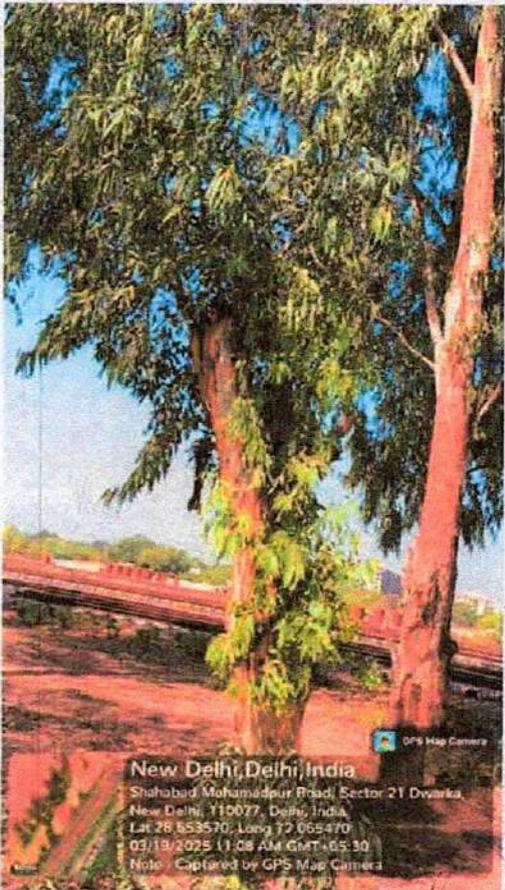
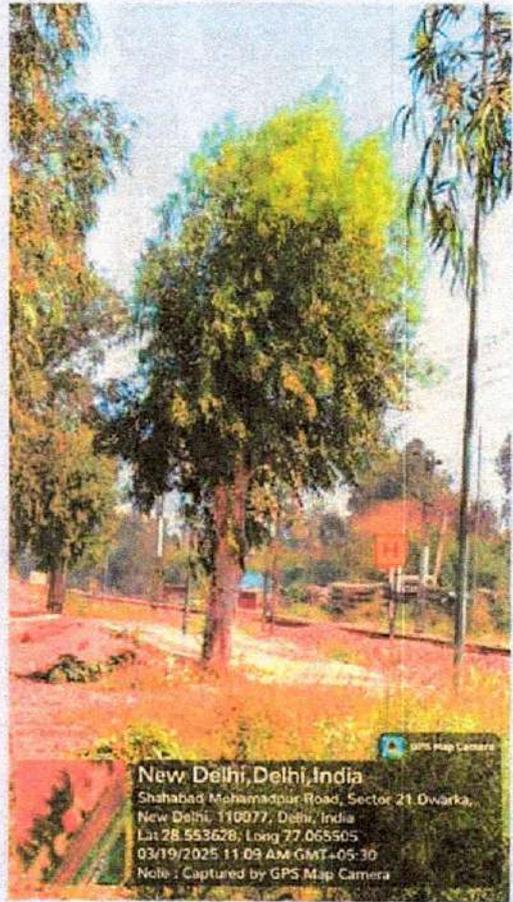
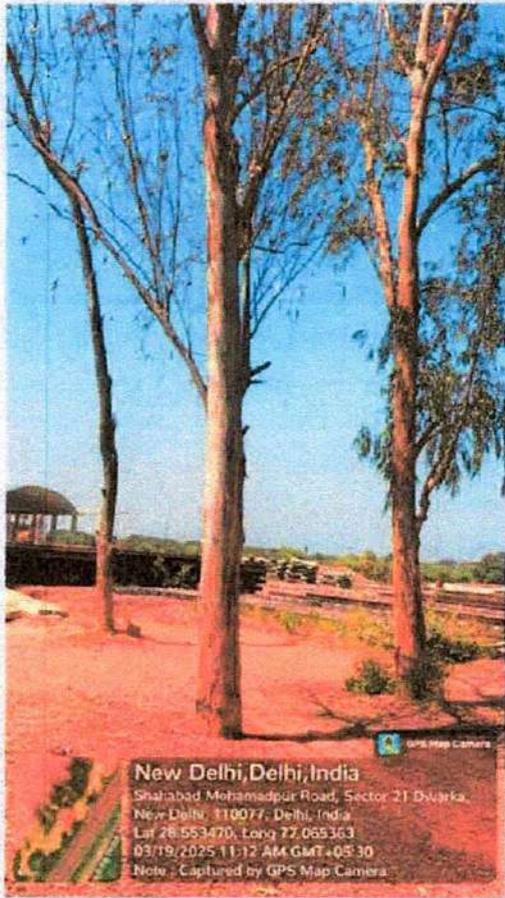
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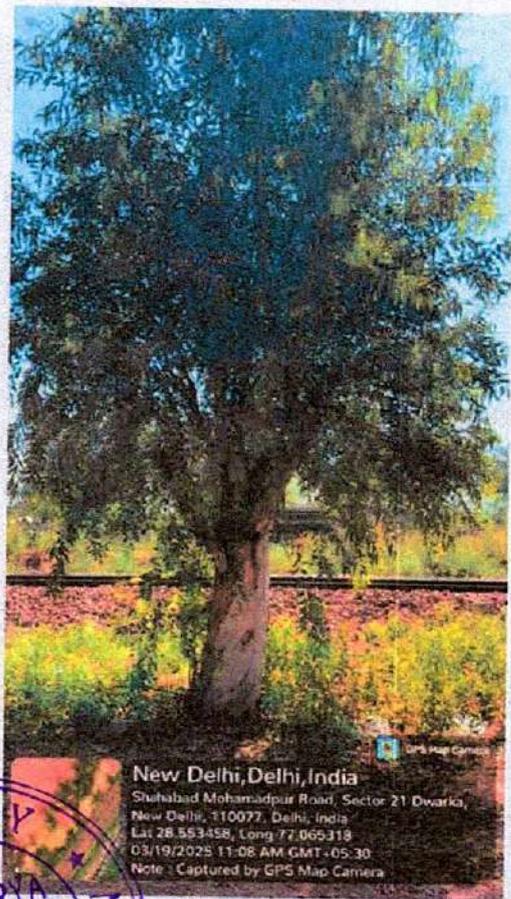
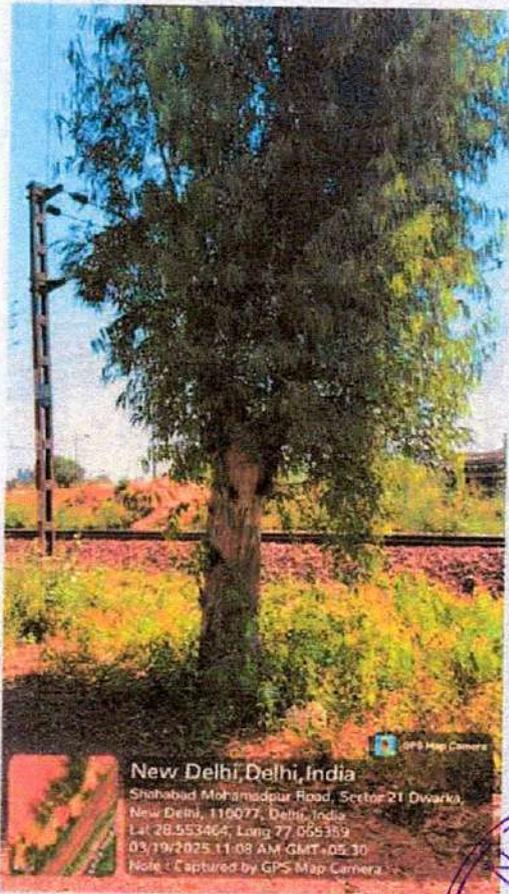
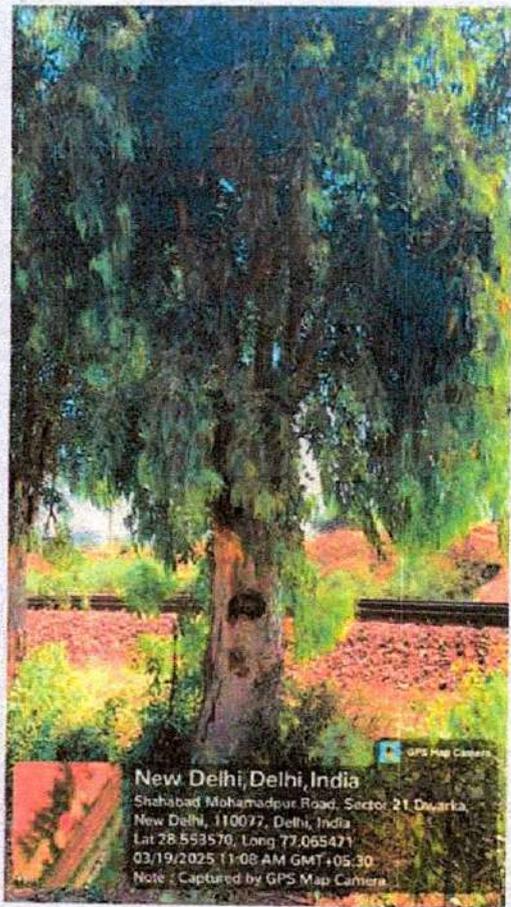
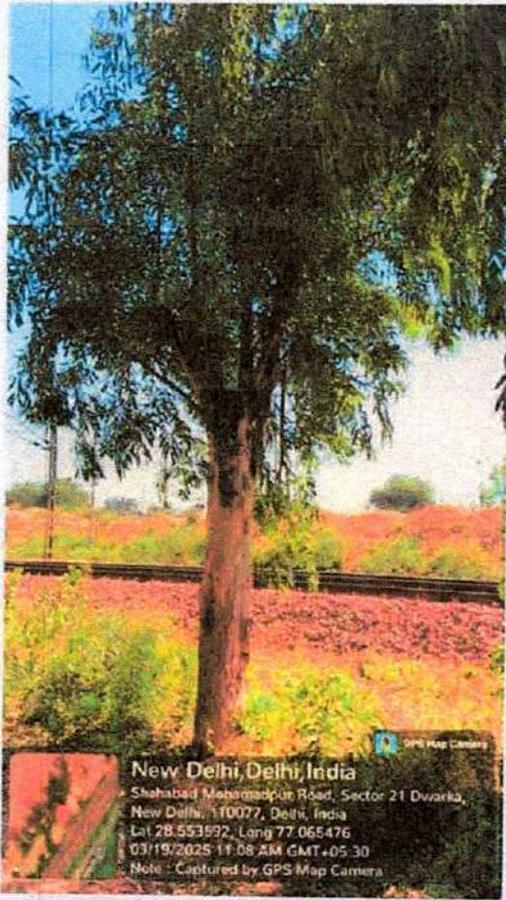
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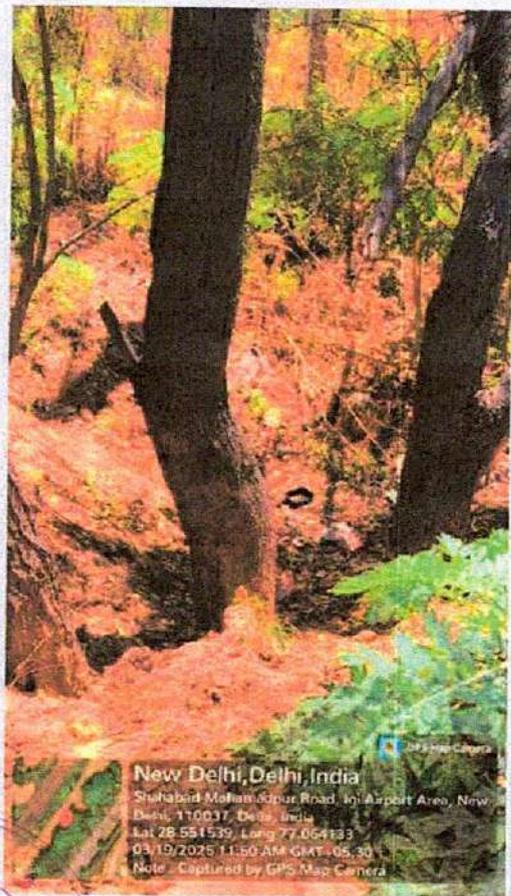
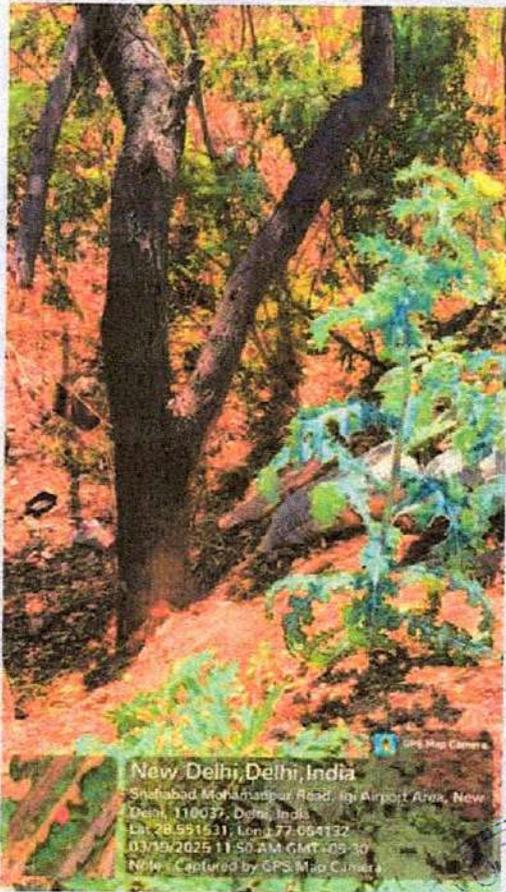
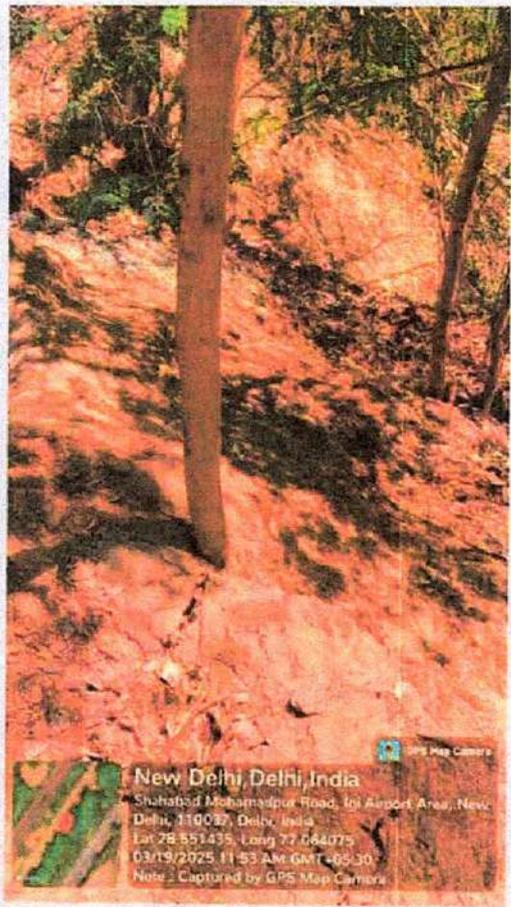
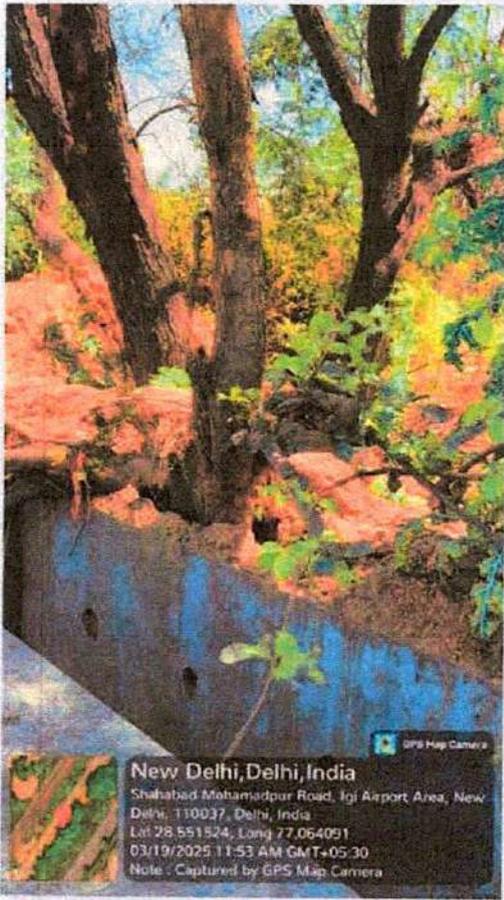
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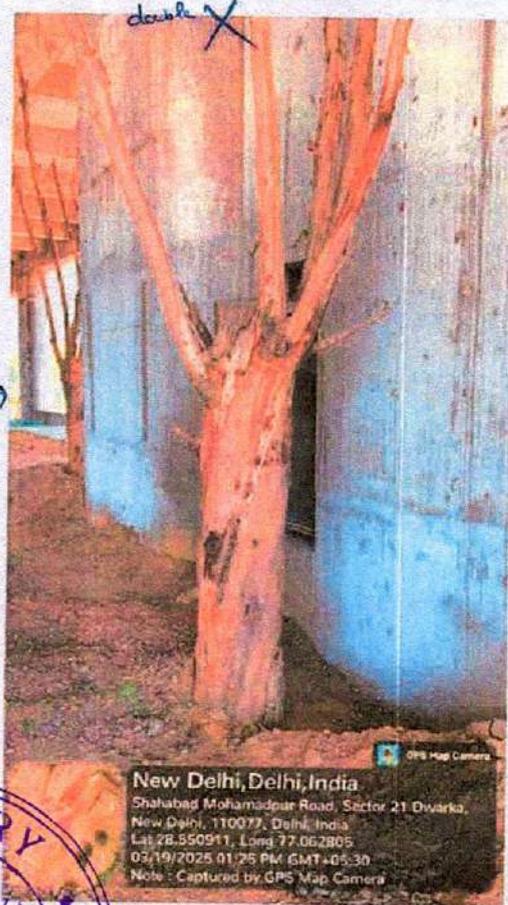
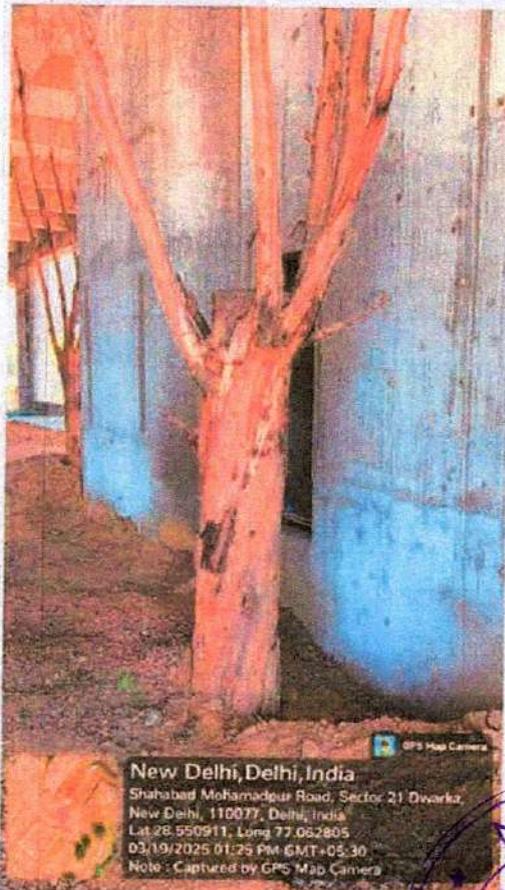
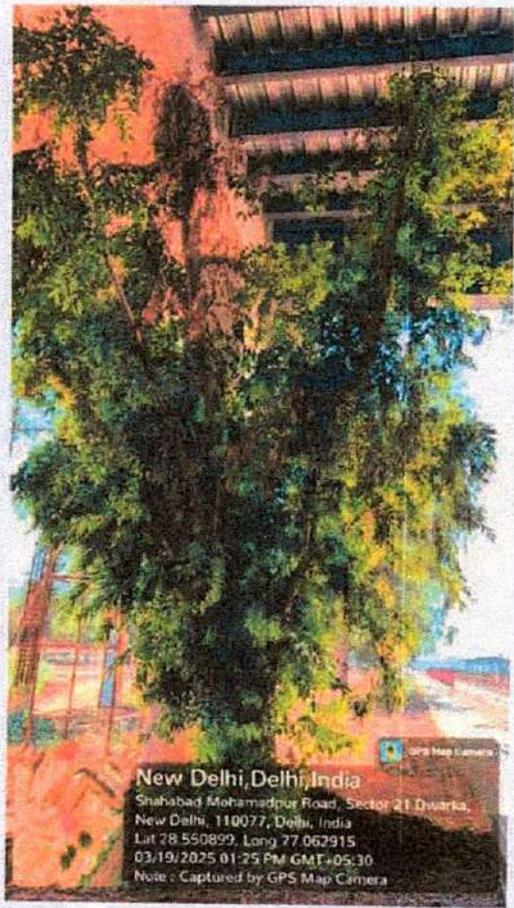
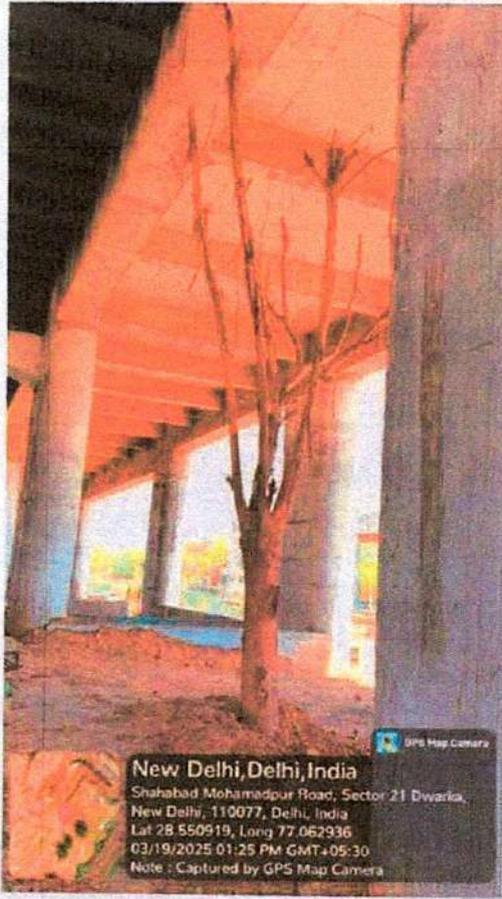
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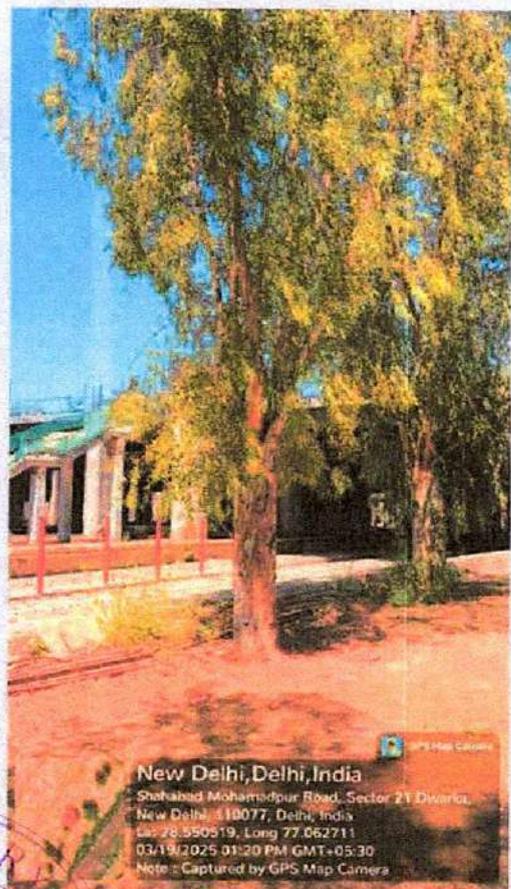
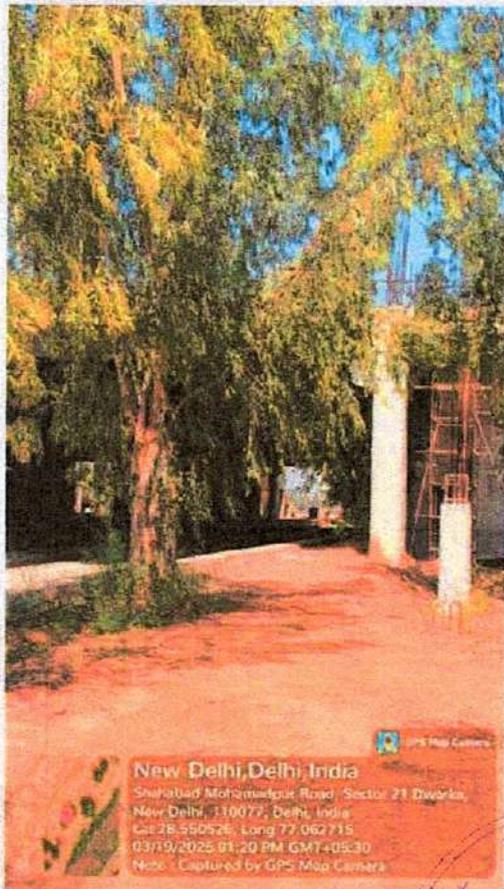
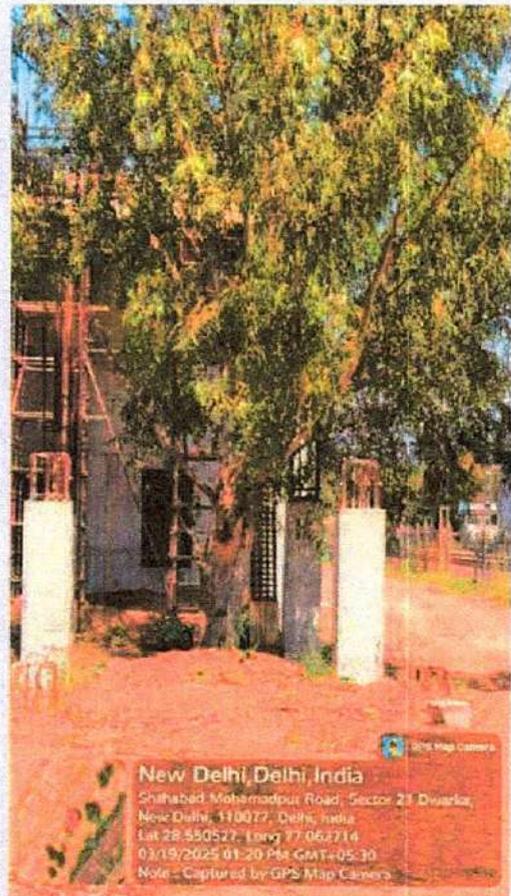
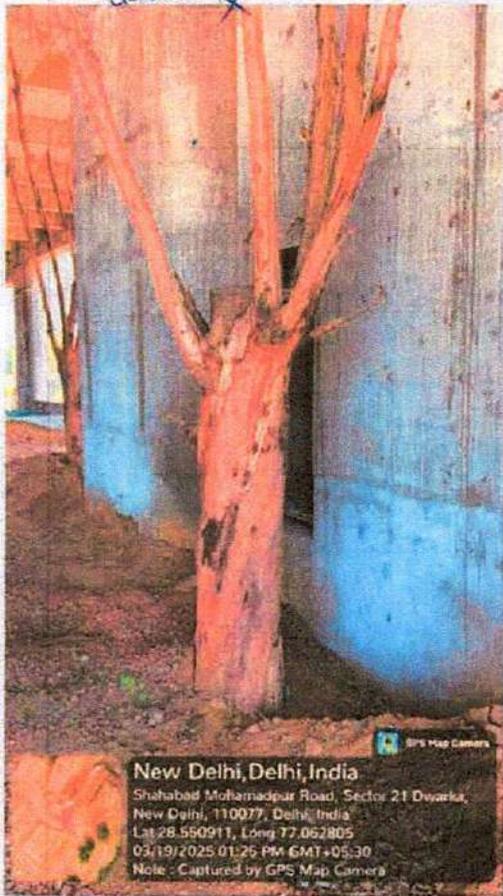
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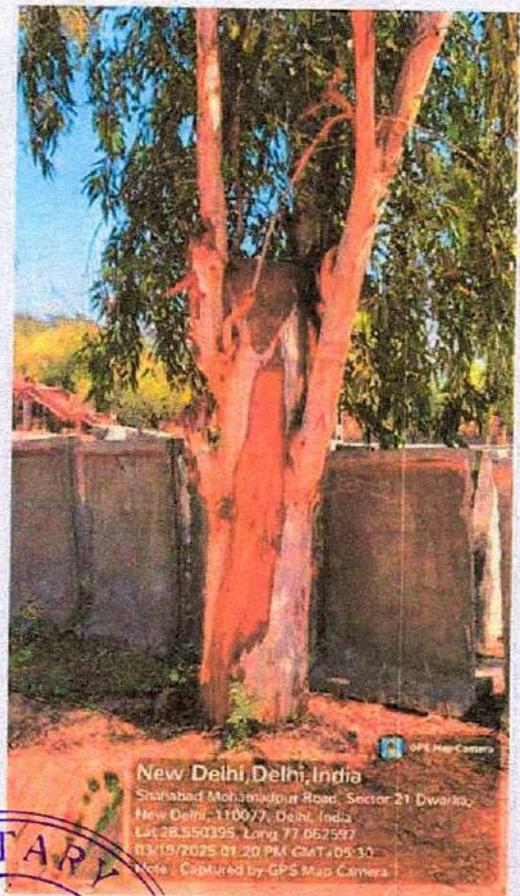
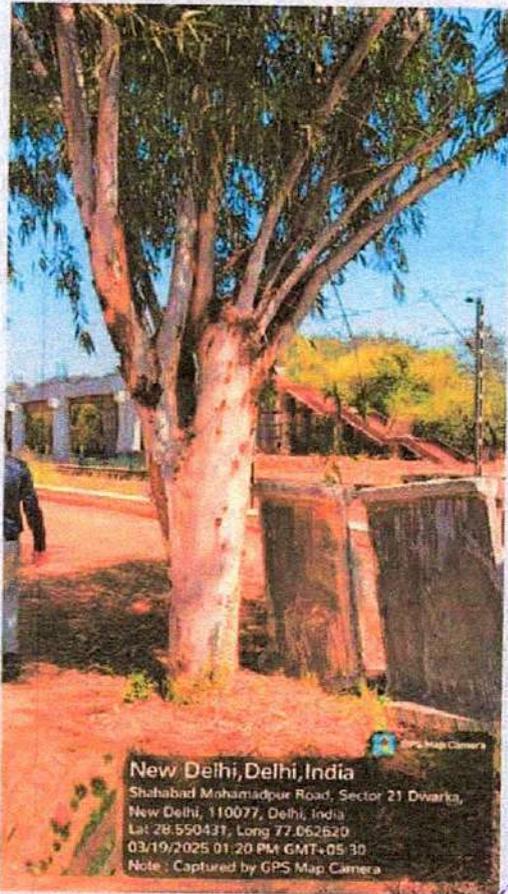
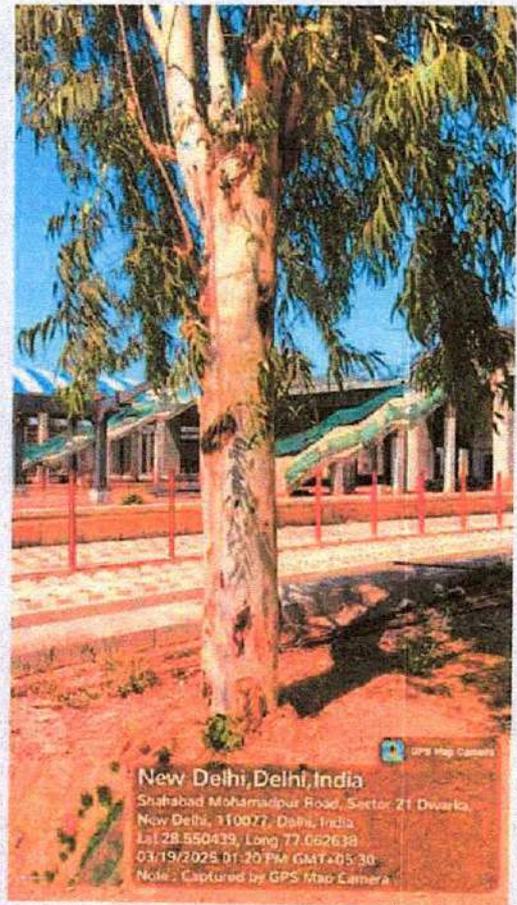
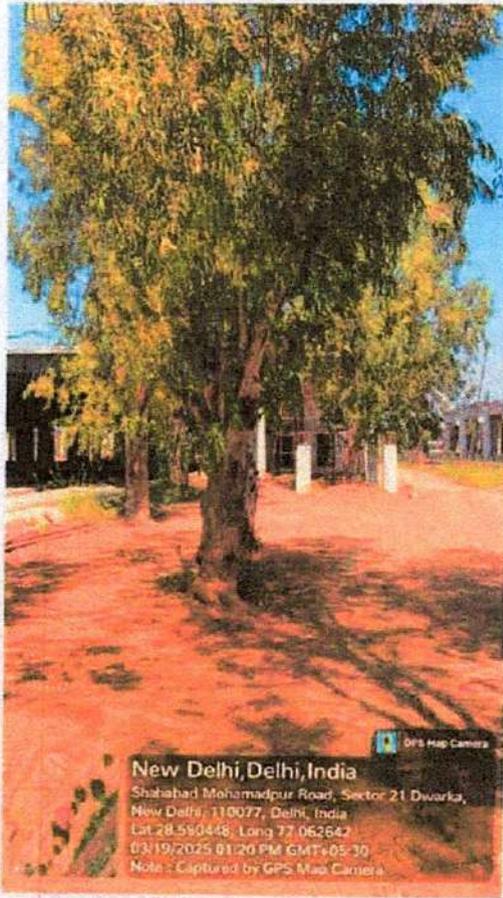
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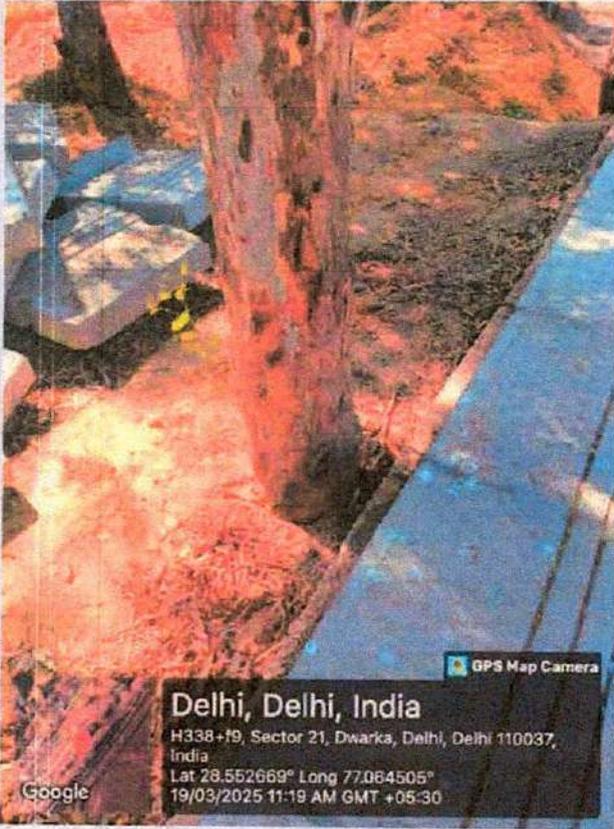
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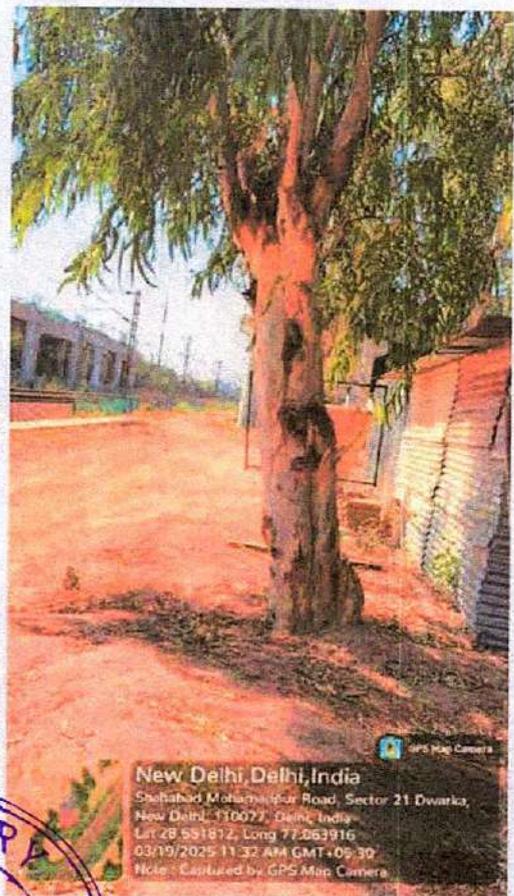
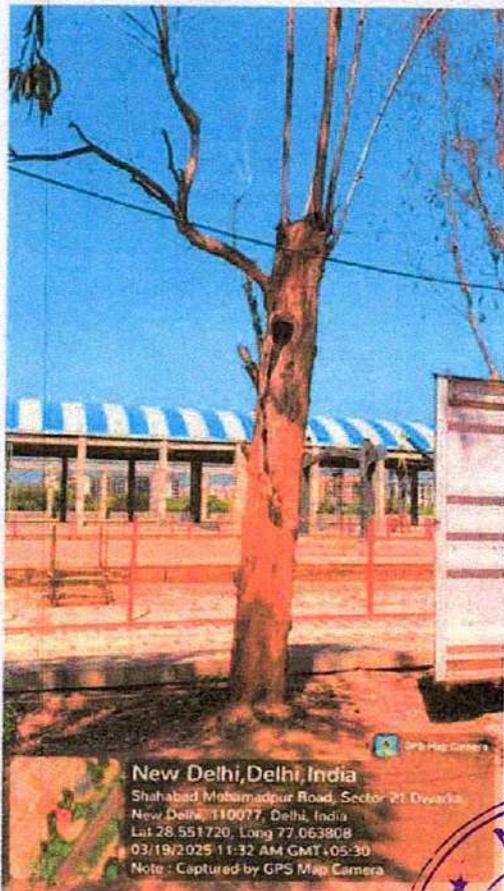
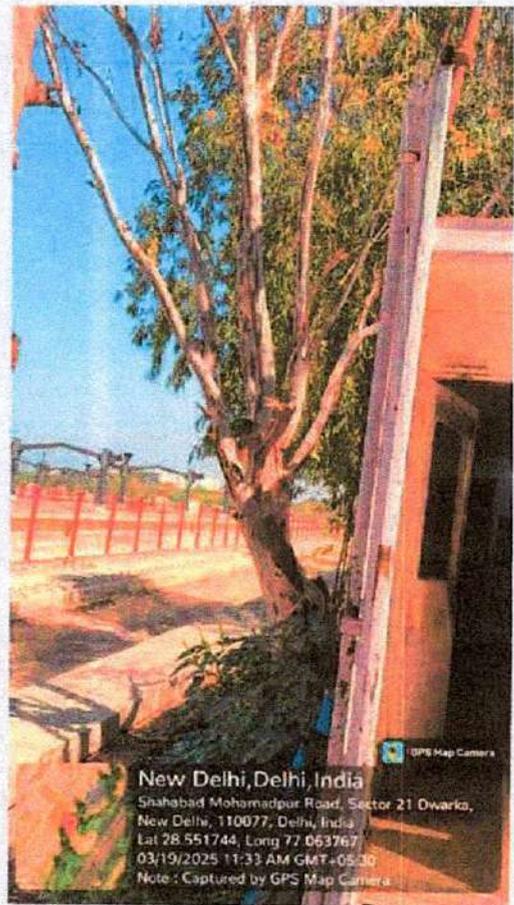
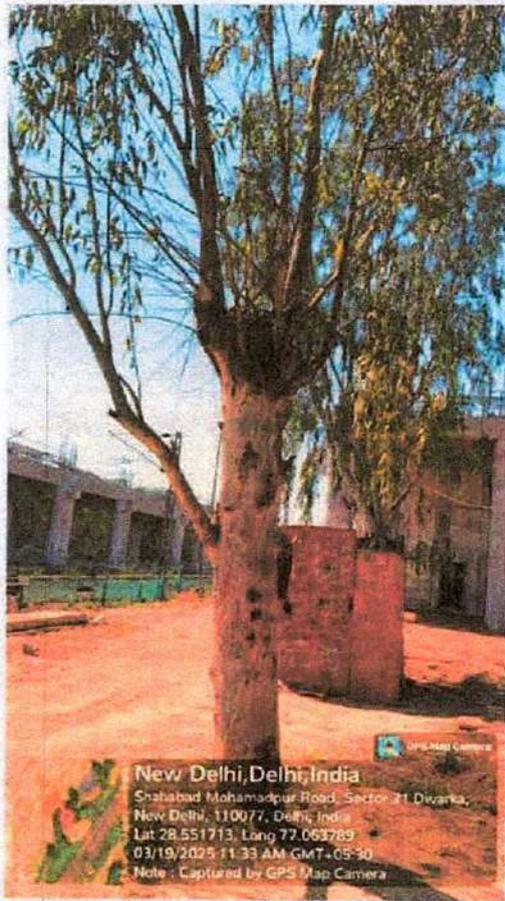
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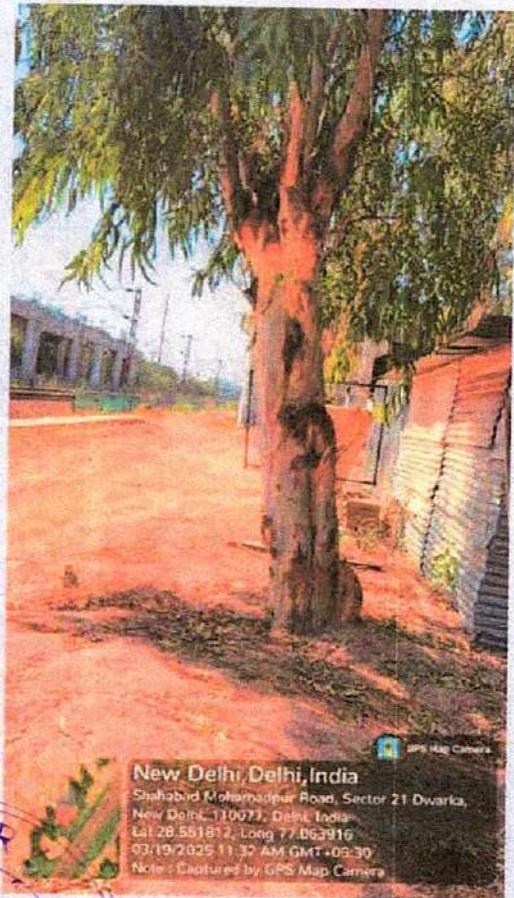
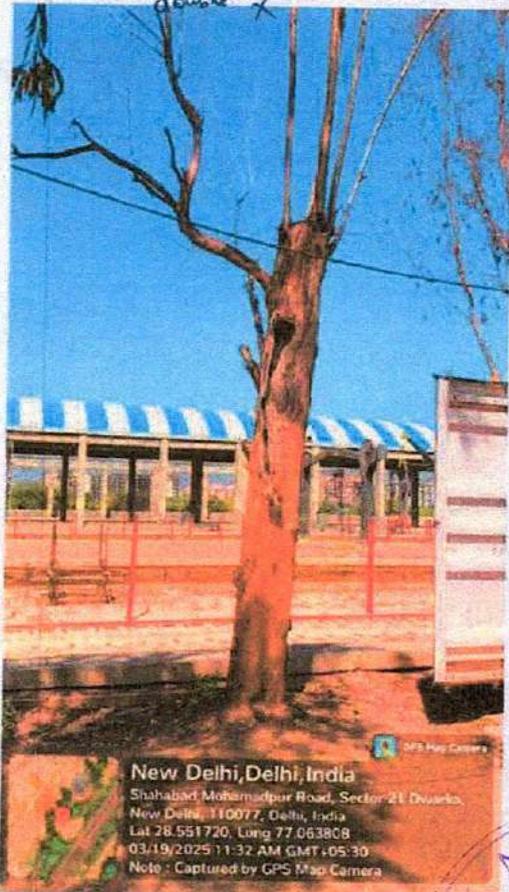
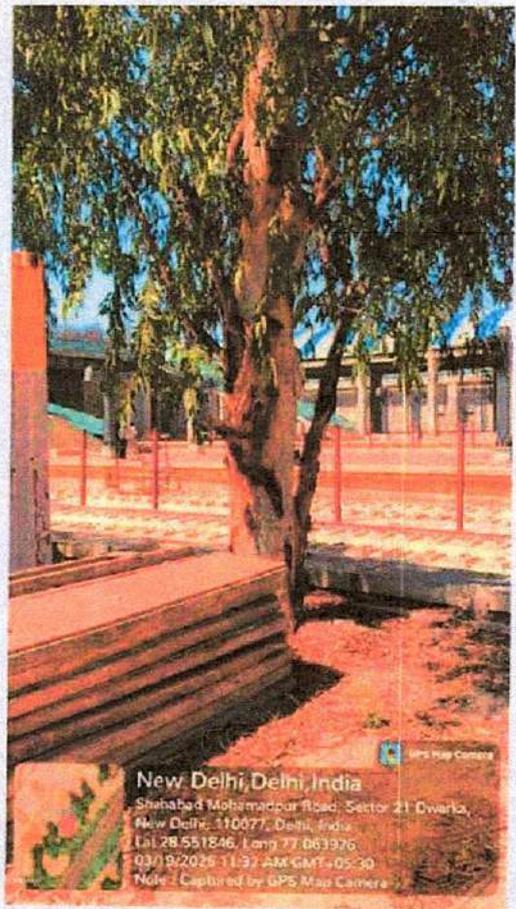
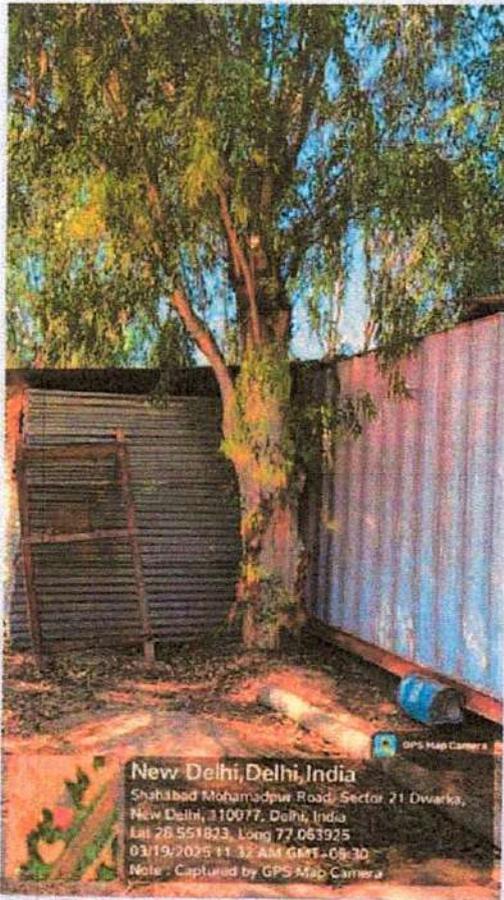
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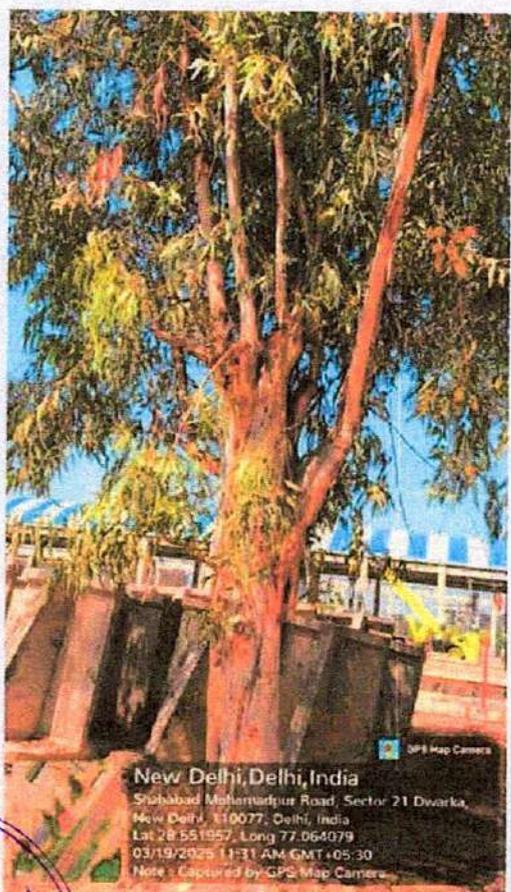
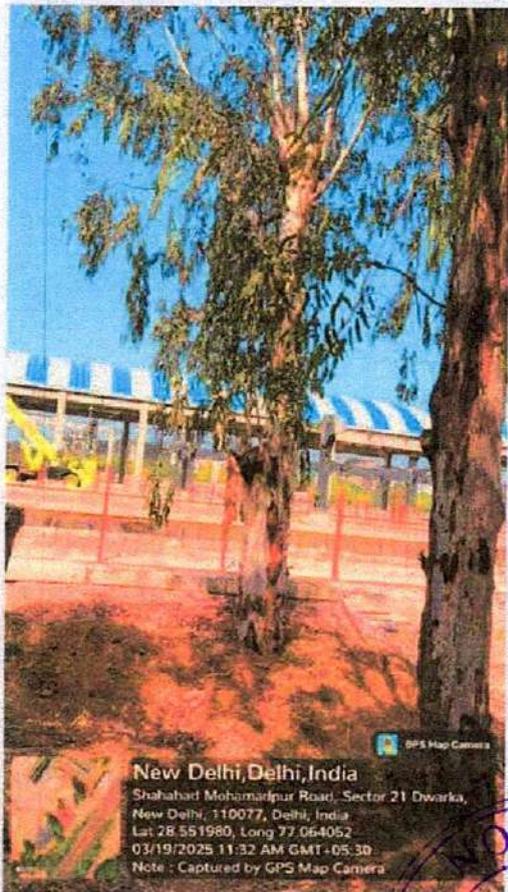
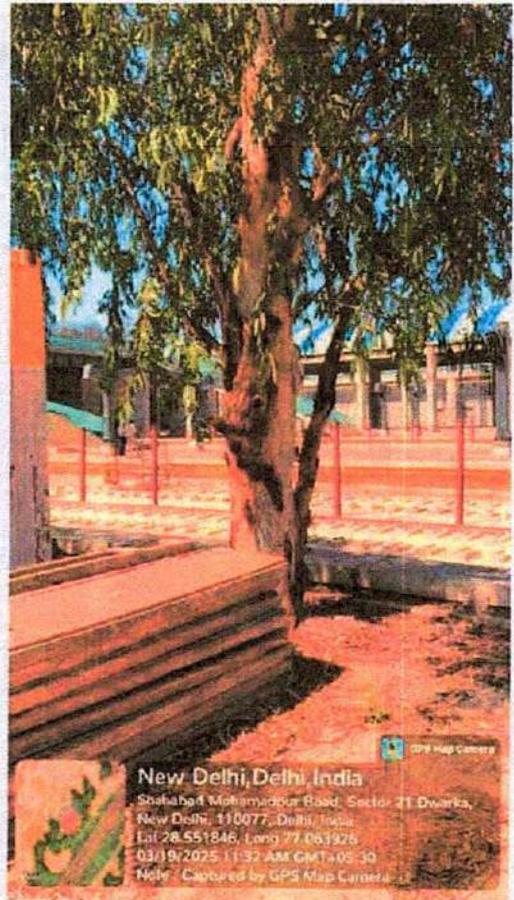
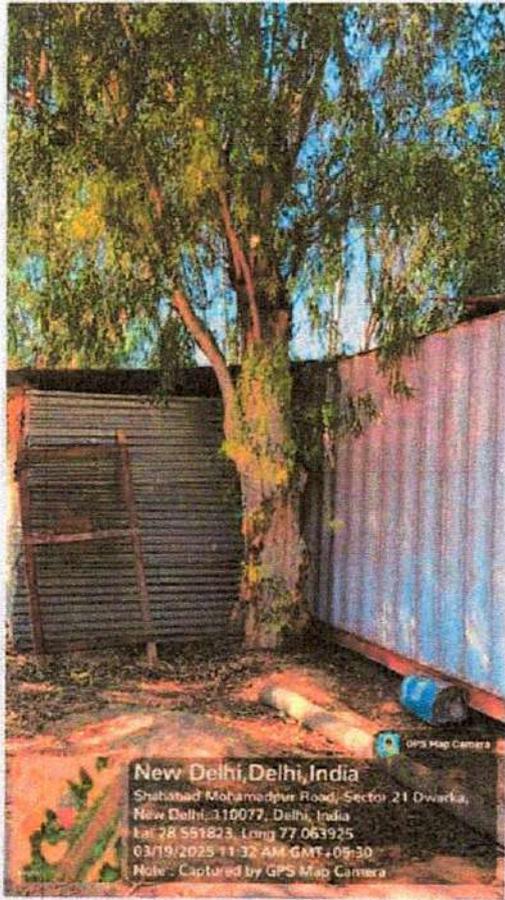
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 GOVT. OF U.P. LUCKNOW



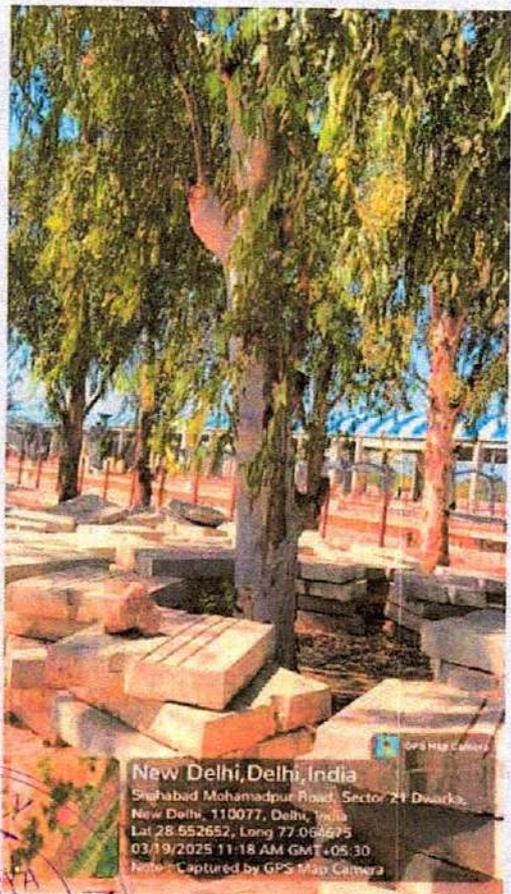
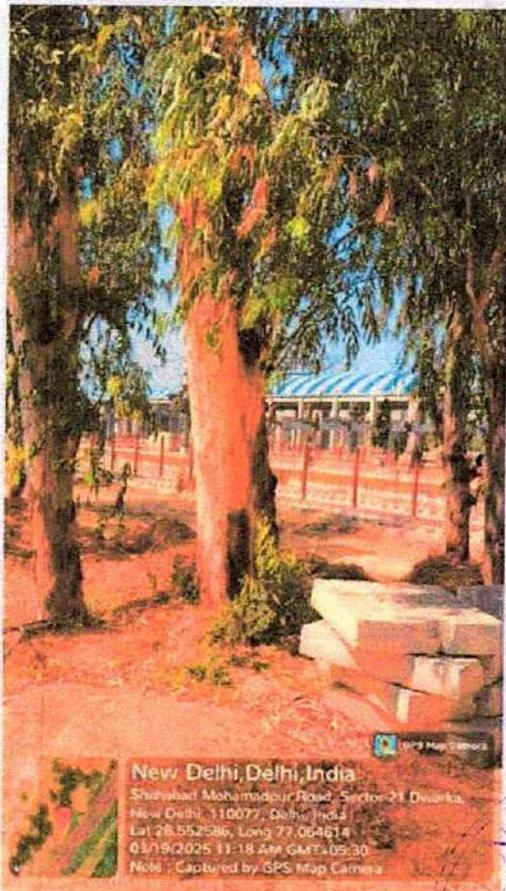
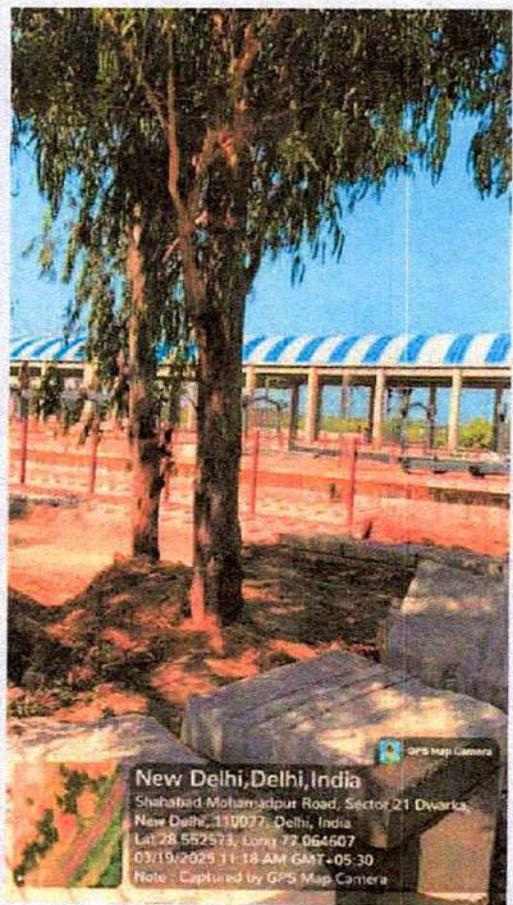
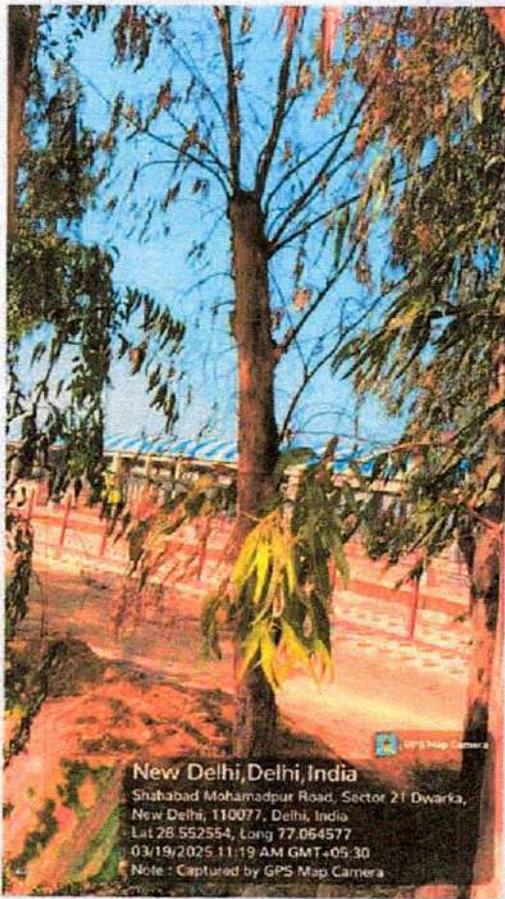
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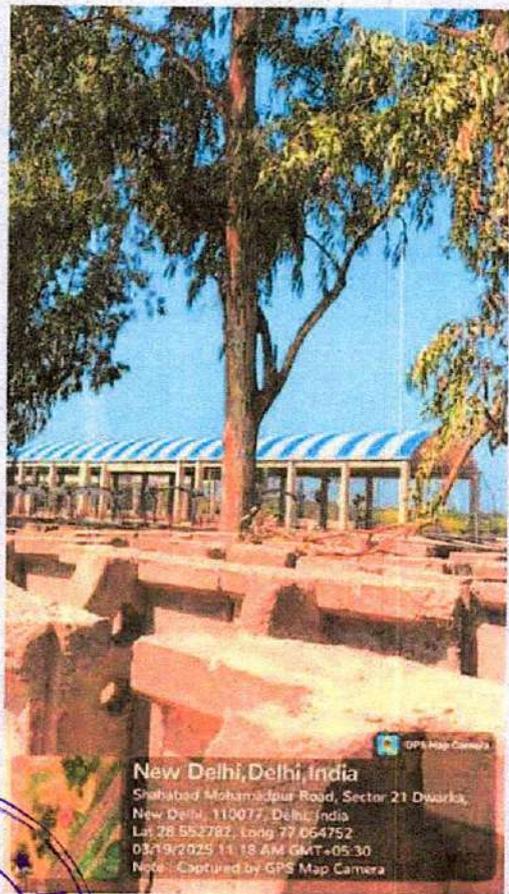
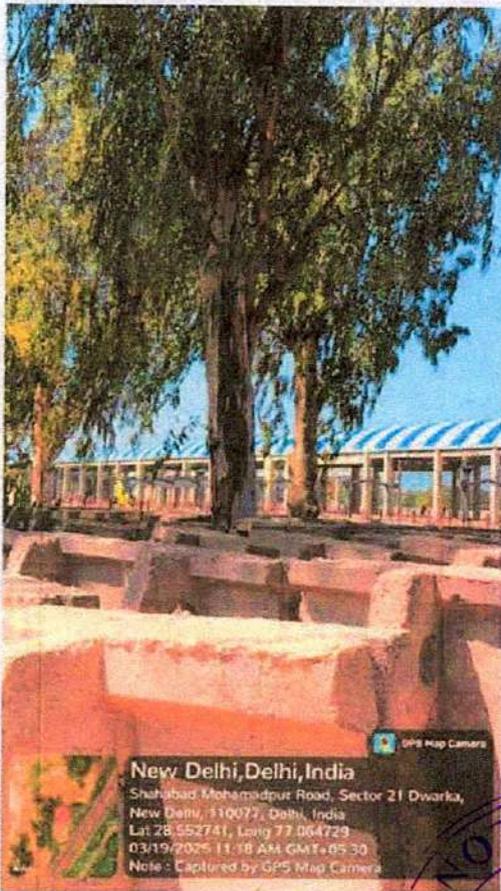
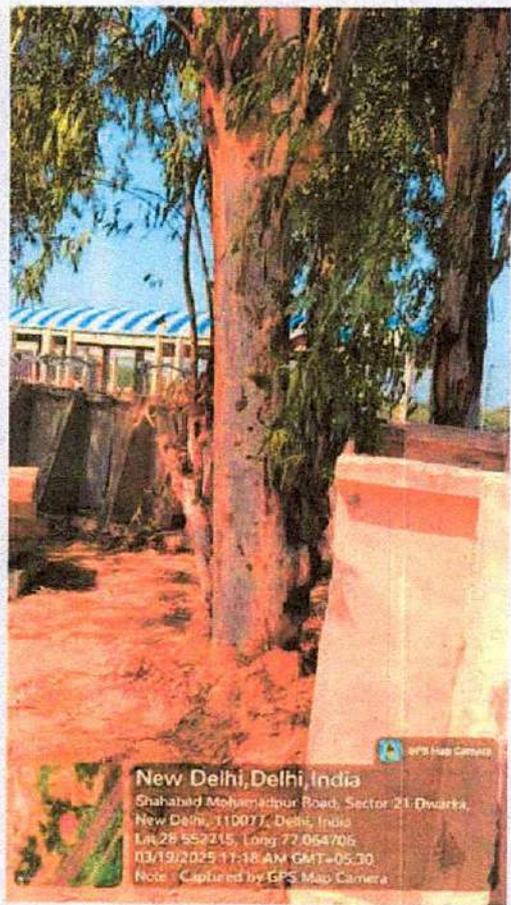
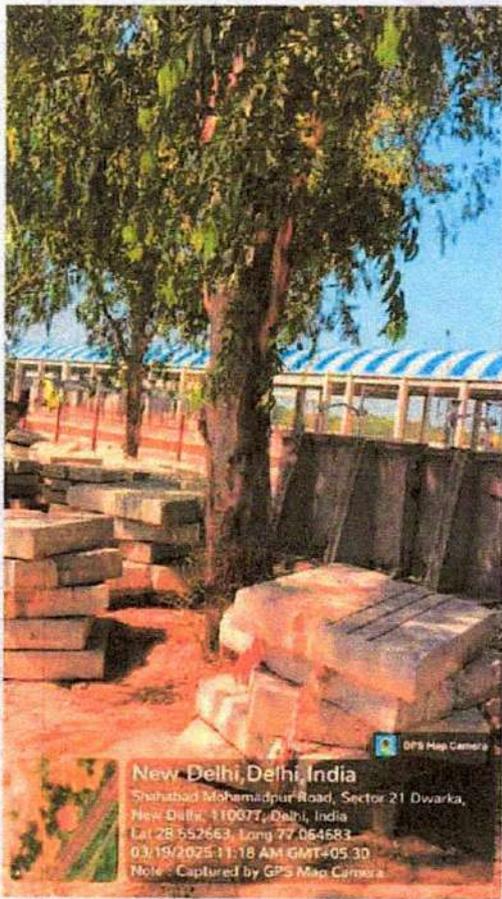
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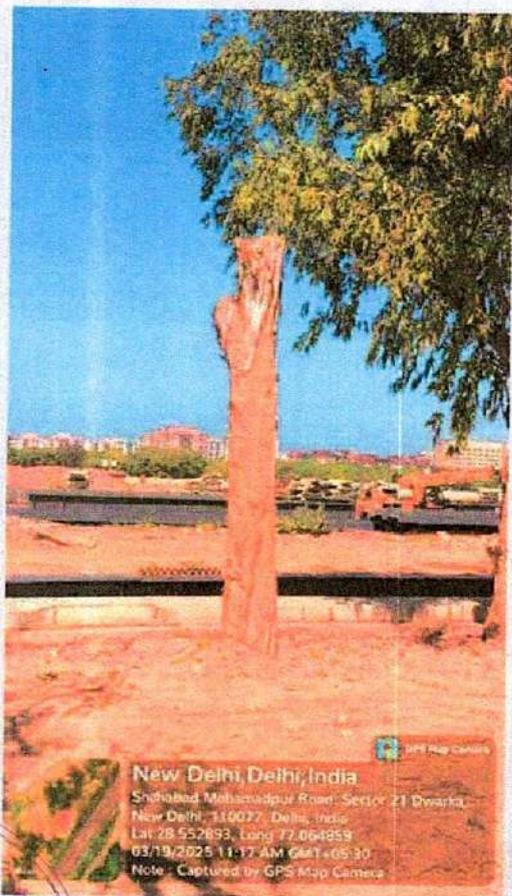
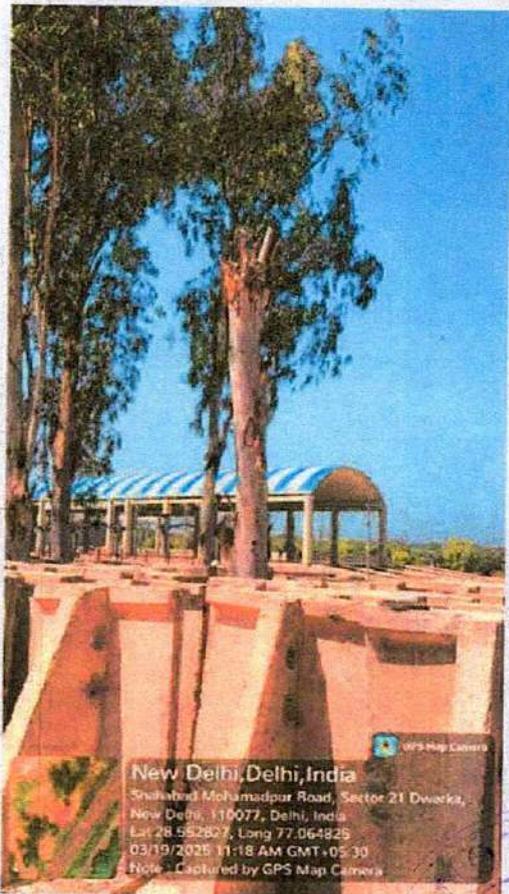
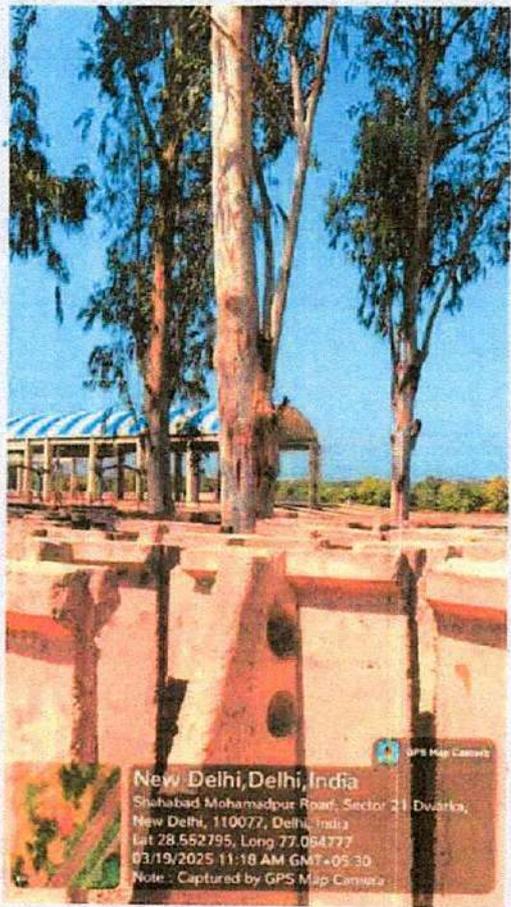
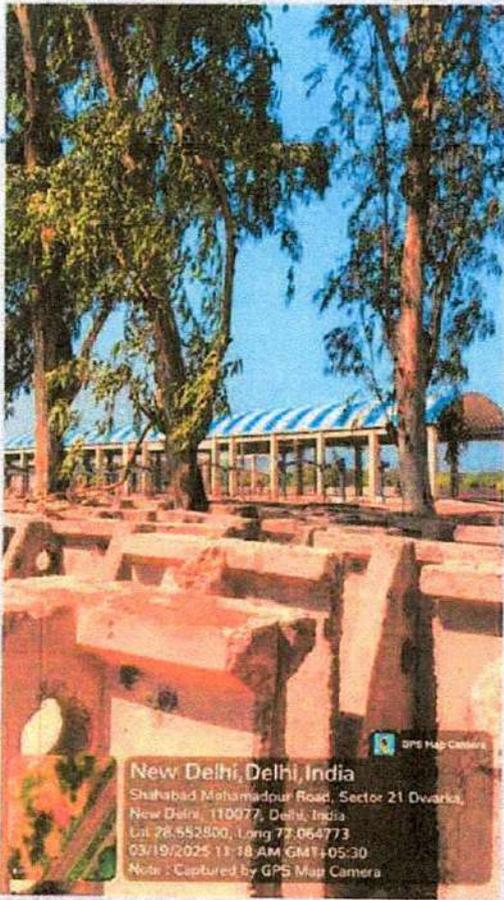
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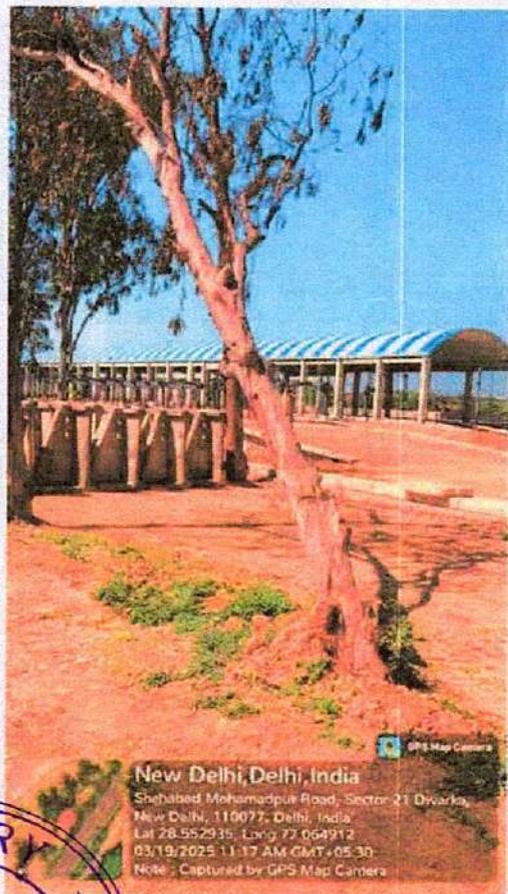
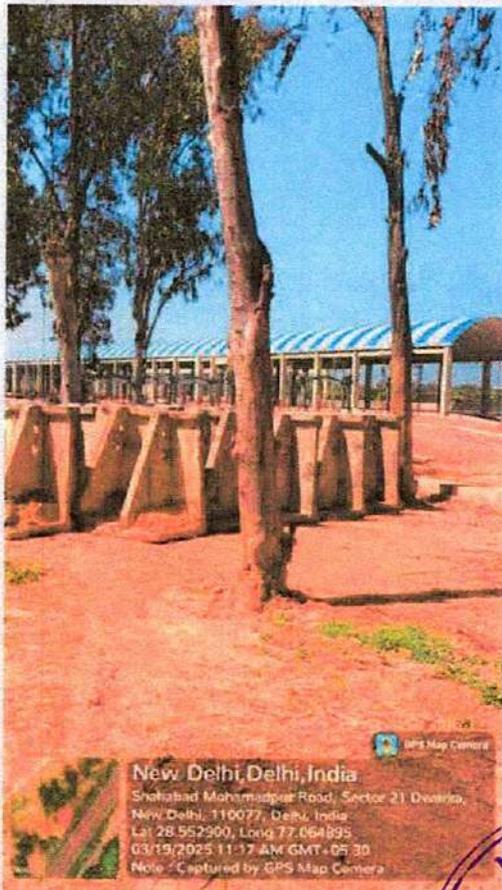
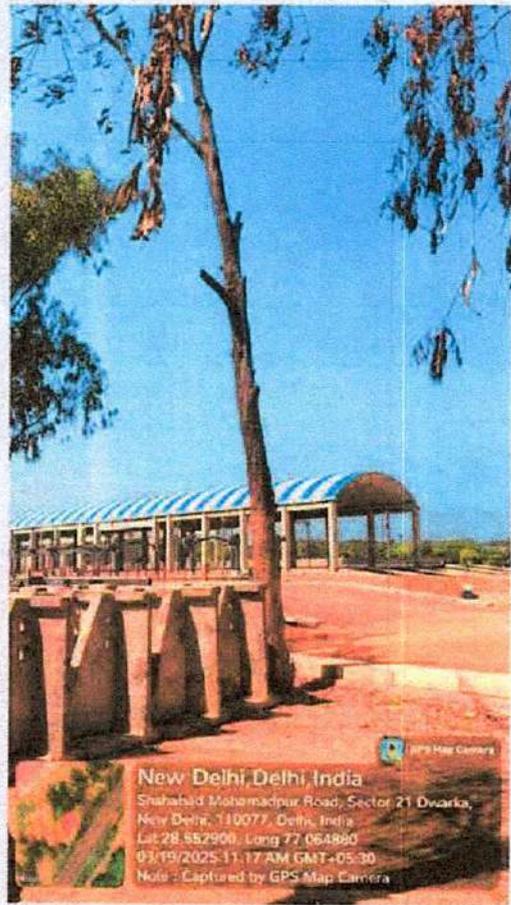
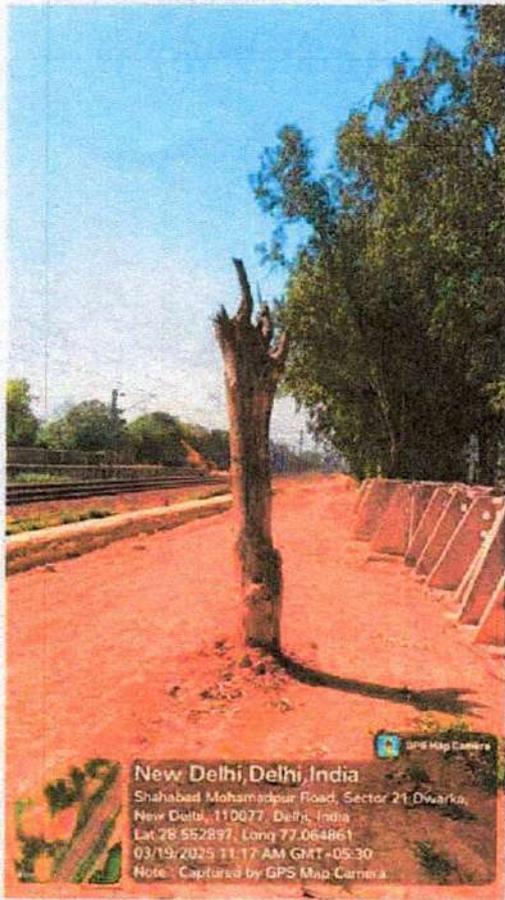
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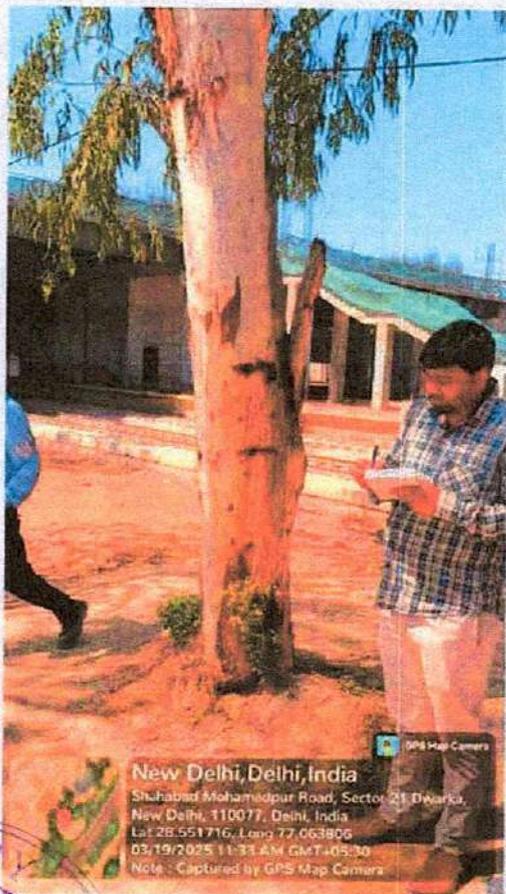
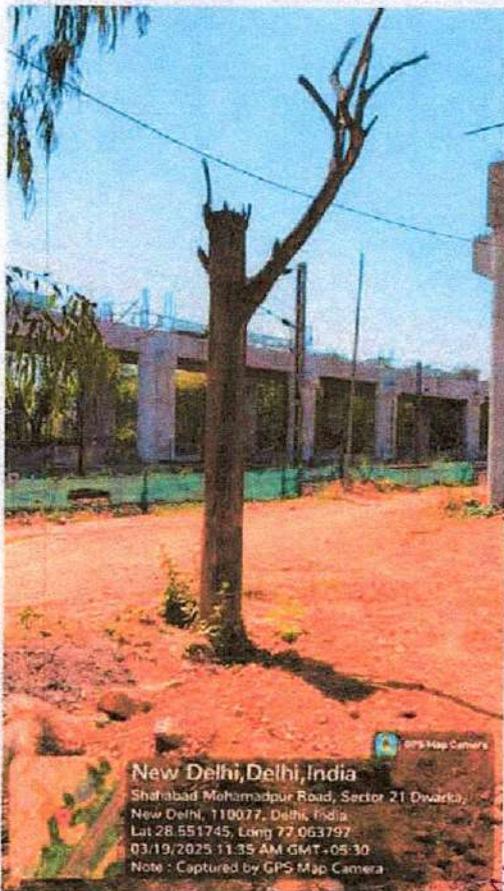
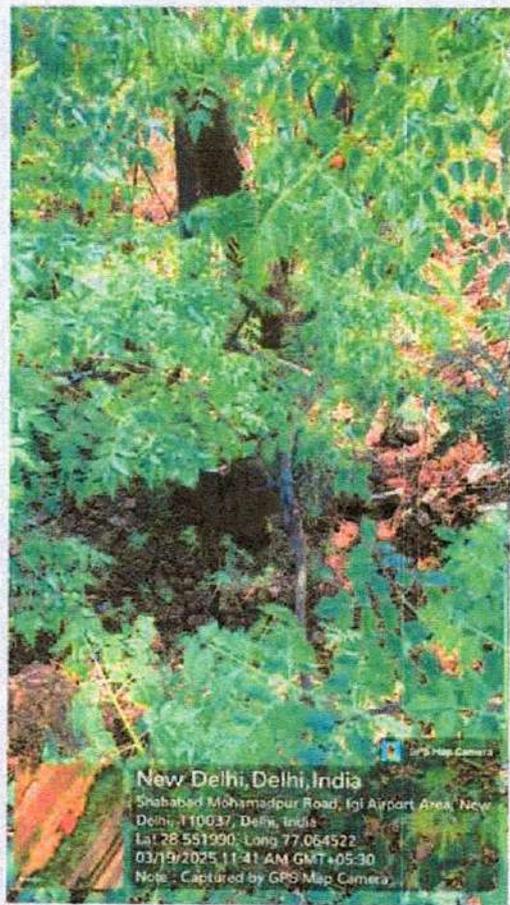
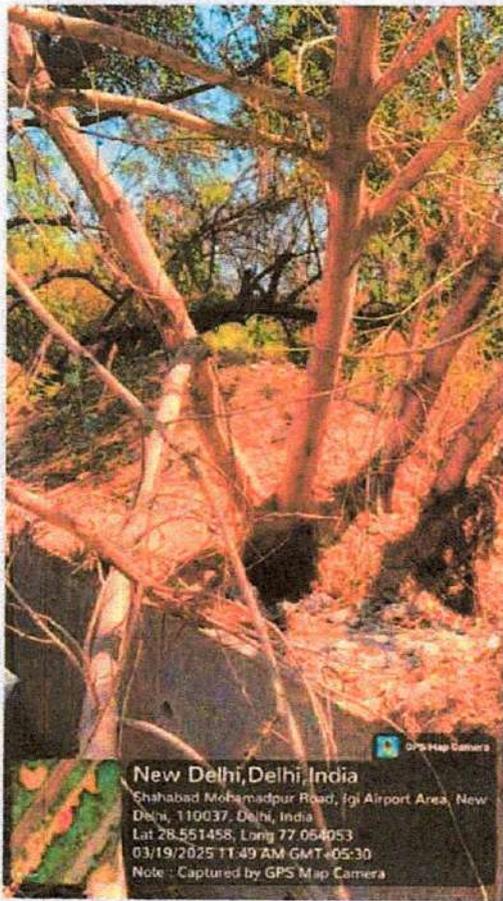
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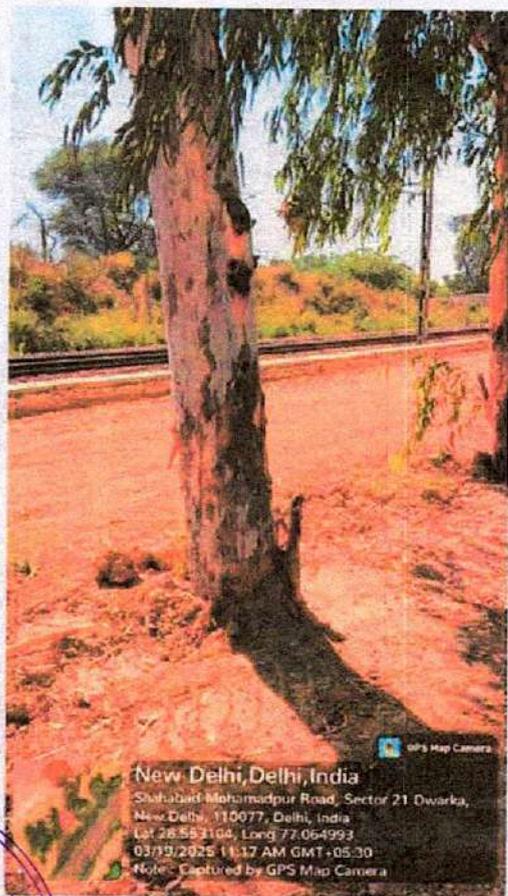
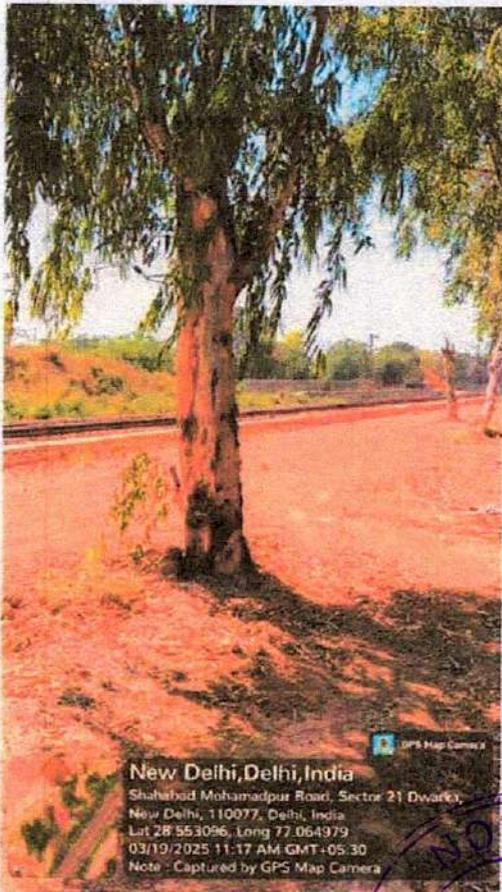
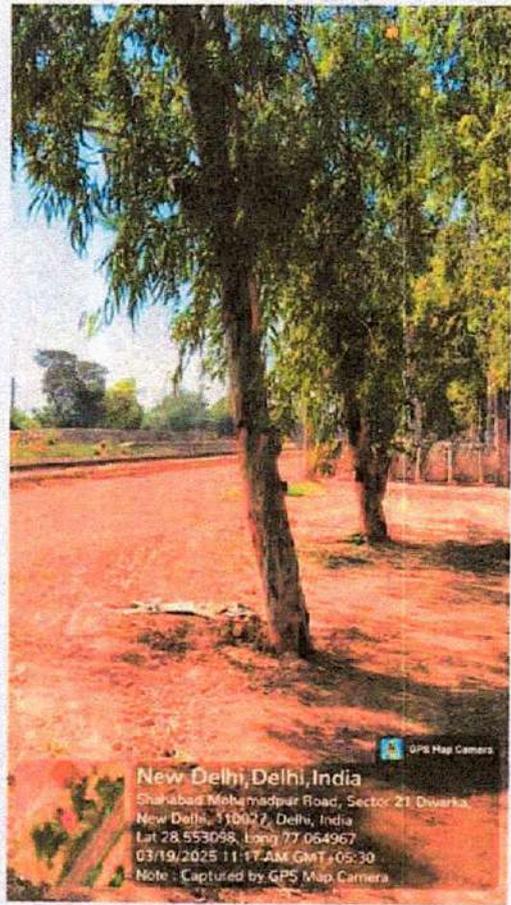
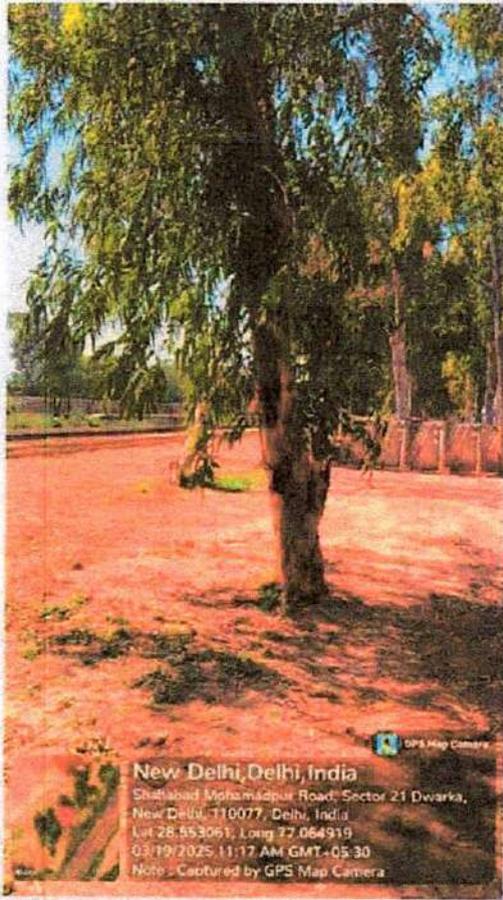
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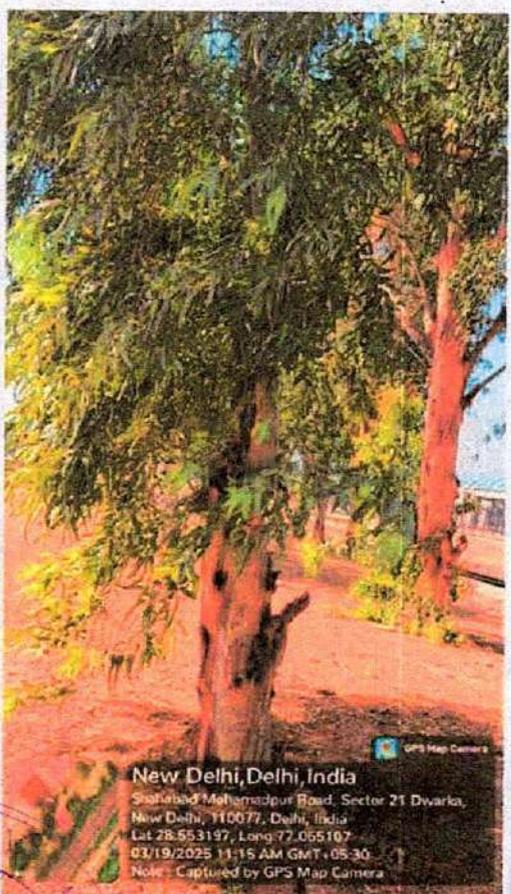
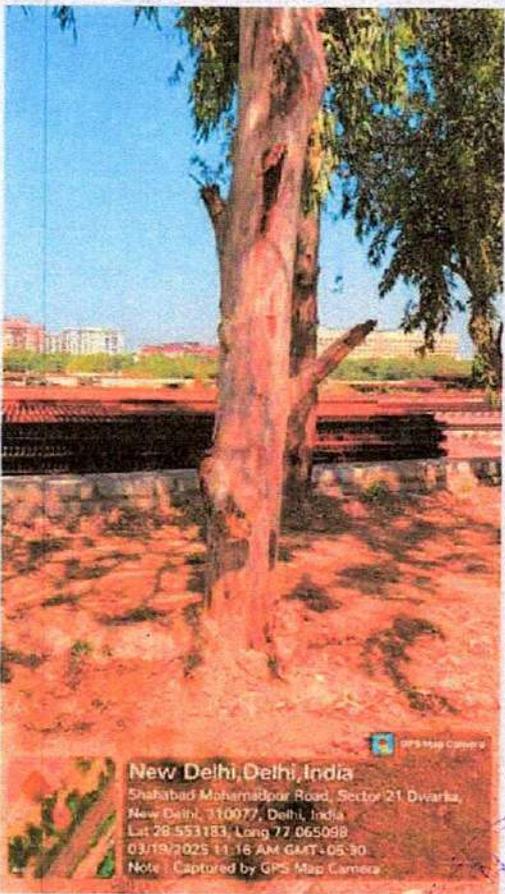
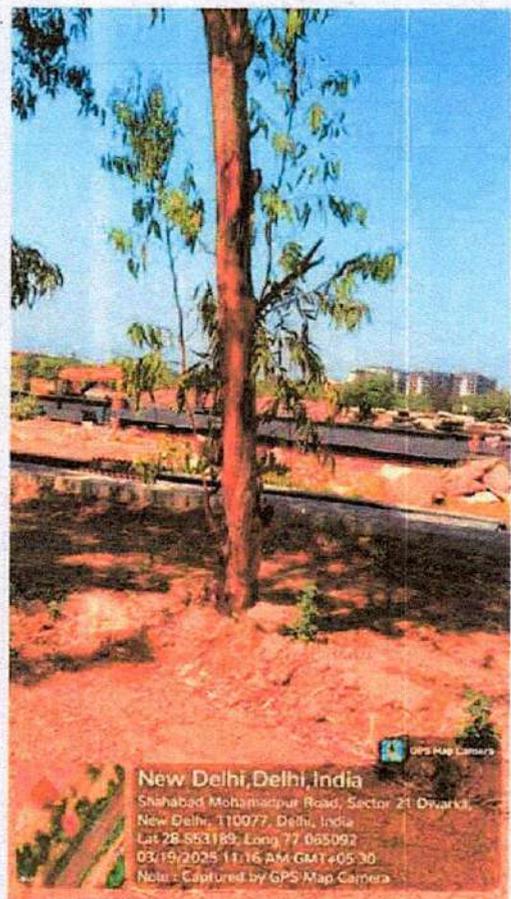
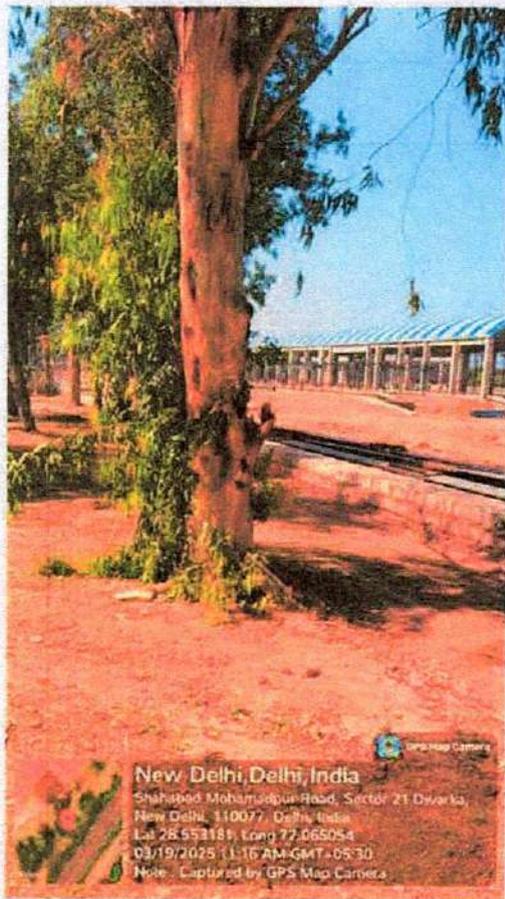
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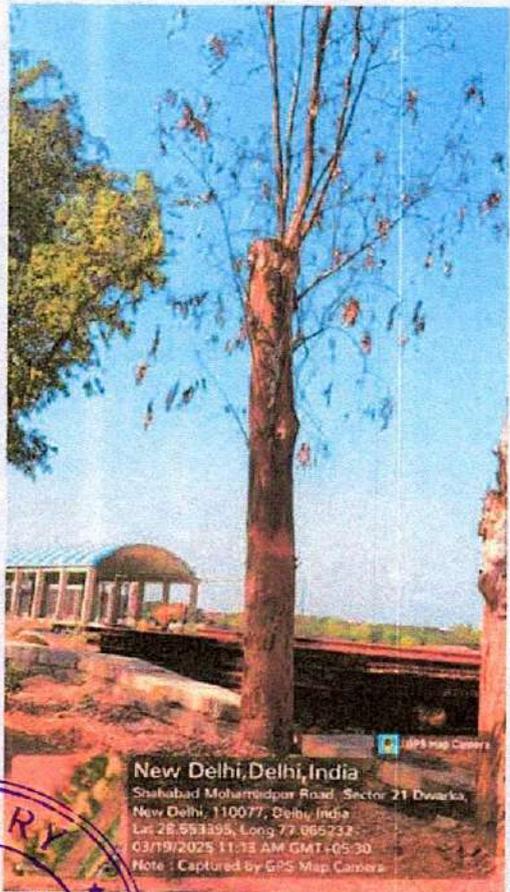
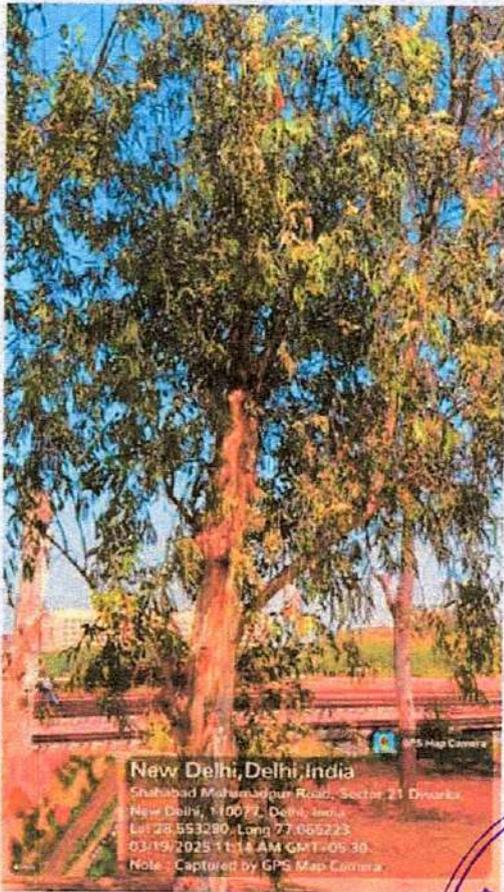
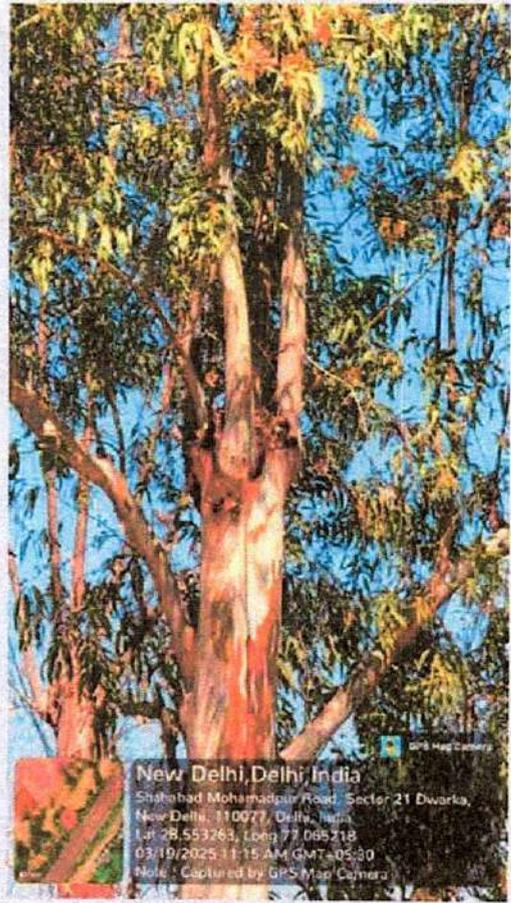
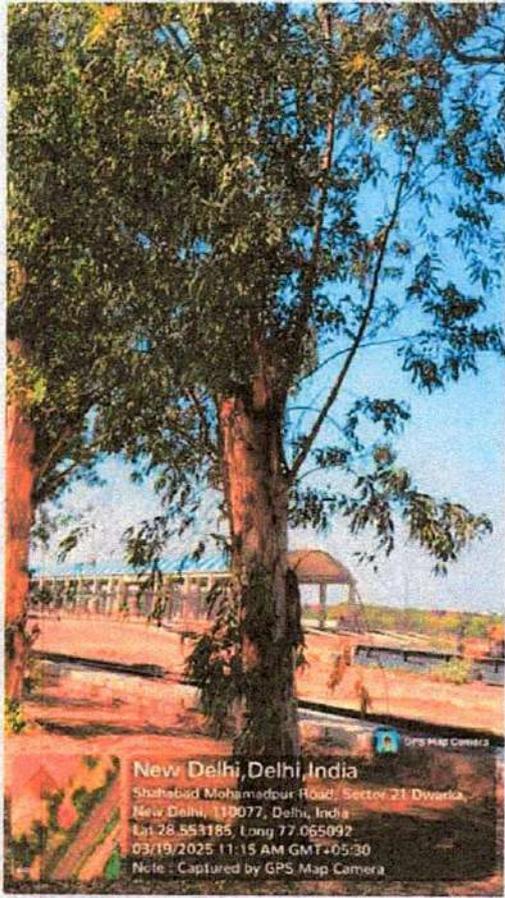
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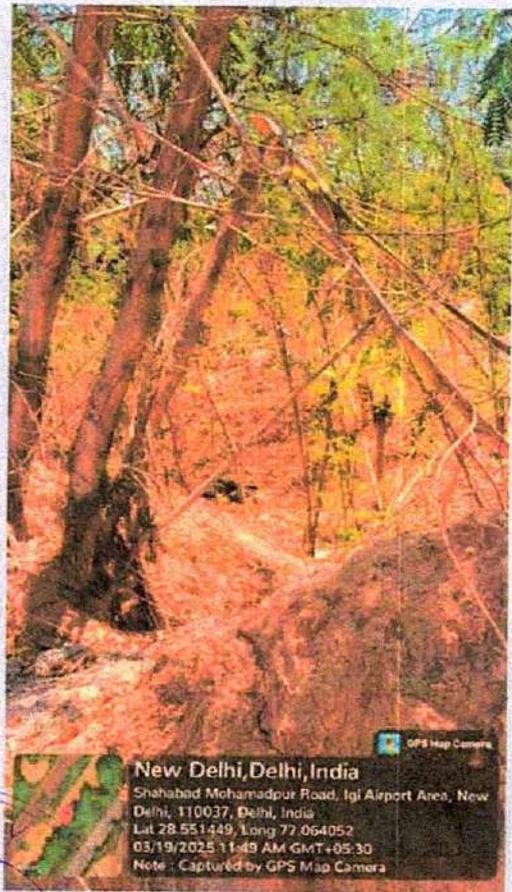
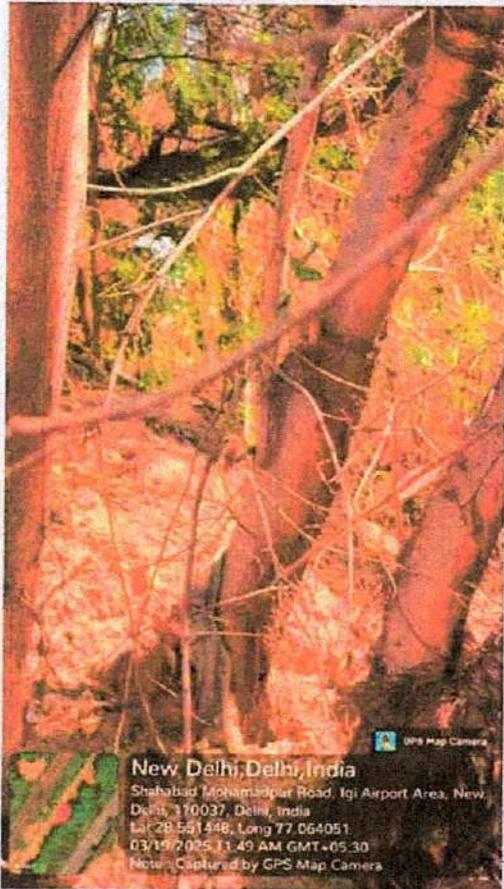
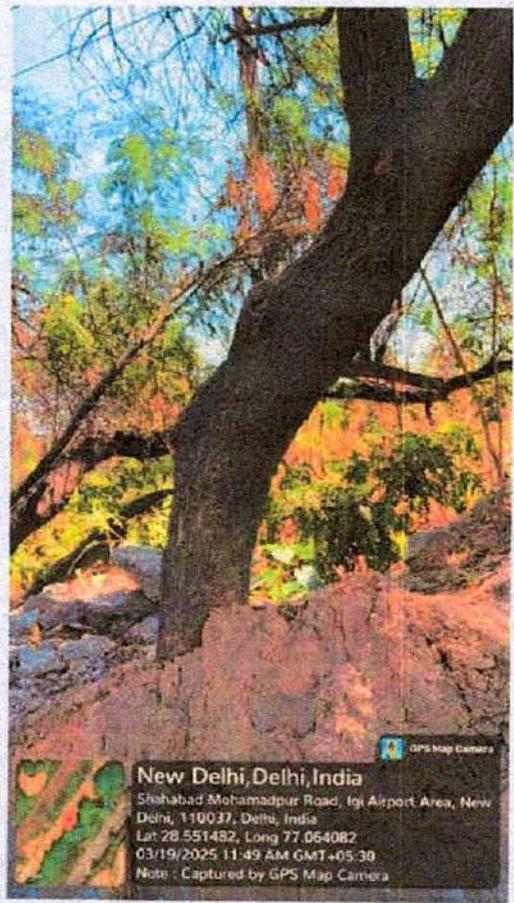
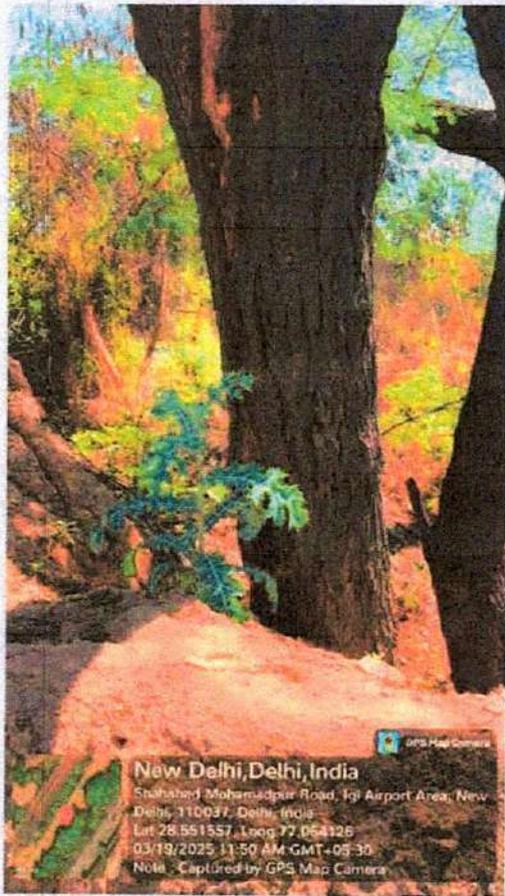
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NOTAR
 A.K. MAURYA
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Anir

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 GOVT. OF U.P. LUCKNOW

Annexure-R/4-2

Annexure

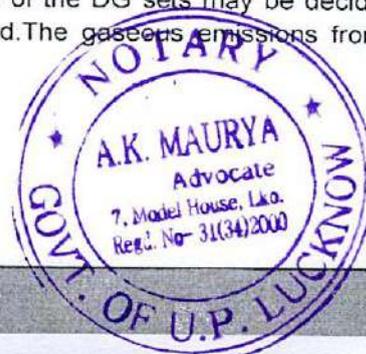
Environmental Guidelines: Building and Construction projects in "Railway Land" for Commercial Development in and around Railway Stations

I. Statutory compliance:

- i. The project proponent shall obtain all necessary clearance/ permission from all relevant agencies including town planning authority before commencement of work. All the construction shall be done in accordance with the local building byelaws.
- ii. The approval of the Competent Authority shall be obtained for structural safety of buildings due to earthquakes, adequacy of firefighting equipment etc as per National Building Code including protection measures from lightning etc.
- iii. The project proponent shall obtain forest clearance under the provisions of Forest (Conservation) Act, 1980, in case of the diversion of forest land for non-forest purpose involved in the project.
- iv. The project proponent shall obtain the necessary permission for drawl of ground water / surface water required for the project from the competent authority.
- v. A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project should be obtained.
- vi. All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Civil Aviation Department shall be obtained, as applicable, by project proponents from the respective competent authorities.
- vii. The provisions of the Solid Waste (Management) Rules, 2016, e-Waste (Management) Rules, 2016, and the Plastics Waste (Management) Rules, 2016 shall be followed.
- viii. The project proponent shall follow the ECBC/ECBC-R prescribed by Bureau of Energy Efficiency, Ministry of Power strictly.

II. Air quality monitoring and preservation

- i. Notification GSR 94(E) dated 25.01.2018 of MoEF&CC regarding Mandatory Implementation of Dust Mitigation Measures for Construction and Demolition Activities for projects requiring Environmental Clearance shall be complied with.
- ii. A management plan shall be drawn up and implemented to contain the current exceedance in ambient air quality at the site.
- iii. The project proponent shall install system to carryout Ambient Air Quality monitoring for common/criterion parameters relevant to the main pollutants released (e.g. PM₁₀ and PM_{2.5}) covering upwind and downwind directions during the construction period.
- iv. Diesel power generating sets proposed as source of backup power should be of enclosed type. The diesel generator sets to be used shall be low sulphur diesel type and shall conform to rules made under the Environment (Protection) Act, 1986.
- v. The height of stack of DG sets should be equal to the height needed for the combined capacity of all proposed DG sets. The location of the DG sets may be decided with in consultation with State Pollution Control Board. The gaseous emissions from DG set



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shall be dispersed through adequate stack height as per CPCB standards. Acoustic enclosure shall be provided to the DG sets to mitigate the noise pollution.

- vi. Construction site shall be adequately barricaded before the construction begins. Dust, smoke & other air pollution prevention measures shall be provided for the building as well as the site. These measures shall include screens for the building under construction, continuous dust/ wind breaking walls all around the site (at least 3-meter height). Plastic/tarpaulin sheet covers shall be provided for vehicles bringing in sand, cement, murrum and other construction materials prone to causing dust pollution at the site as well as taking out debris from the site.
- vii. Sand, murrum, loose soil, cement, stored on site shall be covered adequately so as to prevent dust pollution.
- viii. Wet jet shall be provided for grinding and stone cutting.
- ix. Unpaved surfaces and loose soil shall be adequately sprinkled with water to suppress dust.
- x. All construction and demolition debris shall be stored at the site (and not dumped on the roads or open spaces outside) before they are properly disposed. All demolition and construction waste shall be managed as per the provisions of the Construction and Demolition Waste Management Rules, 2016.
- xi. For indoor air quality, the ventilation shall be ensured as per provisions of National Building Code of India.

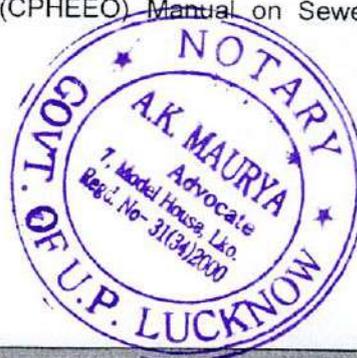
III. Water quality monitoring and preservation

- i. The natural drain system should be maintained for ensuring unrestricted flow of water. No construction shall be allowed to obstruct the natural drainage through the site, on wetland and water bodies. Check dams, bio-swales, landscape, and other sustainable urban drainage systems (SUDS) are allowed for maintaining the drainage pattern and to harvest rain water.
- ii. Buildings shall be designed to follow the natural topography as much as possible. Minimum cutting and filling should be done.
- iii. The quantity of fresh water usage, water recycling and rainwater harvesting shall be measured and recorded to monitor the water balance as projected by the project proponent.
- iv. A certificate shall be obtained from the local body supplying water, specifying the total annual water availability with the local authority, the quantity of water already committed, the quantity of water allotted to the project under consideration and the balance water available. This should be specified separately for ground water and surface water sources, ensuring that there is no impact on other users.
- v. At least 20% of the open spaces as required by the local building bye-laws shall be pervious. Use of Grass pavers, paver blocks with at least 50% opening, landscape etc. would be considered as pervious surface.



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- vi. Installation of dual pipe plumbing for supplying fresh water for drinking, cooking and bathing etc and other for supply of recycled water for flushing, landscape irrigation, car washing, thermal cooling, conditioning etc. shall be done.
- vii. Use of water saving devices/ fixtures (viz. low flow flushing systems; use of low flow faucets tap aerators etc) for water conservation shall be incorporated in the building plan.
- viii. Separation of grey and black water should be done by the use of dual plumbing system.
- ix. Water demand during construction should be reduced by use of pre-mixed concrete, curing agents and other best practices referred.
- x. The local bye-law provisions on rain water harvesting should be followed. If local bye-law provision is not available, adequate provision for storage and recharge should be followed as per the Ministry of Urban Development Model Building Byelaws, 2016. Rain water harvesting recharge pits/storage tanks shall be provided for ground water recharging as per the CGWB norms.
- xi. A rain water harvesting plan needs to be designed where the recharge bores of minimum one recharge bore per 5,000 square meters of built up area and storage capacity of minimum one day of total fresh water requirement shall be provided. In areas where ground water recharge is not feasible, the rain water should be harvested and stored for reuse. The ground water shall not be withdrawn without approval from the Competent Authority.
- xii. All recharge should be limited to shallow aquifer.
- xiii. No ground water shall be used during construction phase of the project.
- xiv. Any ground water dewatering should be properly managed and shall conform to the approvals and the guidelines of the CGWA in the matter. Formal approval shall be taken from the CGWA for any ground water abstraction or dewatering.
- xv. No sewage or untreated effluent water would be discharged through storm water drains.
- xvi. Onsite sewage treatment of capacity of treating 100% waste water to be installed. The installation of the Sewage Treatment Plant (STP) shall be certified by an independent expert and a report in this regard shall be submitted to the Ministry before the project is commissioned for operation. Treated waste water shall be reused on site for landscape, flushing, cooling tower, and other end-uses. Excess treated water shall be discharged as per statutory norms notified by Ministry of Environment, Forest and Climate Change. Natural treatment systems shall be promoted.
- xvii. Periodical monitoring of water quality of treated sewage shall be conducted. Necessary measures should be made to mitigate the odour problem from STP.
- xviii. Sludge from the onsite sewage treatment, including septic tanks, shall be collected, conveyed and disposed as per the Ministry of Urban Development, Central Public Health and Environmental Engineering Organization (CPHEEO) Manual on Sewerage and Sewage Treatment Systems, 2013.



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IV. Noise monitoring and prevention

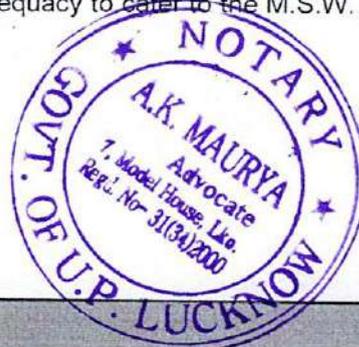
- i. Ambient noise levels shall conform to residential area/commercial area/industrial area/silence zone both during day and night as per Noise Pollution (Control and Regulation) Rules, 2000. Incremental pollution loads on the ambient air and noise quality shall be closely monitored during construction phase. Adequate measures shall be made to reduce ambient air and noise level during construction phase, so as to conform to the stipulated standards by CPCB / SPCB.
- ii. Noise level survey shall be carried as per the prescribed guidelines and report in this regard shall be submitted to Regional Officer of the Ministry as a part of six-monthly compliance report.
- iii. Acoustic enclosures for DG sets, noise barriers for ground-run bays, ear plugs for operating personnel shall be implemented as mitigation measures for noise impact due to ground sources.

V. Energy Conservation measures

- i. Compliance with the Energy Conservation Building Code (ECBC) of Bureau of Energy Efficiency shall be ensured. Buildings in the States which have notified their own ECBC, shall comply with the State ECBC.
- ii. Outdoor and common area lighting shall be LED.
- iii. Concept of passive solar design that minimize energy consumption in buildings by using design elements, such as building orientation, landscaping, efficient building envelope, appropriate fenestration, increased day lighting design and thermal mass etc. shall be incorporated in the building design. Wall, window, and roof u-values shall be as per ECBC specifications.
- iv. Energy conservation measures like installation of CFLs/ LED for the lighting the area outside the building should be integral part of the project design and should be in place before project commissioning.
- v. Solar, wind or other Renewable Energy shall be installed to meet electricity generation equivalent to 1% of the demand load or as per the state level/ local building bye-laws requirement, whichever is higher.
- vi. Solar power shall be used for lighting in the apartment to reduce the power load on grid. Separate electric meter shall be installed for solar power. Solar water heating shall be provided to meet 20% of the hot water demand of the commercial and institutional building or as per the requirement of the local building bye-laws, whichever is higher. Residential buildings are also recommended to meet its hot water demand from solar water heaters, as far as possible.

VI. Waste Management

- i. A certificate from the competent authority handling municipal solid wastes, indicating the existing civic capacities of handling and their adequacy to cater to the M.S.W. generated from project shall be obtained.

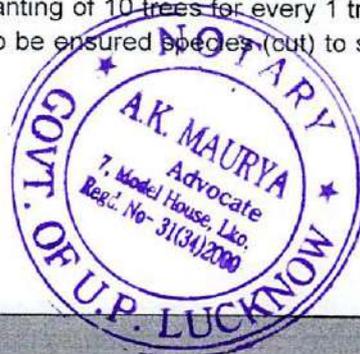


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- ii. Disposal of muck during construction phase shall not create any adverse effect on the neighboring communities and be disposed taking the necessary precautions for general safety and health aspects of people, only in approved sites with the approval of competent authority.
- iii. Separate wet and dry bins must be provided in each unit and at the ground level for facilitating segregation of waste. Solid waste shall be segregated into wet garbage and inert materials.
- iv. Organic waste compost/ Vermiculture pit/ Organic Waste Converter within the premises with a minimum capacity of 0.3 kg /person/day must be installed.
- v. All non-biodegradable waste shall be handed over to authorized recyclers for which a written tie up must be done with the authorized recyclers.
- vi. Any hazardous waste generated during construction phase, shall be disposed off as per applicable rules and norms with necessary approvals of the State Pollution Control Board.
- vii. Use of environment friendly materials in bricks, blocks and other construction materials, shall be required for at least 20% of the construction material quantity. These include Fly Ash bricks, hollow bricks, AACs, Fly Ash Lime Gypsum blocks, Compressed earth blocks, and other environment friendly materials.
- viii. Fly ash should be used as building material in the construction as per the provision of Fly Ash Notification of September, 1999 and amended as on 27th August, 2003 and 25th January, 2016. Ready mixed concrete must be used in building construction.
- ix. Any wastes from construction and demolition activities related thereto shall be managed so as to strictly conform to the Construction and Demolition Waste Management Rules, 2016.
- x. Used CFLs and TFLs should be properly collected and disposed off/sent for recycling as per the prevailing guidelines/ rules of the regulatory authority to avoid mercury contamination.

VII. Green Cover

- i. No tree can be felled/transplant unless exigencies demand. Where absolutely necessary, tree felling shall be with prior permission from the concerned regulatory authority. Old trees should be retained based on girth and age regulations as may be prescribed by the Forest Department.
- ii. A minimum of 1 tree for every 80 sqm of land should be planted and maintained. The existing trees will be counted for this purpose. The landscape planning should include plantation of native species. The species with heavy foliage, broad leaves and wide canopy cover are desirable. Water intensive and/or invasive species should not be used for landscaping. An area shall be earmarked for 'Green belt' development.
- iii. Where the trees need to be cut with prior permission from the concerned local Authority, compensatory plantation in the ratio of 1:10 (i.e. planting of 10 trees for every 1 tree that is cut) shall be done and maintained. Plantations to be ensured species (cut) to species (planted).



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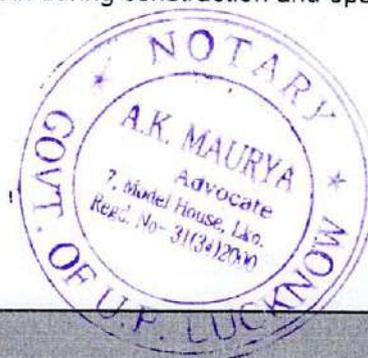
- iv. Topsoil should be stripped to a depth of 20 cm from the areas proposed for buildings, roads, paved areas, and external services. It should be stockpiled appropriately in designated areas and reapplied during plantation of the proposed vegetation on site.

VIII. Transport

- i. A comprehensive mobility plan, as per MoUD best practices guidelines (URDPFI), shall be prepared to include motorized, non-motorized, public, and private networks. Road should be designed with due consideration for environment, and safety of users. The road system can be designed with these basic criteria.
 - a. Hierarchy of roads with proper segregation of vehicular and pedestrian traffic.
 - b. Traffic calming measures.
 - c. Proper design of entry and exit points.
 - d. Parking norms as per local regulation.
- ii. Vehicles hired for bringing construction material to the site should be in good condition and should have a pollution check certificate and should conform to applicable air and noise emission standards be operated only during non-peak hours.
- iii. A detailed traffic management and traffic decongestion plan shall be drawn up to ensure that the current level of service of the roads within a 05 kms radius of the project is maintained and improved upon after the implementation of the project. This plan should be based on cumulative impact of all development and increased habitation being carried out or proposed to be carried out by the project or other agencies in this 05 Kms radius of the site in different scenarios of space and time and the traffic management plan shall be duly validated and certified by the State Urban Development department and the P.W.D./ competent authority for road augmentation and shall also have their consent to the implementation of components of the plan which involve the participation of these departments.

IX. Human health issues

- i. All workers working at the construction site and involved in loading, unloading, carriage of construction material and construction debris or working in any area with dust pollution shall be provided with dust mask.
- ii. Emergency preparedness plan based on the Hazard identification and Risk Assessment (HIRA) and Disaster Management Plan shall be implemented.
- iii. Provision shall be made for the housing of construction labour within the site with all necessary infrastructure and facilities such as fuel for cooking, mobile toilets, mobile STP, safe drinking water, medical health care, crèche etc. The housing may be in the form of temporary structures to be removed after the completion of the project.
- iv. Occupational health surveillance of the workers shall be done on a regular basis.
- v. A First Aid Room shall be provided in the project both during construction and operations of the project.



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X. **Environment Policy and Environment Management Plan (EMP)**

- i. The company shall have a well laid down environmental policy duly approved by the Board of Directors. The environmental policy should prescribe for standard operating procedures to have proper checks and balances and to bring into focus any infringements/deviation/violation of the environmental / forest / wildlife norms.
- ii. A separate Environmental Cell both at the project and company head quarter level, with qualified personnel shall be set up under the control of senior Executive, who will directly report to the head of the organization.
- iii. An Environment Management Plan (EMP) shall be drawn up for the respective station development project and shall be duly approved by the EnHM Directorate of the Ministry of Railways before undertaking any physical development at the site.
- iv. Action plan for implementing the respective EMPs and environmental guidelines along with responsibility matrix of the company shall be prepared and shall be duly approved by competent authority.



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