

**BEFORE THE NATIONAL GREEN TRIBUNAL  
PRINCIPAL BENCH, NEW DELHI**

**ORIGINAL APPLICATION NO. 1235/2024**

**IN THE MATTER OF:**

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

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**NDOH- 08.08.2025**

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**RESPONDENT NO.3**

**THROUGH**

*Madhur Arora*

**Singhania & Partners LLP**  
**Solicitors & Advocates**  
**P-24, Green Park Extension**  
**New Delhi-110016**

**Dated: 16.05.2025**  
**Place: New Delhi**

**BEFORE THE NATIONAL GREEN TRIBUNAL  
PRINCIPAL BENCH, NEW DELHI**

**ORIGINAL APPLICATION NO. 1235/2024**

**IN THE MATTER OF:**

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

**REPLY ON BEHALF OF RESPONDENT NO.3/NHAI TO THE  
ORIGINAL APPLICATION REGISTERED SUO MOTO BY THIS  
HON'BLE COURT**

**MOST RESPECTFULLY SHOWETH:**

1. That the present reply is being filed by the Respondent No.3/Answering Respondent in compliance with the Order dated 04.04.2025 passed by this Hon'ble Tribunal to the Original Application registered suo-moto on the basis of the news item titled "NHAI has made highway at protected pond site in Delhi Activists" appearing in the Times of India dated 30.09.2024.
2. The Answering Respondent/NHAI is a statutory body constituted by an Act of Parliament under Section 3 of the National Highways Authority of India Act, 1988 ("NHAI Act") and is responsible for the development, maintenance and construction of the National Highways across the country entrusted to it by the Central Government under the National Highways Act. The Respondent No.3 Authority is entering into several contracts with civil works contractors for the purpose of development, maintenance and management of National Highways.
3. The factual background of the instant OA is as follows-
  - i. In 2008, the land acquisition proceedings in respect of Village Goyla Khurd were carried out by Respondent No.7/Delhi Development



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- Authority (“DDA”), and the said pond was also included in the acquisition proceedings. True copy of relevant documents regarding acquisition of the said land is annexed and marked as **Annexure R-3/1**.
- ii. In 2017, DDA requested the Answering Respondent to develop Urban Extension Road section between NH-8 and NH-1 (“**UER-II**”). Subsequently, the said section was declared as NH-344M by Ministry of Road Transport and Highways (“**MoRTH**”). True copy of the Minutes of Meeting dated 01.06.2019 held at Transport Bhawan, New Delhi is annexed and marked as **Annexure R-3/2**.
- iii. On 01.05.2019, the Answering Respondent submitted a proposal to Ministry of Environment, Forest and Climate Change (“**MOEF&CC**”) seeking approval for Terms of Reference (“**TOR**”) as per Environment Impact Assessment (“**EIA**”) Notification, 2006 and subsequent amendments under Environment Protection Act, 1986. True copy of the Answering Respondent’s letter dated 01.05.2019 is annexed and marked as **Annexure R-3/3**.
- iv. On 19.07.2019, MOEF&CC accorded approval to the Answering Respondent for the TOR. It is pertinent to mention that the approval noted that there is a pond site situated at Ch.33+500. True copy of MOEF&CC’s letter dated 19.07.2019 is annexed and marked as **Annexure R-3/4**.
- v. On 27.08.2021, Respondent No.7 handed over the land of villages Dhoolsiras, Chhawla, Tajpur Khurd, Goyla Khurd free from all encumbrances to the Answering Respondent for the construction of



UER-II. True copy of handing over memo dated 27.08.2021 is annexed and marked as **Annexure R-3/5**.

- vi. On 29.09.2021, the EPC Agreement was signed between the Answering Respondent and Gawar Construction Limited (“EPC Contractor”) for development of 6-lane Urban Extension Road-II NH 344 M.
- vii. On 30.12.2021, MOEF&CC granted Environmental Clearance to the Answering Respondent under the provisions of EIA Notification for the development of UER-II. It is pertinent to highlight that the said clearance noted that ‘The proposed alignment is passing through 1 pond, 9 irrigation canals and 6 drains’. True copy of MOEF&CC's letter dated 30.12.2021 granting Environmental Clearance to the Answering Respondent is annexed and marked as **Annexure R-3/6**.
4. The major allegations raised against the Answering Respondent are detailed below-
- I. **Land acquisition proceedings with respect to the Village Goyla Khurd are illegal**
5. The first contention is that the land acquisition proceedings which were carried out in respect of Village Goyla Khurd are illegal. In this regard, it is stated that the said land acquisition proceedings in respect of Village Goyla Khurd were carried out by Respondent No.7 in 2008. The Answering Respondent had no role in the land acquisition regarding this pond as the said land was under the control of Respondent No.7 at that point of time.
6. After the land was acquired by DDA, the said land was handed over to the Answering Respondent for the development of UER-II based on the request of DDA.

*Atashy*



**II. Construction of the Urban Extension Road- II right through the pond at Village Goyla Khurd is illegal**

7. The second contention raised against the Answering Respondent is that the construction of the UER-II by the Answering Respondent over the pond site at Village Goyla Khurd is illegal.
8. It is stated that subsequent to the acquisition of land, Respondent No.7 proposed construction of UER-II as 3<sup>rd</sup> ring road connecting all the major National Highways in the western side of Delhi including NH-44, NH-09, NH-48 and NH-19, as part of the Delhi Master Plan 2021.
9. Thereafter, Respondent No.7 requested Answering Respondent to develop UER-II as a National Highway declared as NH-344M. The land of Village Goyla Khurd was handed over to the Answering Respondent finally in 27.08.2021 for the construction of UER-II, which was previously under the management and control of Respondent No.7.
10. It is pertinent to note that the UER-II was constructed by the Answering Respondent No.1 only after obtaining the requisite environmental clearance as per the EIA Notification, 2006. The MOEF&CC granted the Environmental Clearance to the Answering Respondent on 30.12.2021.
11. It is stated that the Answering Respondent had submitted the EIA Report which was prepared in November 2020. It is pertinent to note that the EIA Report explicitly mentions that the alignment of highway passes through the water body/pond at Ch. 33+500. True copy of the relevant extracts of the EIA Report is annexed and marked as **Annexure R-3/7**.

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12. Thereafter, the issue of grant of environmental clearance was discussed in the 247<sup>th</sup> meeting of Expert Appraisal Committee (EAC) and the Committee recommended the Project for grant of environmental clearance. On 30.12.2021, the MOEF&CC granted Environmental Clearance under the EIA Notification, 2006 for the development of UER-II. It is pertinent to highlight that the Environmental Clearance states at para 4 that *the proposed alignment is passing through 1 pond, 9 irrigation canals and 6 drains*. This underscores that the environmental clearance was granted to the Answering Respondent No.1 taking into account that the UER-II was passing through a pond at Village Goyla Khurd. Hence, it is significant to note that the construction of UER-II is legally sanctioned by way of an Environmental Clearance. It is submitted that there is no Bar on the construction of said Bridge over the Goyla Pond under applicable laws, save and except the requirement of adherence to the conditions of Environmental Clearance. It is submitted that the Answering Respondent No. 3 is in substantial compliance the Environmental Clearance. It is further submitted that no allegation of violation of the conditions of the said Clearance have been alleged against Answering Respondent No. 3. In the absence of said allegation, it is prayed that the current Original Application be dismissed in regard to Answering Respondent No. 3.
13. It is a well-established engineering practice that a bridge is proposed over a highway if it passes through any pond/water body so that it causes minimal disturbance to the water body. Similar practice has been adopted by Answering Respondent No.3 in case of the Goyla Pond. Instead of proposing an at-grade road by filling the pond, which may have costed around Rs.15 crores, a 1.2 km long bridge has been constructed with cost of around Rs.75 crores i.e. 5 times the cost of at-grade road. Such construction is made balancing interests of preservation of the environment



*Atashy*

and the developmental interests of society. The measures taken by the Answering Respondent No. 3 are proportionate, reasonable and remedial. The Answering Respondent No. 3 has taken extensive efforts to restore the Goyla Pond and any impact as a consequence of the construction has been mitigated.

14. Therefore, no construction has been done by Answering Respondent No.3 that has caused permanent damage to the pond. Further, the Answering Respondent No.3 through its EPC Contractor has been carrying out routine maintenance and cleaning works of the pond. It is pertinent to mention that any temporary formwork in the pond during the construction has been removed. True copy of the photographs demonstrating routine maintenance by the EPC Contractor are annexed and marked as **Annexure R-3/8**.

**III. The construction of the Urban Extension Road- II is in contravention of the Wetland (Conservation and Management) Rules, 2017**

15. The third contention raised against the Answering Respondent No.3 is that the construction of the Urban Extension Road- II is in contravention of the Wetland (Conservation and Management) Rules, 2017 (“**Wetland Rules**”). The said contention is misleading since Rule 3 of the said Rules clearly states that the Rules are applicable only to the wetlands as notified by the Central Government, State Government and Union Territory Administration. It is pertinent to note that the Goyla Khurd pond has not been notified by any Government till the date of filing of this Counter Affidavit. Without prejudice to the above, the Office Memorandum dated 08.03.2022 (“**Office Memorandum**”) issued by the MOEF&CC which extended the applicability of the Wetland Rules to a water body, irrespective of its notification, is only applicable to wetlands having an area of more than 2.25 hectares. Since the pond at Goyla Khurd is situated



within an area of 8810.34 sqm (0.88 hectares), the Office Memorandum is not applicable to the instant pond. True copy of the Office Memorandum dated 08.03.2022 is annexed and marked as **Annexure R-3/9**.

16. It is respectfully submitted that the Answering Respondent has undertaken all relevant permissions and has acted in total compliance with all the applicable laws. It is further submitted that the construction of the said UER-II is necessary for development of infrastructure, public interest and convenience. The Answering Respondent has undertaken the said project ensuring minimum disturbance to the pond as was handed over by Respondent No.7 and any such disturbance, if any has been remedied and restored by the Answering Respondent. Reliance is placed upon the judgment of the Hon'ble Supreme Court in *Auroville Foundation v. Navroz Kersasp Mody and Ors. 2025 SCC OnLine SC 557* wherein the Hon'ble Court has reiterated the law on balancing the right for development and the right for environment as necessary. It is submitted that the Answering Respondent has followed these settled principles both in letter and spirit-

“16. *In Essar Oil Ltd. v. Halar Utkarsh Samiti, this Court after referring to the principles enunciated in the Stockholm Declaration, made very apt observations in Para 26 and 27, which maybe quoted hereunder:-*

“27. *This, therefore, is the aim, namely, to balance economic and social needs on the one hand with environmental considerations on the other. But in a sense all development is an environmental threat. Indeed, the very existence of humanity and the rapid increase in the population together with consequential demands to sustain the population has resulted in the concreting of open lands, cutting down of forests, the filling up of lakes and pollution of water resources and the very air which we breathe. However, there need not necessarily be a deadlock between development on the one hand and the environment on the other. The objective of all laws on environment should be*



*Alashy*

*to create harmony between the two since neither one can be sacrificed at the altar of the other. This view was also taken by this Court in Indian Council for Enviro-Legal Action v. Union of India, [(1996) 5 SCC 281], where it was said: (SCC p. 296, para 31)*

*“While economic development should not be allowed to take place at the cost of ecology or by causing widespread environment destruction and violation; at the same time the necessity to preserve ecology and environment should not hamper economic and other developments. Both development and environment must go hand in hand, in other words, there should not be development at the cost of environment and vice versa, but there should be development while taking due care and ensuring the protection of environment.”*

- “17. Though it is true that the “Precautionary Principle” and the “Polluter Pays Principle” are part of the environmental law of the country, it is equally true that while the right to clean environment is a guaranteed fundamental right under Articles 14 and 21 of the Constitution of India, the right to development through industrialisation equally claims priority under fundamental rights particularly under Articles 14, 19 and 21 of the Constitution of India. There is therefore a need for “Sustainable Development” harmonising and striking a golden balance between the right to development and the right to clean environment. In *N.D. Jayal v. Union of India*<sup>6</sup>, it is observed as under:-

“25. Therefore, the adherence to sustainable development principle is a sine qua non for the maintenance of the symbiotic balance between the rights to environment and development. Right to environment is a fundamental right. On the other hand, right to development is also one. Here the right to “sustainable development” cannot be singled out. Therefore, the concept of “sustainable development” is to be treated as an integral part of “life” under Article 21. Weighty concepts like intergenerational equity (State of H.P. v. Ganesh Wood Products, [(1995) 6 SCC 363]), public trust doctrine (M.C. Mehta v. Kamal Nath, [(1997) 1 SCC 388]) and precautionary principle (Vellore Citizens, [(1996) 5 SCC 647]), which we declared as inseparable

*Alka*



*ingredients of our environmental jurisprudence, could only be nurtured by ensuring sustainable development.”*

17. Therefore, the arguments of the Answering Respondent No.3 are summarized as follows:

- a. The acquisition of the pond land at Village Goyla Khurd was undertaken by DDA/Respondent No.7 and hence, the Answering Respondent No.3 is constrained for want of knowledge from making any submissions.
- b. The construction of UER-II over the pond at Village Goyla Khurd was undertaken only after a lawful Environmental Clearance was granted and the Answering Respondent is in substantial compliance of the same.
- c. The Answering Respondent has undertaken all necessary steps for routine maintenance of the pond land post-construction of the Project.
- d. The Answering Respondent has undertaken this project in full compliance with all applicable laws, rules, memorandums, directions binding upon it in the facts and circumstances of the case.

*Akashy*

**RESPONDENT NO.3**



**THROUGH**

*Modhu Arora*

**Singhania & Partners LLP  
Solicitors & Advocates  
P-24, Green Park Extension  
New Delhi-110016**

**Dated: 16.05.2025  
Place: New Delhi**

BEFORE THE NATIONAL GREEN TRIBUNAL  
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News Item titled "NHAI has made highway at protected pond site in Delhi Activists" appearing in the Times of India dated 30.09.2024

**AFFIDAVIT**

I, Akash Padhi Son of Sh. Bisikesan Padhi aged 33 years, working as Deputy General Manager (T) & Project Director, at Project Implementation Unit-Dwarka National Highways Authority of India, having office at D-21 Corporate Park, Near Sector- 8 Metro Station, New Delhi- 110075 do hereby on solemn affirmation state and submit as under:

1. That I am the Dy. General Manager(T) & Project Director with the Respondent No. 3/NHAI and am fully conversant with the facts and circumstances of this case.
2. That the accompanying reply to the original application has been drafted by my counsel on my instructions and the facts stated therein are true and correct based on the records and that nothing material has been concealed therefrom and the same are not being repeated for the sake of brevity.
3. I say that the annexures filed along with the present reply are true copies of their respective originals.

*Akash*  
DEPONENT  


*Subb*  
*D/4039/2023*  
I identified the deponent who has signed in my presence.

16 MAY 2025

**VERIFICATION:**

Verified at 16 MAY 2025 on this \_\_\_ day of May, 2025 that the contents of the above affidavit are true and correct to the best of my knowledge. No part of it is wrong and nothing material has concealed there from



CERTIFIED THAT THE DEPONENT  
Shri/Smt./Km. *Akash Padhi*  
S/o, W/o R/o *Bisikesan Padhi*  
Identified by Shri/Smt. *Subb*  
Has solemnly affirmed before me at  
Delhi on *16* day of *May* 2025  
That the contents of the affidavit which  
have been read & explained to him/her  
are true & correct to his/her knowledge

*Akash*  
DEPONENT  


NOTARY

जी माथवाडी ग्राम जीयला रुंद अर्जास नं. 06/2008-09

Notification u/s 4 - No.F9(88)/2004/L&B/LA/176 Dated 07.04.2006.

Notification u/s 6 - No.F9(88)/2004/L&B/LA/7791 Dated 04.04.2007

आज दिनांक 27.07.2010 को आदेशानुसार पत्रांक ADM/LAC (SW) पत्र संख्या ADM/LAC/SW/2009-10/5798 दिनांक 22.07.2010 को उपरोक्त Notification u/s 6 व अर्जास नं 6/2008-09 का कर्षण कार्य/द्वै हेतु जाहिराती श्री सुदेश चावल पटवारी (LA) व श्री ललित राणा पटवारी (LA) रिकार्ड सहित, गटका L&B की लफ से श्री अमित चावल पटवारी, गटका DDA की लफ से श्री निरंज सिद्ध, कानूनगो व श्री प्रसन्न सिद्ध पटवारी तथा गटका माल की लफ से श्री उषु नाथ पटवारी अथ रिकार्ड माल गिरिजात किए गए स्थान LAC दफता कापलहेटा टापी दुए/तथपत्रांक नॉक पर पत्रांक टेलका पटवारी रिकार्ड माल की लफात से उपरोक्त अर्जास काय अर्थिग्राहक नन्वाण खलरा की सिनाकर की गई निरंक अनुसार नॉकपरिचालनीकर नन्वाण खलरा का कर्षण चालनेवाण से हासिल करे. कर्षण लो को को हासिल करके, गटका LA 2 के नुमाइदे श्री अमित चावल पटवारी को दिया गया नि-हाण गट कर्षण अर्जा का लो DDA के नुमाइदे को दे दिया गया (निरंज सिद्ध कानूनगो) DDA.

- नन्वाण खलरा - 1/1/23 (0-17), 5/1/2 (0-18), 3 (4-10), 4/1 (1-05), 7/1/2 (0-75)  
 7/1/1 (0-5), 8 (4-16), 9/1 (1-18), 12/1/1 (1-3), 13 (4-16), 14/1 (0-16), 17/1/2 (0-7), 17/1/2 (0-4), 18 (2-16), 22/1/2 (1-16), 23/2 (2-4), 24 (0-4), 9/1/3/1 (4-8), 8/2 (3-05), 10/1/1 (0-2), 10/1/2 (0-2), 42 min (1-11), 21 min (10-08-10) (जो 23)  
 20 (2-13), 21 (4-16), 22 (1-09), 9/1 1/2 (1-01), 12 (2-06), 14/1/1 (4-10)

14/1/21 (0-3), 10/2 (3-12), 11/1 (2-02), 20/2 (0-12), 15/1/2 min  
 (3-07), 6/1 (4-08), 7/1 (0-2), 14/2 (1-03), 15 (4-15), 16 min (4-06)  
 29 (0-4), 17/1 min (2-0), 24/2 (2-14), 25 (4-16), 20/1/2 (2-14),  
 5/1 & 2 (4-16), 6/1 & 2 (2-08), 7/1/1 (0-15), 7/2/1 (0-18), 14/2  
 (2-14), 15 (5-08), 16 min (4-11), 17/1 (2-14), 24/1/1 min (0-17)  
 24/2 (1-16), 25 (4-16), 29 (0-4), 30/1/4/1/1 (0-18), 4/2 (1-16)  
 5 (4-16), 6 min (4-15), 7/1 (2-14), 14/1 (2-14), 15 (4-16),  
 16 (3-06), 17/1 (2-18), 8/1/16/1 (0-18), 25/2 (2-05), 30/1 -

27 min (0-10) कुल तदादी रकबा 168 बीघा 2 बिहवा  
 व 10 बिहवाली. जिसमे गौंन पृ फल्ल पाई गई।

उपरोक्त नम्बर 17 खसरा के इतिहास, नम्बर 17 खसरा -

14/1/1 min (0-1), 15/1/1 min (0-1), 16 min (0-1), 17/1 min (0-1),  
 20/1/16 min (0-1), 24/1/1 min (0-1), 30/1/6 min (0-1) से गौंन  
 पर ट्यूबल-कॉज पाया गया व खसरा नं० 5/1/1/2 (0-17)  
 18 min (1-0), 19/1 (2-05), 22/1/2 (0-12), 23/1 (2-12), 9/1/2  
 (3-05), 9/1 (1-05) व 9/2/2 (3-04) तथा 29 min (0-0-10)

कुल तदादी रकबा 15 बीघा 07 बिहवा 10 बिहवाली  
 में Built up व ट्यूबल गौंन पृ पाए गए जिसका

कठपौ Demolition करवाने के बाद दिया जाएगा  
 कठपौ अभिलेखी के पॉली कॉर्ड मध्यात पेश नहीं करें  
 कठपौ अभिलेखी पूर्ण हुई जिसकी एक प्रति हल्का पटवारी को  
 लिमाई जाल में काल पामप देतु दे दी जाएगी।

Suman  
 27/7/10  
 (सुरेश यादव)  
 पटवारी LA

Suman  
 27/7/10  
 (लालत राणा)  
 पटवारी, LA

Suman  
 27/7/10  
 (अमित यादव)  
 पटवारी LA B

Suman  
 27/7/10  
 (लजय कुमार)  
 M.T. LA

Suman  
 27/7/10  
 (निचेय सिंह)  
 कानूनवा DDA

Suman  
 27/7/10  
 (पसनी सिंह)  
 पटवारी DDA

Suman  
 27/7/10  
 (अशु नाथ सिंह)  
 पटवारी लिमाई जाल

कब्जा कार्यवाही ग्राम गोमला खुर्द  
अर्डा न. 06/2008-09/डव

आज रोज बाहुकम जनत ADM/डव आदेश संख्या  
ADM/LAC/डव/2023-24/18263 दिनांक 18/04/2023 करार लेने  
दने कब्जा खतरा न. 01/24/गिन लावादी रकबा (0-0-10) बिल्वांगी  
ग्राम गोमला खुर्द मौके पर LAC/डव ले कानूनमो श्री बलराज  
सिंह, L#B ले पटवारी श्री आशिष, DDA ले श्री रवि त्रिपाठी  
पटवारी L#SW2, AE श्री O.P. CHAWLA विभाग PD-II ले व  
श्री B.S. JAIN विभाग NHAI ले हाजिर आए हैं।

उपरोक्त न. खतरा पर 10 बिल्वांगी में एक सभापी बनी  
हुई थी। जितको तुडवाकर खाली भूमि का कब्जा महकमा 18B  
के पटवारी श्री आशिष के सुपुर्द किया गया। दौरान कब्जा  
कार्यवाही किसी तरह की किसी तरह की कोई दिक्कत पैदा नहीं  
आई।

*Mish*  
21/4/23  
आशिष (PATWARI/L#B)

*Mish*  
21/4/23

*Mish*  
21/4/23  
(अमिल लुधीर)  
NT/LA

उपरोक्त भूमि का कब्जा लेकर महकमा DDA के पटवारी श्री रवि  
त्रिपाठी को दिया गया  
श्री त्रिपाठी (*Mish* 21/4/23)  
(PATWARI/DDA)

*Mish*  
21/4/23  
आशिष (PATWARI/L#B)

उपरोक्त भूमि का कब्जा लेकर महकमा DDA के PD-II के श्री O.P.  
CHAWLA के हवालें किया गया

(O.P. CHAWLA) 21/4/23  
AE/PD-II

*Mish*  
21/4/23  
(रवि त्रिपाठी)  
PATWARI/DDA

उपरोक्त खाली भूमि का कब्जा महकमा NHAI के श्री B.S.  
JAIN को दिया।

(B.S. JAIN) 21/4/23  
RO/NHAI

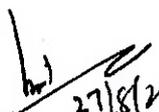
O.P. CHAWLA 21/4/23  
AE/PD-II

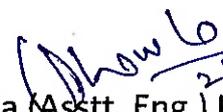
**HANDING OVER VACANT PHYSICAL POSSESSION OF LAND TO NHAI COMING  
IN THE ALIGNMENT OF UER-II PRESENTLY UNDER MANAGEMENT AND  
CONTROL OF DDA**

In compliance of Minutes of the Meeting dated 18-08-2021 held on 22-07-2021 chaired by Vice Chairman DDA, the land of villages namely- Dhoolsiras, Chhawla, Tajpur Khurd, Goyala Khurd and Deendarpur coming in the alignment of UER-II, free from all encumbrances/litigations is being handed over to the representatives of NHAI.

As per plan attached.

**Handed Over**

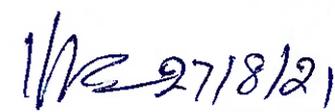
  
Narendr Kumar (Ex. Eng.) PD-V DDA

  
O. P. Chawla (Asstt. Eng.) PD-V DDA

**Taken Over**

  
R. N. Gupta (Manager-T) PIU/NHAI

  
B. S. Jain (Revenue Officer) PIU/NHAI

  
Katar Singh (Revenue Surveyor) PIU/NHAI

159

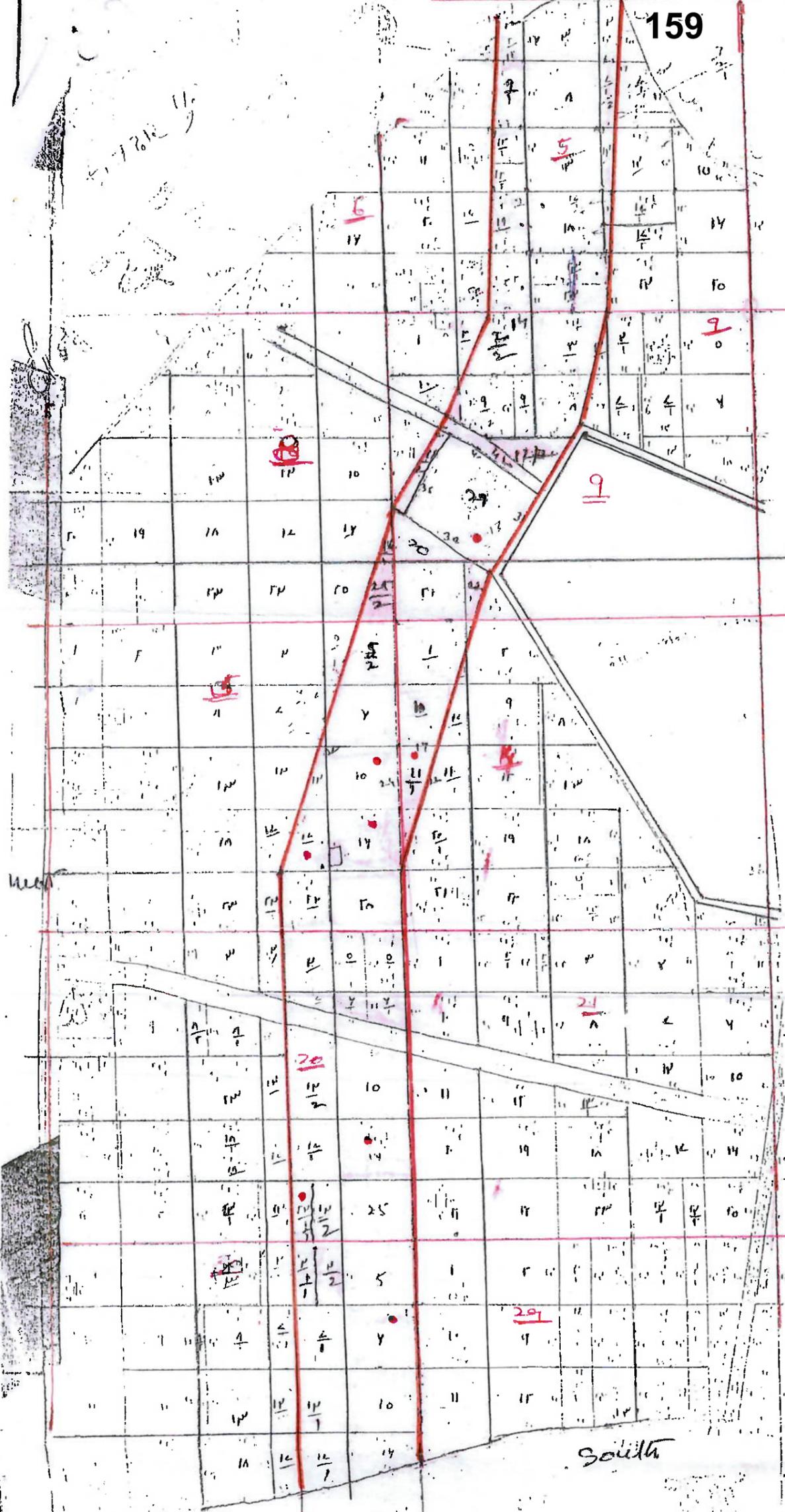
Vill. Goyala Kherd<sup>5</sup>

(4)

पार्ट-शजरा, मौजा- गौयला खर्द

U.E.R. II (105 meter land.)

Dwarka



East

Index

Possession to be taken by  
DDA from UAC.  
Shown as = •

Khata nos = 9/29 in (0-0-10), 14/11 in (0-1)  
15/15 in (0-1), 15/16 in (0-1), 15/17 in (0-1)  
30/6 in (0-1), 20/16 in (0-1) 20/24/1/1 in (0-1)

TOTAL = 0-7-10

Handed over.

Taken over.

Handed over

Taken over.

W. S. / 27/8/21 / AS/PS

27/8/21 / EE/PS

27-08-21 / R. N. Gupta / Manager (T) / NHAI / 27/8/21

27/8/12

27/8/12

27/8/12

Land handed over to NHAI shown inside red line as -

NHAI / 27/8/21

(Raj Bir Singh) / Naib Tehsildar / NLI / West Zone

TE/MPT

AE / MPT



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण  
(सड़क परिवहन और राजमार्ग मंत्रालय)  
**National Highways Authority of India**

(Ministry of Road Transport and Highways)  
जी-5 एवं 6, सेक्टर-10, द्वारका, नई दिल्ली-110075  
G-5 & 6, Sector-10, Dwarka, New Delhi-110075

दूरभाष / Phone : 91-11-25074100/25074206  
फैक्स / Fax : 91-11-25093507 / 25093514

NHAI/Tech/DE/2016/101421

Date: 15.06.2017

**Sub: Minutes of Meeting chaired by Hon'ble Minister (RT&H) on 01.06.2017 at 11.00 am at Transport Bhawan, New Delhi on Dwarka Expressway and Katra-Delhi Expressway**

A meeting was held under the Chairmanship of Hon'ble Minister (RT&H) in regard to Dwarka Expressway and Katra-Delhi Expressway on 01.06.2017 at 11.00 AM at Transport Bhawan, New Delhi.

2. Minutes of the Meeting duly approved by the Competent Authority are enclosed for your kind perusal.

Yours faithfully,

(Dinesh Yadav)  
GM (Tech)-Delhi

To,

1. PS to Hon'ble Minister (RT&H)
2. Sh. Parvesh Verma, Hon. M.P.(L.S.)
3. Vice-Chairman, DDA
4. Member (Tech), DDA
5. JS (Highways), MoRT&H
6. Chief Engineer (P-1), MoRT&H
7. Chief Engineer (P-2), MoRT&H
8. PS to Chairman, NHAI
9. PS to Member (PPP), NHAI
10. Dr. B. S. Singla, CGM (T), NHAI
11. Sh. L. P. Padhy, CGM (T), NHAI

P D, Dwarka

M  
19/6

Subject: Minutes of Meeting chaired by Hon'ble Minister (RT&H) on 01.06.2017 at 11.00 am at Transport Bhawan, New Delhi on Dwarka Expressway and Katra-Delhi Expressway.

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Hon'ble Minister welcomed the participants to the meeting and invited the NHAI to present the agenda for the meeting. List of participants is attached at Annexure 'A'.

#### 1. Dwarka Expressway:

Setting the context, Chairman, NHAI explained the background of the proposed Dwarka Expressway with the help of a diagrammatic presentation highlighting the stretches in Delhi, Haryana, proposed connectivity to International Airport, issues relating to Airport Authority of India (AAI), Connectivity to Exhibition-cum-Convention Centre (ECC) and issues pending with Government of Haryana. This was followed by a detailed presentation on the project, highlighting the following:

- (i) The initial 5 km length of the proposed Dwarka Expressway runs parallel to the airport boundary wall and it is proposed to construct an elevated structure from the Shiv Murti Junction onwards subject to the AAI agreeing to allow the height clearance. The Chairman NHAI had held a meeting with the Secretary Civil Aviation, who agreed to get the feasibility of the proposal (of shifting/relocation of radars) examined through independent consultants (NATS) and taking a final view in the matter by 30.06.2017. In case it was not found feasible, a shallow tunnel is proposed to be constructed, for which additional land of about 20 acres would be required from the AAI. The details of such land have also been provided to them. The tunnel would also entail acquisition of about 3 acres of land from the Railways.
- (ii) As part of Dwarka Expressway, an inter-change is required to be constructed for free-flow connectivity to the proposed ECC being developed by the Department of Industrial Policy and Promotion (DIPP). The proposed inter-change facilities for the ECC would require acquisition of 18.68 hectares of Delhi Development Authority (DDA) land and additional construction cost of about Rs. 350 crs. The issue of cost has already been deliberated in the meeting chaired by the Cabinet Secretary on 23.05.2017 when it was agreed that the cost of inter-change would be borne by the DIPP.
- (iii) NHAI has made a request to the DIPP to facilitate transfer of 18.68 hectares of DDA land to the NHAI. The Chairman NHAI has also written to the Vice-Chairman, DDA in this behalf with a view to expediting the process. The Vice Chairman, DDA mentioned that the transfer of proposed land to the NHAI would have to be at the updated acquisition cost of DDA. It was brought out that the additional land is required for the purpose of facilitating connectivity to the ECC and hence transfer of the same is to be arranged by the DIPP. The Hon. Minister (RT&H) suggested that the Chairman NHAI may sort out the matter in a meeting with the Secretary DIPP and the Vice Chairman DDA. Depending on the outcome, the concerned Ministry may move a proposal before the Cabinet for transfer of the subject land to the NHAI at a notional value, as had been done for the ECC project. However, he opined that the DDA may give working permission on this land to the NHAI subject to the final decision of the Competent Authority regarding payment of cost of land.
- (iv) Dwarka Expressway falls in the state of Haryana for a length of 18.1 km, and it is proposed to construct about 15 km length of the road on cut and ramps as

per Option I presented in the meeting, considering large number of existing inter-sections, proposed commercial and residential development by the Haryana Urban Development Authority (HUDA) in view of the past experience of the congestion of NH-8. Dwarka Expressway is designed as a 8-lane fully access controlled facility with 3 level inter-changes at all major crossings and 3-lane service roads.

- (vi) In order to ensure that the Shiv Murti Junction (Shivmurti-Mahipalpur section of NH-8) is not further congested on account of merger of the traffic from the Dwarka Expressway at this location, it is proposed to provide direct access to Terminal-3 (T-3) through a deep tunnel from Dwarka Expressway. The NHAI has already held consultations with AAI, Ministry of Civil Aviation and DDA in this behalf. There is unanimity on the need for providing alternate independent access to Airport. NHAI has proposed connectivity to T-3 from Dwarka Expressway through a tunnel from Sector-21 of Dwarka, running parallel to the existing alignment of Airport Expressway Metro line. Additionally, a road is proposed to be developed for providing connectivity to Terminal-3 from Shivmurti within Airport boundary. The proposals of connectivity were agreed in the meeting. The connectivity to T-3 from Sector 21 to Dwarka would be developed through a separate package for which DPR is being initiated by the NHAI.
- (vii) Various options for tolling and financing of the project were discussed in the meeting. It was brought out that as per the extant toll rules, toll rates for the length of the structures are 10 times that of a normal road. As such, the one-way toll rates for a car (LCV) work out to Rs. 235 and Rs. 865 for a 3-axle truck in the instant case as per the rules. Such toll rates would be unworkable and traffic is not likely to use the Expressway on account of such exorbitant rates and the traffic may continue to use the existing NH-8. Accordingly, it was suggested that exceptions in toll rules would have to be made since it is an urban project. The Hon'ble Minister (RT&H) appreciated the point and agreed to the same in principle.
- (viii) It was further brought out that Dwarka Expressway would not be financially viable as a stand-alone project and a more acceptable tolling model would need to be evolved. It was also brought out that the existing toll plaza at Kherki Dhaura would also need to be removed/ shifted from its present location prior to CoD of the Dwarka Expressway to avoid issue of double tolling for the traffic. This may entail buy-back of the existing concession agreement on NH-8.
- (ix) It was also proposed that integrated tolling for Dwarka Expressway using ITS would have to be implemented to make it practically feasible to toll traffic volume of around 3 lakh PCUs. It was also agreed in principle that toll rates of the existing NH-8 may have to be adopted for the proposed Dwarka Expressway. As a matter of fact, the Delhi-Gurgaon Expressway and the Dwarka Expressway would emerge as one combined loop and implementation of ITS Tolling would also make it feasible for the commuters to pay the toll fee only for the segment/ distance actually used by them. NHAI would need to develop a suitable system for implementation of ITS on this highway.
- (xi) Given lack of financial viability of the projects, and the need for expeditious implementation of the complete project, it was agreed that the project may be implemented on EPC mode in five different 5 packages. Accordingly, it was decided that the NHAI may submit its proposal for approval of the project along with five sub-projects' packages.

### 3. Shifting of the Kherki Dhaula Toll Plaza:

Kherki-Daula Toll Plaza had emerged as a major traffic choke-point leading to huge outcry from the commuters. The Chief Minister, Haryana had also made a reference to the Hon'ble Minister in this behalf. As such, it was observed that a solution would need to be found for buy-back of the Kherki Dhaua toll plaza and its shifting at a place about 1 to 1.5 kms before the KMP Intersection on NH-8, in view of the congestion on NH-8, request of Govt. of Haryana and the proposed development of Dwarka Expressway. The Hon'ble Minister desired that the NHAI may hold consultations with the Concessionaires in the first instance to take the process forward. Further, the NHAI may also need to buy-back the stretch of about 13-14 kms (from Kherki Daula to KMP Interchange on NH8) from the Pink City Concessionaire. A 6-lane elevated highway would also need to be constructed in Manesar village for smooth flow of traffic. Rajasthan Division of NHAI would make a suitable proposal for (i) the buy-back of the stretch from Kherki Daula to KMP Interchange from the existing concessionaire, (ii) Construction of an elevated 6-lane Section through Manesar village, and (iii) upgradation of NH-8 up to KMP Interchange, with the establishment of a Toll Plaza at a suitable location before the KMP Interchange as a stand-alone project to be executed on EPC mode. The Hon'ble Minister, RTH agreed to the above proposals in principle.

### 4. Development of Urban Extension Road-II (UER-II) by the NHAI:

- (i) Vice-Chairman, DDA raised the issue of take-over of the Urban Extension Road-II by the NHAI as a National Highway and requested the Hon' Minister to declare the same as NH and its take-over by the NHAI for development. He stated that the Dwarka Expressway would remain incomplete if it was not provided a linkage with the UER-II for decongestion of Delhi traffic. Sh. Parvesh Verma, Hon. M.P. also requested the Hon. Minister to consider the request favourably.
- (ii) It was brought out that total length of UER-II is about 46 Km and that the DDA had already acquired the land for about 36 kms. He further stated that the Delhi Administration had also acquired the land in a length of about 6 kms and the Government of Delhi could be requested to transfer the same to the NHAI. This would leave acquisition of land in a residual length of about 3 kms which may be done by the NHAI. Making a reference to the map prepared by the DDA in this behalf, the Chairman NHAI stated the left-over portions had dense constructions and it was not feasible to even undertake elevated construction in these stretches.
- (iii) Sh. Pravesh Verma, MP, stated these persons would be agreeable to shift and make way for the completion of the UER-II, if the DDA could provide 100 sq mtr plots for these people at an alternative location.
- (iv) After detailed deliberations, Hon'ble Minister requested DDA to work out a suitable package for re-locating the built-up colonies on the proposed alignment of UER-II. Hon. M.P. agreed to facilitate the process of dialogue with the residents. Chairman, NHAI also proposed a joint inspection of the UER-II alignment which was agreed by DDA, Vice-Chairman, Member, DDA would fix a suitable date for the same. The Hon. Minister (RT&H) mentioned that this road could be taken up for development by the NHAI provided encumbrance free land is handed over by the DDA and Delhi Government to the NHAI.

### 5. Alignment of Delhi-Amritsar-Katra Expressway:

- (i) Chairman NHAI proposed that alignment of this expressway should be fixed in

such a way that the entire traffic of Himachal Pradesh is also linked to this Expressway by linking the Saha-Shahbad road to this alignment. The proposed alignment will commence from a suitable junction at the Ambala-Kaithal NH to Narnaul passing through the comparatively backward areas of Haryana through Jind, between Meham and Bhiwani, and finally crossing by Narnaul, linking the proposed Logistics Facility at Nangal Chaudhary and finally connecting NH-8 near Kotputli. It can also be used by the entire traffic coming from Punjab through various existing highways, which can be upgraded simultaneously. Chairman, also informed that traffic of Ludhiana and Jalandhar can also use this route using existing NH-1 or other the NHs from Ambala onwards.

- (ii) The Hon'ble Minister informed that he already had a meeting with the Hon'ble CM, Haryana and then Dy. CM, Punjab and Dy. CM, J&K regarding the alignment. The tentative alignment discussed in that meeting was passing from KMP to Amritsar via Moga, Barnala and Jind, then from Amritsar to Pathankot, the proposed expressway utilized the existing NH with certain improvements and creating new Bypass. Further, from Pathankot to Nagrota, the proposed alignment would be using the already existing NH with its widening from 4-lane to 6-lane and further linking Nagrota to Katra by improving the existing highway.
- (iii) Finally, it was decided that the Chairman, NHAI may discuss the various alignment options with the Chief Secretaries of Punjab and Haryana in the first instance, which may form the basis for finalizing the same in a meeting to be held at the level of Hon'ble Minister RTH with the Chief Ministers of J&K, Punjab and Haryana.

The meeting concluded with vote of thanks to the chair.

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Annexure 'A'

## List of Participants

1. Hon'ble Minister (MoRT&H) in chair
2. Sh. Parvesh Verma, Hon. M.P.(L.S.)
3. Smt. Leena Nandan, JS (Highways), MoRT&H
4. Sh. A. K. Shrivastav, Chief Engineer, (P-1), MoRT&H
5. Sh. T. T. Negi, Chief Engineer (P-2), MoRT&H

## National Highways Authority of India (NHAI)

1. Sh. Y. S. Malik, Chairman, NHAI
2. Sh. Niraj Verma, Member(PPP), NHAI
3. Dr. B. S. Singla, CGM(T), NHAI
4. Sh. Manoj Kumar, CGM(T) & R. O. Delhi, NHAI
5. Sh. Dinesh Yadav, GM(T)-Delhi, NHAI
6. Sh. Udeep kumar Singhal, PD, PIU Dwarka, NHAI
7. Sh. K.K.Arora, GM(CM-III/Exp.), NHAI

## Delhi Development Authority (DDA)

1. Sh. Uday Pratap Singh, Vice-Chairman, DDA
2. Sh. Mahesh Kumar, Member(T), DDA
3. Sh. M. S. Rawat, AECOM, DPR Consultant
4. Sh. Sarbajeet, AECOM, DPR Consultant

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**भारतीय राष्ट्रीय राजमार्ग प्राधिकरण**  
(सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार)  
**NATIONAL HIGHWAYS AUTHORITY OF INDIA** IA  
(MINISTRY OF ROAD TRANSPORT AND HIGHWAYS, GOVT. OF INDIA)



परियोजना निदेशक कार्यालय, परियोजना कार्यान्वयन इकाई

201ई/ऐ, द्वितीय तल, डी-21, कॉर्पोरेट पार्क, (नजदीक सेक्टर-8, द्वारका, मेट्रो स्टेशन), सेक्टर-21, द्वारका, नई दिल्ली-110075

**OFFICE OF THE PROJECT DIRECTOR, PROJECT IMPLEMENTATION UNIT**

201E/A, Second Floor, D21, Corporate Park, (Near Dwarka Sector- 8 Metro Station), Sector-21, Dwarka, New Delhi-110075

दूरभाष / Phone No. : +91- 9717892100, +91- 9717623100 ई-मेल / E-mail: piudwarka@nhai.org, piudwarka@gmail.com

PIU/UER-II/31/01/567

Date: 01.05.2019

To,

**Director, IA-III (Infra-1)**

Ministry of Environment, Forest & Climate Change

Indira Pariyavaran Bhawan, Aliganj

Jor Bagh Marg, New Delhi 110003

**Sub:** Development of Urban Extension Road-II (NH-344M) from design chainage Km 0.000 to Km 38.111, Development of link road (new NH-344P) (Km 0.000 to Km 29.900) between Bawana Industrial Area Delhi (from Km 7.750 of UER II) till bypass of NH-352A at village Barwasni Sonipat in Haryana as spur of Urban Extension Road-II (NH-344M) in the state of Delhi/Haryana & Development of link road (new NH-344N) (Km 0.000 to Km 7.500) between Dichaon Kalan till Bahadurgarh Bypass/NH-10 in the state of Delhi/Haryana.

Sir/Madam,

Please find enclosed herewith the application for approval of proposed ToR for Development of Urban Extension Road-II (NH-344M) from design chainage Km 0.000 to Km 38.111, Development of link road (new NH-344P) (Km 0.000 to Km 29.900) between Bawana Industrial Area Delhi (from Km 7.750 of UER II) till bypass of NH-352A at village Barwasni Sonipat in Haryana as spur of Urban Extension Road-II (NH-344M) in the state of Delhi/Haryana & Development of link road (new NH-344N) (Km 0.000 to Km 7.500) between Dichaon Kalan till Bahadurgarh Bypass/NH-10 in the state of Delhi/Haryana.

2. The soft copy of the Form-1, proposed ToR, Alignment Map and KML file are uploaded. The hard copy of Form-1 and proposed ToR along with Alignment Map shall be submitted with MoEF&CC as per norms for granting approval of ToR.

3. In view of the above, it is requested to grant approval of ToR for the above, subject project at the earliest.

Encl.: As above

Yours sincerely,

(Udeep K Singhal)

GM(T)/ Project Director

**F. No. 10-30/2019-IA.III**  
Government of India  
Ministry of Environment, Forest and Climate Change  
(Impact Assessment Division)

Indira Paryavaran Bhawan,  
Jor Bagh Road, Aliganj  
New Delhi - 110 003

Dated: 19<sup>th</sup> July, 2019

To

**The Project Director**

Ministry of Road Transport & Highways  
National Highways Authority of India (PIU), Dwarka  
201 E/A, 2<sup>nd</sup> Floor, D 21, Corporate Park  
Near Dwarka Sector-8 Metro Station  
Sector – 21, Dwarka  
New Delhi – 110 075

**Sub: Development of Urban Extension Road-II (NH-344M) from Design chainage Km 0.000 to Km 38.111. Development of link road (new NH-344P) (Km 0.000 to Km 29.600) between Bawana Industrial Area Delhi (from Km 7.750 of UER II) till bypass of NH-352A at village Barwasni, Sonipat in Haryana as spur of Urban Extension Road-II (NH-344M) in the state of Delhi/Haryana. Development of link road (new NH-344N) (Km 0.000 to Km 7.500) between Dichaon Kalan till Bahadurgarh Bypass/NH-10 in the state of Delhi/Haryana. (Total Length of Project: 75.211 Km) by M/s National Highways Authority of India (NHAI) – Terms of Reference.**

Sir,

This has reference to your letter no. PIU/UER-II/31/01//567, submitting above mentioned proposal online on 13<sup>th</sup> May, 2019, for seeking Terms of Reference (TOR) as per the provisions of the Environment Impact Assessment (EIA) Notification, 2006 and subsequent amendments under the Environment (Protection) Act, 1986.

2. The above mentioned proposal was considered by the Expert Appraisal Committee (EAC) for Industrial Estate/Area, SEZ and Highways projects in its 217<sup>th</sup> meeting held on 27<sup>th</sup> June, 2019 in the Ministry of Environment, Forest and Climate Change, New Delhi.

PK

3. The project proponent along with the EIA consultant M/s Amaltas Enviro Industrial Consultants LLP (AEC), New Delhi, made a presentation and provided the following information to the Committee:

- (i) To decongest the traffic from Delhi, Delhi Development Authority (DDA) as part of the Delhi Master Plan 2021 proposed Urban Extension Road (UER) – II as 3<sup>rd</sup> ring road of Delhi connecting all the major National Highways in the western side of Delhi including NH-1, NH-10, NH-8 and NH-2. The RoW for UER was decided as 100 m. Although substantial chunk of land was acquired in western part of Delhi between NH-1 and NH-8 including construction of road for a length of 16 Km (approximately) however, no progress was made in the section between NH-8 and NH-2. Also the section between NH-8 and NH-1 has major hindrances in terms of land acquisition including built up structures. DDA then decided to get the UER-II section between NH-8 and NH-1 to be developed by National Highway Authority of India (NHAI).

NHAI entrusted to develop Urban Extension Road-II (UER-II). "The highway starting from its junction with NH-44 near Bankoli Village connecting Narela, Mundka, Najafgarh, Dwarka and terminating at its junction with NH-248 BB near Bharthal Chowk in the NCT of Delhi". This section of UER-II is declared as NH-344M vide Ministry of Road Transport and Highways Gazette Notification S.O. 1466(E) dated 3<sup>rd</sup> April, 2018.

This section of UER-2 has two Spurs (1) spur to Barwasni By-pass (Sonipat), length is 29.600 Km & (2) Spur to Bahadurgarh By-pass, length is 7.500 Km.

- Spur to Barwasni By-pass (Sonipat) is declared as NH-344P vide Ministry of Road Transport and Highways Gazette Notification S.O. 969(E) dated 22<sup>nd</sup> February, 2019 "The highway starting from its junction with NH-344M near Bawana Industrial Area in NCT of Delhi and terminating at its junction with NH-352A near Barwasini village (Sonipat) in the State of Haryana."
- Spur to Bahadurgarh By-pass is declared as NH-344N vide Ministry of Road Transport and Highways Gazette Notification S.O. 969(E) dated 22<sup>nd</sup> February, 2019 "The highway starting from its junction with NH-344M near Dichaun Kalan in NCT of Delhi and terminating at its junction with NH- 9 near Balaur village (Bahadurgarh Bypass) in the state of Haryana".

Thus, total length of project road is 75.211 Km. Project Road is traversing through two states i.e. Delhi and Haryana.

- (ii) The proposed project road alignment of UER-II takes off from NH-44 (old NH-1) at Ch. 23+800 near village Bankoli connecting Narela, Mundka, Najafgarh, Dwarka and terminates near the junction of NH-248BB at Sector 24 in Dwarka near Bharthal Chowk in the NCT of Delhi. Spur (NH-344P) to Barwasni By-pass (Sonipat) starting from its junction with new NH-344M near Bawana

REK

Industrial Area in NCT of Delhi and terminating at its junction with NH-352A near Barwasini village (Sonipat) in the State of Haryana. Spur (NH-344N) to Bahadurgarh starting from its junction with new NH-344M near Dichaun Kalan in NCT of Delhi and terminating at its junction with NH-9 (old NH-10) near Balaur village (Bahadurgarh Bypass) in the State of Haryana.

(iii) **Location:** State-wise location is given in the table below:

S. No.	State	District	Tehsil	Villages
1.	Delhi	North, North West, West and South West	Narela & Bawana, Kanjhawala, Nangloi, Najafgarh & Kapashera.	Bankoli, Holambi Kalan, Holambi Khurd, Khera Khurd, Bawana, Dariyapur Kalan, Harweli, Karala, Mohammad Pur Majari, Madan Pur Dabas, Rani Khera, Rasulpur, Mundka, Bakkarwala, Dichaon Kalan, Jaroda Kalan, Neelwal Nangli Sakrawati, Masoodabad, Najafgarh, Roshanpura, Dindarpur, Tajpur, Chhawala, Dhulsiras in NCT of Delhi
2.	Haryana	Sonepat and Jhajjar	Kharkhoda & Sonepat, Bahadurgarh	Jhinjoli, Halalpur, Nahara, Mandora, Garhi Bala, Mohammadabad, Bindroli,

(iv) **Land Use of the Site and around the site up to 10 km radius:** The alignment is passing through plain terrain. The predominant land use along the alignment is agricultural followed by residential & commercial and mix land use.

(v) **Land Acquisition and RoW:** Total land acquisition for the proposed project is **234.4522 ha**, out of which 57.2318 ha is government land and 177.2204 ha is private land. The existing RoW of UER-II (NH-344M) varies between 55 m to 100 m except approx. 8 Km of length has no available ROW and **Proposed ROW varies from 35 m to 200 m** (200m ROW proposed at toll plaza). There is no existing RoW available for Spur to Bahadurgarh By-pass (NH-344N) and **Proposed ROW varies from 35 m to 60 m**. The existing RoW of Spur to Sonipat By-pass (NH-344P) varies between 30 m to 45 m and **Proposed ROW varies from 30 to 170m** (170m ROW proposed at toll plaza).

Bypass / realignment has been proposed at 4 locations –a) Realignment from design Ch. 15+000 to Ch. 20+400 (5.4 km), b) Realignment from design Ch. 27+000 to 27+100 (0.1 km), c) Realignment from design Ch. 27+600 to 27+900 (0.3 km) and d) Realignment from design Ch. 30+200 to 32+200 (2 km) is proposed.

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**(vi) Justification for selection of the site:**

- a. The alignment of UER 2 takes off from NH 1 (Ch. 23+800) near village Bankoli and terminates near the junction of Sector 24 in Dwarka. The present alignment is proposed to connect NH 1 with NH 8 passing through Bawana Industrial Area, Rohini Sector 34, 35, 36, 37, Mundka Industrial Area, Najafgarh & Dwarka. The proposed alignment crosses the Delhi-Karnal Railway Line, NH 10 and Delhi-Rohtak Railway Line and merges with the contract package of UER 2 taken up with Dwarka Expressway at Sector 24 which further connects it with Shiv Murti at NH-8.
- b. Sonipat is proposed to be connected with UER 2 by a spur road which will take off at the crossing of UER 2 with Bawana Industrial Area (Sector 3/4). The same spur will connect UER 2 with Barwasni By-pass – NH 252-A (near Sonipat). Length of the spur has been worked out to be 28.3 km. This road will assist in reducing the traffic load on NH-1, as this section will serve as an alternate connectivity between Delhi & Sonipat further connecting Sonipat with Gurgaon.
- c. Spur to Bahadurgarh By-pass is proposed to be developed as an additional road along with the proposed UER 2. The proposed section will have a total length of approx. 7.6 km from UER 2 (km 26+600) to Bahadurgarh By-pass (near Village Balaur, NH-10). This spur will provide direct connectivity to commuters from Bahadurgarh & Rohtak to areas of Delhi (including Vasant Kunj, Hauz Khas, Green Park etc.) & parts of Gurgaon via UER 2 and Dwarka Expressway.

**(vii) Proposed development:**

- Bridge & Culverts: 1 major bridges, 23 minor bridges and 30 culverts
- Interchanges: Ch. 0+000 of NH-344M, Ch. 1+750 of NH-344M, Ch. 5+200 of NH-344M, Ch. 7+750 of NH-344M, Ch. 11+300 of NH-344M, Ch. 26+135 of NH-344M, Ch. 29+300 of NH-344P and Ch. 7+300 of NH-344N
- Flyover & VUP: 43 Grade separator structure; 10 Vehicular Underpasses, 12 Light Vehicular Underpasses, 8 Pedestrian Subway
- ROB: 6-lane ROB at Ch. 3+505 (UER-II) and Ch. 20+700 (UER-II)
- Junction: 19 major junctions and 74 minor junctions
- Slip/Service Roads: (104.966) km
- Toll Plaza: 2 toll plazas at Ch. 23+100 of 344M and Ch. 9+300 of 344P
- Bus Bays: 29 Locations

**(viii) Total water requirement and its source:** Total water requirement for 30 months of construction period is 23,11,572 KL. Major quantity of water would

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be sourced from Delhi Jal Board. The required permission will be obtained by the Contractor prior to construction as per law/agreement.

- (ix) **Material Requirement:** The expected quantity of materials required during the construction phase of the project on per km basis shall be - Aggregate: 30,51,634 MT, Steel: 1,23,478 MT, Earth Fill: 67,91,587 Cum, Cement: 5,88,405 (MT), Bitumen: 30,411 MT. The construction material will be sourced from government approved quarries and borrow areas identified along the proposed project road.
- (x) **Water bodies, diversion if any:** The proposed alignment is crossing various water bodies. Details are given below:

UER-II

- Drain No 6: Chainage: Km. 0+550
- Nahri Major Distributary: Chainage: Km. 0+835
- Drain: Chainage: Km. 2+315
- Western Yamuna Canal: Chainage: Km. 7+100
- Water Body 1: Chainage: Km. 14+400
- Water Body 2: Chainage: Km. 15+900
- Mungashpur Drain: Chainage: Km. 27.100 to 27+200
- Pond: Chainage: Km. 33+500
- Najafgarh Drain: Chainage: Km. 37+400

SPUR-1

- Twin Drain Chainage: Km. 15+700, Km. 19+477, Km. 29+293
- Distributary/Canal: Chainage: Km. 15+508, Km. 23+908, Km. 25+252, Km. 28+756, Km. 23+200 to 24+325

SPUR-2

- Mungashpur Drain: Chainage: Km. 5+400

- (xi) **Waste water generation, treatment and disposal:** Mobile toilets with package STP will be provided for the workers in construction phase. Toilets and STPs shall be provided in the amenities area during the operation phase. Details will be furnished in EIA report.
- (xii) **Municipal solid waste generated disposal facility:** 1000 kg of municipal waste is expected to be generated during construction considering 2500 labour. During operation phase, the municipal solid waste shall be generated from the amenities proposed along the alignment. Waste management during construction and operational phase shall be done as per Solid Waste Management Rules, 2016.

Wastes generated within the site would be of food items, paints, cement, grit, bitumen, tar, cement, concrete, oil & grease etc. Waste shall be segregated and collected in separate bins and disposed-off according to MoEF&CC regulations.

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- (xiii) **Terrain, level with respect to MSL, requirement of filling if any:** The alignment is mainly passing through plain terrain with elevation ranges from 210m to 230m AMSL.
- (xiv) **Tree cutting, types, numbers, girth size etc.:** The alignment will require cutting of approximately 10,000 no. of trees (including forest area). Detailed assessment shall be made during detailed study.
- (xv) **Rehabilitation involved if any:** Approximately 40-50 structures likely to be affected along the project road. Affected Structure will be compensated as per NH Act, 1956.
- (xvi) **Rain water harvesting:** As per IRC guidelines
- (xvii) **Whether the project is in Critically Polluted area:** No.
- (xviii) **National Park/ Wild Life Sanctuary in 10 km radius area:** There are no National Park, Wildlife Sanctuary, Biosphere Reserved etc. within 10 km radius of the alignment of the Proposed Project Road.
- (xix) **Eco-Sensitive Zone in 10 km radius area:** Not applicable.
- (xx) **If the project involves diversion of forest land, extend of the forest land:** Approximately 15 ha of forest land will be diverted.
- (xxi) **Investment/Cost of the project:** Rs. 3,988.22 Crore.
- (xxii) **Benefits of the project:** Proposed project will improve the road network benefiting the local people & tourist; reduce the travel time, distance as well as transportation cost; boost socio-economic and tourism development along the project road; income of vulnerable and poor people will be increased; increase possibility of employment of semi-skilled and unskilled people living along the project road and its adjoining villages during the construction and operational period; will provide better driving conditions and road safety.
- (xxiii) **Employment potential:** Approx. 2500 during construction and approx. 50 during operation phase.
- (xxiv) **If any court case pending for violation of the environmental laws:** No.

4. Based on the deliberations in the 217<sup>th</sup> meeting held on 27<sup>th</sup> June, 2019 and information provided by the proponent in support of the project, the EAC recommended for grant of TOR. As per the recommendation of the EAC, the Ministry of Environment, Forest and Climate Change hereby accords TOR for '**Development of Urban Extension Road-II (NH-344M) from Design chainage Km 0.000 to Km 38.111. Development of link road (new NH-344P) (Km 0.000 to Km 29.600) between Bawana Industrial Area Delhi (from Km 7.750 of UER II) till bypass of NH-352A at village Barwasni, Sonipat in Haryana as spur of Urban Extension Road-II (NH-344M) in the state of Delhi/Haryana. Development of link road (new NH-344N) (Km 0.000 to Km 7.500) between Dichaon Kalan till Bahadurgarh Bypass/NH-10 in the state of Delhi/Haryana. (Total Length of Project: 75.211 Km) by M/s National Highways Authority of India (NHAI)**' and for preparation of

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EIA/EMP report with public consultations subject to compliance of all conditions as notified in the standard ToR applicable for highways and specific conditions, as mentioned below.

**A. Project Specific Conditions:**

- (i) Carry out detailed traffic study to assess inflow of traffic from adjoining areas like airport/urban cities.
- (ii) Study to be carried out on Acoustic and Light Proofing measures considering the Wildlife Institute of India manual and other studies by the reputed institutes on the matter. The study shall be carried by the qualified professionals, scientists from any national institute having requisite experience to conduct such study.
- (iii) Rain water harvesting structures to be constructed at the either sides of the road with special precaution of oil filters and de-silting chambers.
- (iv) Provide compilation of road kill data on existing roads (national and state highways) in the vicinity of the proposed project.
- (v) Provide measures to avoid road kills of wildlife by the way of road kill management plan.
- (vi) The alignment of road should be such that the cutting of trees is kept at bare minimum and for this the proponent shall obtain permission from the competent authorities.
- (vii) A comprehensive plan for plantation of three rows of native species, as per IRC guidelines, shall be provided. Within the boundaries of Delhi/NCR, the project proponent has to plant 10 trees against each tree to be cut along the proposed alignment.
- (viii) The activities and budget earmarked for Corporate Environmental Responsibility (CER) shall be as per ministry's O.M No 22-65/2017-IA.II (M) dated 1<sup>st</sup> May, 2018 and the action plan on the activities proposed under CER shall be submitted at the time of appraisal of the project included in the EIA/EMP Report.
- (ix) The PP shall not use groundwater/surface water without obtaining approval from CGWA/SGWA as the case may be. The project proponent shall apply to the Central Ground Water Authority (CGWA)/State Ground Water Authority (SGWA)/Competent Authority, as the case may be, for obtaining No Objection Certificate (NOC), for withdrawal of ground water.
- (x) The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.I (M), dated 25<sup>th</sup> October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.

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**B. General Conditions:**

- (i) A brief description of the project, project name, nature, size, its importance to the region/state and the country shall be submitted.
- (ii) In case the project involves diversion of forests land, guidelines under OM dated 20.03.2013 shall be followed and necessary action be taken accordingly.
- (iii) Details of any litigation(s) pending against the project and/or any directions or orders passed by any court of law/any statutory authority against the project to be detailed out.
- (iv) Detailed alignment plan, with details such as nature of terrain (plain, rolling, hilly), land use pattern, habitation, cropping pattern, forest area, environmentally sensitive areas, mangroves, notified industrial areas, sand dunes, sea, rivers, lakes, details of villages, teshils, districts and states, latitude and longitude for important locations falling on the alignment by employing remote sensing techniques followed by "ground truthing" and also through secondary data sources shall be submitted.
- (v) Describe various alternatives considered, procedures and criteria adopted for selection of the final alternative with reasons.
- (vi) Land use map of the study area to a scale of 1: 25,000 based on recent satellite imagery delineating the crop lands (both single and double crop), agricultural plantations, fallow lands, waste lands, water bodies, built-up areas, forest area and other surface features such as railway tracks, ports, airports, roads, and major industries etc. alongwith detailed ground survey map on 1:2000 scale showing the existing features falling within the right of way namely trees, structures including archaeological & religious, monuments etc. if any, shall be submitted.
- (vii) If the proposed route is passing through any hilly area, the measures for ensuring stability of slopes and proposed measures to control soil erosion from embankment shall be examined and submitted.
- (viii) If the proposed route involves tunneling, the details of the tunnel and locations of tunneling with geological structural fraction should be provided. In case the road passes through a flood plain of a river, the details of micro-drainage, flood passages and information on flood periodicity at least of the last 50 years in the area shall be examined and submitted.
- (ix) If the project is passing through/located within the notified ecologically sensitive zone (ESZ) around a notified National Park/Wildlife Sanctuary or in the absence of notified ESZ, within 10 km from the boundary of notified National Park/Wildlife Sanctuary, the project proponent may simultaneously apply for the clearance for the standing committee of NBWL. The EC for such project would be subject to obtaining the clearance from the standing committee of NBWL.

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- (x) Study regarding the animal bypasses/underpasses etc. across the habitation areas shall be carried out. Adequate cattle passes for the movement of agriculture material shall be provided at the stretches passing through habitation areas. Underpasses shall be provided for the movement of Wild animals.
- (xi) Study regarding in line with the recent guidelines prepared by Wildlife Institute of India for linear infrastructure with strong emphasis on animal movement and identifying crossing areas and mitigation measures to avoid wildlife mortality.
- (xii) The information shall be provided about the details of the trees to be cut including their species and whether it also involves any protected or endangered species. Measures taken to reduce the number of the trees to be removed should be explained in detail. The details of compensatory plantation shall be submitted. The possibilities of relocating the existing trees shall be explored.
- (xiii) Necessary green belt shall be provided on both sides of the highway with proper central verge and cost provision should be made for regular maintenance.
- (xiv) If the proposed route is passing through a city or town, with houses and human habitation on either side of the road, the necessity for provision of bypasses/diversions/under passes shall be examined and submitted. The proposal should also indicate the location of wayside amenities, which should include petrol stations/service centres, rest areas including public conveyance, etc.
- (xv) Details about measures taken for the pedestrian safety and construction of underpasses and foot-over bridges along with flyovers and interchanges shall be submitted.
- (xvi) The possibility that the proposed project will adversely affect road traffic in the surrounding areas (e.g. by causing increases in traffic congestion and traffic accidents) shall be addressed.
- (xvii) The details of use of fly ash in the road construction, if the project road is located within the 100 km from the Thermal Power Plant shall be examined and submitted.
- (xviii) The possibilities of utilizing debris/waste materials available in and around the project area shall be explored.
- (xix) The details on compliance with respect to Research Track Notification of Ministry of Road, Transport and Highways shall be submitted.
- (xx) The details of sand quarry and borrow area as per OM No.2-30/2012-IA-III dated 18.12.2012 on 'Rationalization of procedure for Environmental Clearance for Highway Projects involving borrow areas for soil and earth' as

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modified vide OM of even No. dated March 19, 2013, shall be examined and submitted.

- (xxi) Climate and meteorology (max and min temperature, relative humidity, rainfall, frequency of tropical cyclones and snow fall); the nearest IMD meteorological station from which climatological data have been obtained to be indicated.
- (xxii) The air quality monitoring shall be carried out as per the notification issued on 16<sup>th</sup> November, 2009. Input data used for Noise and Air quality modelling shall be clearly delineated.
- (xxiii) The project activities during construction and operation phases, which will affect the noise levels and the potential for increased noise resulting from this project shall be identified. Discuss the effect of noise levels on nearby habitations during the construction and operational phases of the proposed highway. Identify noise reduction measures and traffic management strategies to be deployed for reducing the negative impact if any. Prediction of noise levels shall be done by using mathematical modelling at different representative locations.
- (xxiv) The impact during construction activities due to generation of fugitive dust from crusher units, air emissions from hot mix plants and vehicles used for transportation of materials and prediction of impact on ambient air quality using appropriate mathematical model, description of model, input requirement and reference of derivation, distribution of major pollutants and presentation in tabular form for easy interpretation shall be examined and carried out.
- (xxv) The details about the protection to existing habitations from dust, noise, odour etc. during construction stage shall be examined and submitted.
- (xxvi) If the proposed route involves cutting of earth, the details of area to be cut, depth of cut, locations, soil type, volume and quantity of earth and other materials to be removed with location of disposal/ dump sites along with necessary permission.
- (xxvii) If the proposed route is passing through low lying areas, details of filling materials and initial and final levels after filling above MSL, shall be examined and submitted.
- (xxviii) The water bodies including the seasonal ones within the corridor of impacts along with their status, volumetric capacity, quality and likely impacts on them due to the project along with the mitigation measures, shall be examined and submitted.
- (xxix) The details of water quantity required and source of water including water requirement during the construction stage with supporting data and also classification of ground water based on the CGWA classification, shall be examined and submitted.

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- (xxx) The details of measures taken during constructions of bridges across rivers/ canals/major or minor drains keeping in view the flooding of the rivers and the life span of the existing bridges shall be examined and submitted. Provision of speed breakers, safety signals, service lanes and foot paths shall be examined at appropriate locations throughout the proposed road to avoid accidents.
- (xxxii) If there will be any change in the drainage pattern after the proposed activity, details of changes shall be examined and submitted.
- (xxxiii) Rain water harvesting pit shall be at least 3 - 5 m above the highest ground water table. Provisions shall be made for oil and grease removal from surface runoff.
- (xxxiv) If there is a possibility that the construction/widening of road may cause an impact such as destruction of forest, poaching or reduction in wetland areas, examine the impact and submit details.
- (xxxv) The details of road safety, signage, service roads, vehicular under passes, accident prone zones and the mitigation measures, shall be submitted.
- (xxxvi) IRC guidelines shall be followed for widening & upgradation of roads.
- (xxxvii) The details of social impact assessment due to the proposed construction of the road, shall be submitted.
- (xxxviii) Examine the road design standards, safety equipment specifications and Management System training to ensure that design details take account of safety concerns and submit the traffic management plan.
- (xxxix) Accident data and geographic distribution shall be reviewed and analyzed to predict and identify trends - in case of expansion of the existing highway and provide Post accident emergency assistance and medical care to accident victims.
- (xl) If the proposed project involves any land reclamation, details shall be provided of the activity for which land is to be reclaimed and the area of land to be reclaimed.
- (xli) Details of the properties, houses, business activities etc likely to be effected by land acquisition and an estimation of their financial losses, shall be submitted.
- (xlii) Detailed R&R plan with data on the existing socio-economic status of the population in the study area and broad plan for resettlement of the displaced population, site for the resettlement colony, alternative livelihood concerns/employment and rehabilitation of the displaced people, civil and housing amenities being offered, etc and the schedule of the implementation of the specific project, shall be submitted.
- (xliii) The environment management and monitoring plan for construction and operation phases of the project shall be submitted. A copy of your corporate

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policy on environment management and sustainable development, shall also be submitted.

- (xlvi) Estimated cost of the project including that of environment management plan (both capital and recurring) and source of funding. Also, the mode of execution of the project, viz, EPC, BOT, etc, shall be submitted.
  - (xlv) A copy of your CSR policy and plan for meeting the expenditure to address the issues raised during Public Hearing, shall be submitted.
  - (xlv) Details of blasting if any, methodology/technique adopted, applicable regulations/permissions, timing of blasting, mitigation measures proposed keeping in view mating season of wildlife.
  - (xlv) In case of river/creek crossing, details of the proposed bridges connecting on either banks, the design and traffic circulation at this junction with simulation studies.
  - (xlvii) Details to ensure free flow of water in case the alignment passes through water bodies/river/streams etc.
  - (xlviii) In case of bye passes, the details of access control from the nearby habitation/habitation which may come up after the establishment of road.
  - (xlix) Bridge design in eco sensitive area /mountains be examined keeping in view the rock classification hydrology etc.
  - (l) Details of litigation pending against the project, if any, with direction/order passed by any Court of Law against the Project should be given.
  - (li) The cost of the Project (capital cost and recurring cost) as well as the cost towards implementation of EMP should be clearly spelt out.
  - (lii) In case of alignment passing through coastal zones:
    - a. HTL/LTL map prepared by authorized agencies superimposed with alignment and recommendation of Coastal Zone Management Authority.
    - b. Details of CRZ-I (I) areas, mangroves required to be removed for the project along with the compensatory afforestation, area and location with budget.
    - c. Details of road on stilt in CRZ-I areas, design details to ensure free tidal flow.
    - d. Details of Labour camps, machinery location.
  - (liii) Any further clarification on carrying out the above studies including anticipated impacts due to the project and mitigative measure, project proponent can refer to the model ToR available on Ministry website "<http://moef.nic.in/Manual/Highways>".
5. Following general guidelines shall be strictly adhered:
- (i) The EIA document shall be printed on both sides, as for as possible.

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- (ii) All documents should be properly indexed, page numbered.
- (iii) Period/date of data collection should be clearly indicated.
- (iv) Authenticated English translation of all material provided in Regional languages.
- (v) The letter/application for EC should quote the MoEF&CC File No. and also attach a copy of the letter prescribing the TOR.
- (vi) The copy of the letter received from the Ministry on the TOR prescribed for the project should be attached as an annexure to the final EIA-EMP Report.
- (vii) The final EIA-EMP report submitted to the Ministry must incorporate the issues in TOR and that raised in Public Hearing. The index of the final EIA-EMP report, must indicate the specific chapter and page no. of the EIA-EMP Report where the specific TOR prescribed by Ministry and the issue raised in the P.H. have been incorporated. Questionnaire related to the project (posted on MoEF&CC website) with all sections duly filled in shall also be submitted at the time of applying for EC.
- (viii) Grant of TOR does not mean grant of EC.
- (ix) Grant of TOR/EC to the present project does not mean grant of approvals in other regulations such as the Forest (Conservation) Act 1980 or the Wildlife (Protection) Act, 1972.
- (x) Grant of EC is also subject to Circulars and Office Memorandum issued under the EIA Notification 2006 and subsequent amendments, which are available on the MoEF&CC website: [www.envfor.nic.in](http://www.envfor.nic.in).
- (xi) The status of accreditation of the EIA consultant with NABET/QCI shall be specifically mentioned. The consultant shall certify that his accreditation is for the sector for which this EIA is prepared.
- (xii) On the front page of EIA/EMP reports, the name of the consultant/consultancy firm along with their complete details including their accreditation, if any shall be indicated. The consultant while submitting the EIA/EMP report shall give an undertaking to the effect that the prescribed TOR (TOR proposed by the project proponent and additional TOR given by the MoEF) have been complied with and the data submitted is factually correct (Refer MoEF office memorandum dated 4<sup>th</sup> August, 2009).
- (xiii) While submitting the EIA/EMP reports, the name of the experts associated with/involved in the preparation of these reports and the laboratories through which the samples have been got analysed should be stated in the report. It shall clearly be indicated whether these laboratories are approved under the Environment (Protection) Act, 1986 and the rules made there under (Please refer MoEF office memorandum dated 4<sup>th</sup> August, 2009). The project Coordinator of the EIA study shall also be mentioned.
- (xiv) All the TOR points as presented before EAC shall be covered.

6. A detailed draft EIA/EMP report shall be prepared in terms of the above additional TOR and should be submitted to the State Pollution Control Board for Public Hearing. Public Hearing to be conducted for the project in accordance with the provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan. The Public Hearing shall be conducted based on the TOR letter issued by the Ministry and not on the basis of Minutes of the Meeting available on the website.

7. The project proponent shall submit the detailed final EIA/EMP report prepared as per TOR including issues raised during Public Hearing to the Ministry for considering the proposal for environmental clearance within 3 years as per the MoEF&CC OM No J-11013/41/2006-IA-II(I) (Part) dated 29<sup>th</sup> August, 2017.

8. The consultants involved in preparation of EIA/EMP report after accreditation with Quality Council of India/National Accreditation Board of Education and Training (QCI/NABET) would need to include a certificate in this regard in the EIA/EMP reports prepared by them and data provided by other Organization(s)/Laboratories including their status of approvals etc. vide notification of the MoEF dated 19<sup>th</sup> July, 2013.

9. The prescribed TOR would be valid for a period of three years for submission of the EIA/EMP Reports.

*Reema*  
19/7/2019  
(Raghu Kumar Kodali)  
Director/Scientist F

Copy to:

1. The Member Secretary, Delhi Pollution Control Committee, 4<sup>th</sup> & 5<sup>th</sup> Floor ISBT Building, GT Karnal Rd, Kashmere Gate, New Delhi, Delhi 110 006.
2. The Member Secretary, Haryana State Pollution Control Board, C-11, Sector-6, Panchkula, Haryana 134 109.

*Reema*  
19/7/2019  
(Raghu Kumar Kodali)  
Director/Scientist F

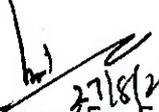
## Annexure R-3/5

**HANDING OVER VACANT PHYSICAL POSSESSION OF LAND TO NHAI COMING  
IN THE ALIGNMENT OF UER-II PRESENTLY UNDER MANAGEMENT AND  
CONTROL OF DDA**

In compliance of Minutes of the Meeting dated 18-08-2021 held on 22-07-2021 chaired by Vice Chairman DDA, the land of villages namely- Dhoolsiras, Chhawla, Tajpur Khurd, Goyala Khurd and Deendarpur coming in the alignment of UER-II, free from all encumbrances/litigations is being handed over to the representatives of NHAI.

As per plan attached.

**Handed Over**

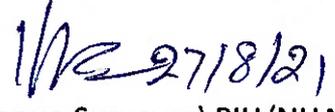
  
Narendr Kumar (Ex. Eng.) PD-V DDA

  
O. P. Chawla (Asstt. Eng.) PD-V DDA

**Taken Over**

  
R. N. Gupta (Manager-T) PIU/NHAI

  
B. S. Jain (Revenue Officer) PIU/NHAI

  
Katar Singh (Revenue Surveyor) PIU/NHAI

ENVIRONMENTAL  
CLEARANCE

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

To,

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

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

Sir/Madam,

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

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

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

Date: 30/12/2021

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

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

PARIVESH

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



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

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

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

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

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

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

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

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

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

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

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

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

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

#### **A. SPECIFIC CONDITIONS**

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

- (ii) Cumulative Impact Assessment studies and proposed mitigation measures for all the packages shall be implemented in toto and be submitted to the concerned Regional Office of the MoEF&CC along with half yearly compliance report.
- (iii) All the major, minor bridges and culverts should not affect the drainage systems. Flood plains of the rivers/ drainage systems are not to be disturbed.
- (iv) No Ground water shall be extracted and used. Approval/permission of concerned authority shall be obtained before drawing surface water from canal or any other sources. State Pollution Control Board (SPCB) concerned shall not issue Consent to Operate (CTO) till the project proponent obtains such permission(s).
- (v) The proponent shall obtain permission from the competent authorities for 26,397 tree to be felled along the proposed alignment. A comprehensive plan for afforestation using 1:10 times the trees felled by using native species shall be provided as per the IRC SP 21:2009 /MoRTH Code/Guidelines on Landscaping and Tree Plantation (2009). Effort should be made to plant native fruit trees and significant number of Ficus species on both sides of the alignment.
- (vi) Quarry areas shall be developed as water reservoirs with proper fencing and protection measures around quarry area. Rain water harvesting pit shall be at least 3 - 5 m above the highest ground water table.
- (vii) The RoW shall not exceed as per the details provided in the EIA report at any point of the proposed alignment, except for the junction improvement at the intersections of the other roads. Standardisation of ROW for plain land and forest land to be defined and to be remain constant for all the packages.
- (viii) As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30<sup>th</sup> September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing, and incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory afforestation etc., either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also be implemented and become part of EMP.

#### **B. STANDARD CONDITIONS:**

- i. Responsibility for implementation of EC conditions rests with the project proponent only.
- ii. Cut and fill works shall be carried out strictly in accordance with the design drawings proposed at the time of appraisal of the project.
- iii. The project proponent shall obtain necessary permission from the owning agencies of water bodies/temple/tanks etc., as applicable, before execution of works.
- iv. The project proponent shall obtain necessary permission from the concerned State(s) Irrigation Department(s) before drawing water from the river sources for the purpose of the proposed construction activity.



- v. Blasting shall be carried out during fixed hours (preferably during mid-day) or as permitted by the concerned authority. The timing shall be made known to all the people within 1000m (200m for pre-splitting) from the blasting site in all directions.
- vi. The fly ash shall be used for the proposed project to comply with the Fly Ash Notification, 1999, as amended.
- vii. Rehabilitation of project affected families (PAFs) and payment of compensation to PAFs shall be carried out as per the extant policy of the Central/State Government, as provided under the law. All the Indian Road Congress (IRC) guidelines wherever applicable may be followed.
- viii. All entry/exit/access points on this highway shall be appropriately designed and preferably frozen to avoid traffic congestion and pollution.
- ix. Rain water harvesting including oil and grease trap shall be provided as prescribed by CGWB guidelines. Water harvesting structures shall be located at every 500m along the road. Vertical drain type rainwater harvesting structures shall be set up to minimize surface runoff losses of rainwater.
- x. All the recommendations of the EMP shall be complied in both letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to MoEF&CC.
- xi. Sidewalk shall be provided along the bridges.
- xii. The seismic nature of the area shall be taken into account while designing the project.
- xiii. IRC guidelines shall be followed for widening & up-gradation of road.
- xiv. The drain shall be at least 1m away from the toe of the embankment of the road adopting IRC guidelines. Longitudinal drains shall be provided all along the project road to ensure proper drainage of the area. In addition, adequate number of under passes and culverts to act as cross drainage structures shall also be provided.
- xv. The solid waste generated shall be used for rehabilitating the borrow areas.
- xvi. For providing safety to the crossing animals and avoid road accidents speed breakers/rumbled strips shall be constructed at the identified locations of the animal movements. Enough hoardings and signages shall also be put up for the public and vehicles convenience.
- xvii. Necessary clearance/approval shall be obtained for extraction of sand from the rivers.
- xviii. The embankments/slopes and the slopes left after cutting shall be provided with vegetative growth to avoid soil erosion.
- xix. The hot mix plant shall be located at least 500m away from habitation and on the barren land to avoid its adverse impact on the human population.
- xx. For road safety, IRC guidelines in respect of road signages, service roads, bus bays, intersections, pedestrian crossings, etc. shall be strictly adhered to.
- xxi. The responses/commitments made to the issues raised during public hearing shall be complied in both letter and spirit. A hard copy of the action taken shall be submitted to the MoEF&CC and also to its concerned Regional Office.
- xxii. Beside fulfilling obligations under Corporate Social Responsibilities as per Company's Act, 2013, the proponent has to adhere to the followings Environment Responsibilities:



- (a) The Company shall have a well laid down Environment Policy approved by the Board of Directors.
  - (b) The Environment Policy shall prescribe for standard operating process/ procedures to bring into focus any infringements/ deviation/violation of the environmental or forest norms/ conditions.
  - (c) The hierarchical system or Administrative Order of the company to deal with environmental issues and for ensuring compliance with the environmental clearance conditions shall be furnished.
  - (d) To have proper checks and balances, the company shall have a well laid down system of reporting of non-compliances/ violations of environmental norms to the Board of Directors of the company and/or shareholders or stakeholders at large.
- xxiii. Appropriate measures must be taken while undertaking digging activities to avoid any likely degradation of water quality.
- xxiv. Borrow sites for each quarry sites for road construction material and dump sites must be identified keeping in view the following:
- (a) No excavation or dumping on private property is carried out without written consent of the owner.
  - (b) No excavation or dumping shall be allowed on wetlands, forest areas or other ecologically valuable or sensitive locations.
  - (c) Excavation work shall be done in close consultation with the Soil Conservation and Watershed Development Agencies working in the area, and
  - (d) Construction spoils including bituminous material and other hazardous materials must not be allowed to contaminate water courses and the dump sites for such materials must be secured so that they shall not leach into the ground water.
- xxv. As per MoEF&CC's circular no. J-11013/41/2006-IA.II (I) dated 22.09.2008, provision shall be made for supply of kerosene or cooking gas and pressure cooker to the labourers, mobile toilets, mobile STP, safe drinking water, medical health care, Crèche and temporary structures for living during construction phase.
- xxvi. Adequate precautions shall be taken during transportation of the construction material so that it does not affect the environment adversely.
- xxvii. Borrow pits and other scars created during the road construction shall be properly levelled and treated.
- xxviii. The project proponent will set up separate environmental management cell for effective implementation of the stipulated environmental safeguards under the supervision of a Senior Executive.
- xxix. Full support shall be extended to the officers of this MoEF&CC and its Regional Office by the project proponent during inspection of the project for monitoring purposes by furnishing full details and action plan including action taken reports in respect of mitigation measures and other environmental protection activities.
- xxx. MoEF&CC or any other competent authority may stipulate any additional conditions or modify the existing ones, if necessary, in the interest of environment and the same shall be complied with.



- xxxi. In the event of a change in project profile or change in the implementation agency, a fresh reference shall be made to the MoEF&CC.
- xxxii. The project proponents shall inform the Regional Office concerned as well as the MoEF&CC, the date of financial closure and final approval of the project by the concerned authorities and the date of start of land development work.
- xxxiii. The funds earmarked for environmental protection measures shall be kept in separate account and shall not be diverted for other purpose. Year-wise expenditure shall be reported to MoEF&CC and its concerned Regional Office.
15. In addition to above mentioned conditions following general guidelines are to be adhered:
- i. The above stipulations would be enforced among others under the provisions of Water (Prevention and Control of Pollution) Act, 1974, the Air (Prevention and control of Pollution) act 1981, the Environment (Protection) Act, 1986, the Public Liability (Insurance) Act, 1991, EIA Notification, 2006 and its subsequent amendments. All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Civil Aviation Department, the Forest Conservation Act, 1980 and the Wildlife (Protection) Act, 1972 etc. shall be obtained, as applicable by project proponents from the respective competent authorities.
  - ii. The project proponent shall advertise in at least two local Newspapers widely circulated in the region, one of which shall be in the vernacular language informing that the project has been accorded Environmental Clearance and copies of clearance letters are available with the State Pollution Control Board and may also be seen on the website of the Ministry of Environment, Forest and Climate Change at <http://www.envfor.nic.in>. The advertisement shall be made within Seven days from the date of receipt of the Clearance letter and a copy of the same shall be forwarded to the concerned Regional office of the MOEF&CC.
  - iii. A copy of the clearance letter shall be sent by the proponent to concerned Panchayat, Zila Parishad/Municipal Corporation, Urban Local Body and the Local NGO, if any, from whom suggestions/ representations, if any, were received while processing the proposal. The clearance letter shall also be put on the website of the company by the proponent.
  - iv. A copy of the environmental clearance letter shall also be displayed on the website of the concerned State Pollution Control Board. The EC letter shall also be displayed at the Regional Office, District Industries centre and Collector's Office/Tehsildar's office for 30 days.
  - v. The proponent shall upload the status of compliance of the stipulated EC conditions, including results of monitored data on their website and shall update the same periodically. It shall simultaneously be sent to the Regional Office of the Ministry, the respective Zonal Offices of CPCB and the SPCB.
  - vi. The project proponent shall also submit six monthly report on the status of the compliance of stipulated EC Conditions including results of monitored data (both in hard copies as well as by email) to the concerned Regional Offices of MoEF&CC/CPCB/SPCB.
  - vii. The environmental statement for each financial year ending 31<sup>st</sup> March in Form-V as is mandated to be submitted by the project proponent to the concerned State Pollution Control Board as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently, shall also be put on the website of the company along with the status of compliance of EC conditions and shall also be sent to the respective Regional Offices of the Ministry/CPCB/SPCB by e-mail.

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

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

16. The Ministry reserves the right to add additional safeguard measures subsequently, if found necessary, and to take action including revoking of the environment clearance under the provisions of the Environmental (Protection) Act, 1986, to ensure effective implementation of the suggested safeguard measures in a time bound and satisfactory manner.

This issues with the approval of the Competent Authority.



**(Amardeep Raju)**  
Scientist-E

Copy to:

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



**(Amardeep Raju)**  
Scientist-E

# FINAL ENVIRONMENTAL IMPACT ASSESSMENT REPORT

For

**Development of Urban Extension Road-II (NH-344M) from design chainage Km 0.000 to Km 38.111 in the state of NCT of Delhi, Development of link road (new NH-344P) (Km 0.000 to Km 29.600) between Bawana Industrial Area Delhi (from Km 7.750 of UER-II) till bypass of NH-352A at Village Barwasni, Sonipat, Haryana in the state of NCT of Delhi/Haryana and Development of link road (new NH-344N) (Km 0.000 to Km 7.500) between Dichaon Kalan till Bahadurgarh Bypass/NH-10 in the state of NCT of Delhi/Haryana (75.211km).**

(File no. 10-30/2019-IA.III, Proposal No. IA/DI/MIS/104396/2019)

(ToR dated: 19.07.2019 & ToR Amendment dated: 03.12.2019)

**Project or Activity of Schedule 7(f) Highway, Category-A (due to New Highway)**



## Project Proponent

M/s NATIONAL HIGHWAYS AUTHORITY OF INDIA, MoRTH, GoI, New Delhi.



## Environmental Consultant

Amaltas Enviro Industrial Consultants LLP  
#2925-Basement, Sector-46, Gurugram, Haryana  
Accreditation No:-NABET/EIA/1821/RA0141



AEC/EIA/2019-20/01/EC

Revision 88, 08.11.2020

November, 2020



Development of Urban Extension Road-II (NH-344M) from design chainage Km 0.000 to Km 38.111 in the state of NCT of Delhi, Development of link road (new NH-344P) (Km 0.000 to Km 29.600) between Bawana Industrial Area Delhi (from Km 7.750 of UER-II) till bypass of NH-352A at Village Barwasni, Sonipat, Haryana in the state of NCT of Delhi/Haryana and Development of link road (new NH-344N) (Km 0.000 to Km 7.500) between Dichaon Kalan till Bahadurgarh Bypass/NH-10 in the state of NCT of Delhi/Haryana.

FINAL EIA-EMP REPORT

Table 10-2: Features of EIA Importance

1.	<b>Project Road</b>	<p><b>Total Project Length: 75.211 Km</b></p> <p>1. Urban Extension Road-2 (new NH-344M): Length- 38.111 Km</p> <p>2. Link Road (new NH-344P): Length- 29.600 Km</p> <p>3. Link Road (new NH-344N): Length- 7.500 Km</p>										
2.	<b>Type of PPP</b>	EPC										
3.	<b>Location of the proposed project</b>	<p>The proposed project Urban Extension Road-II (NH-344M)) takes off from NH-1 (Ch. 23+800) near village Bankoli and terminates near the junction of Sector-24 in Dwarka.</p> <p>State-wise location is given in the table below:</p> <table border="1" data-bbox="699 793 1403 1711"> <thead> <tr> <th>S. No.</th> <th>State</th> <th>District</th> <th>Location</th> <th>Village</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>Delhi</td> <td>North, North West, West and South West</td> <td>Narela &amp; Bawana, Kanjhawala, Nangloi, Najafgarh &amp; Kapashera.</td> <td>Bankoli, Holambi Kalan, Holambi Khurd, Khera Khurd, Bawana, Dariyapur Kalan, Harweli, Karala, Mohammad Pur Majari, Madan Pur Dabas, Rani Khera, Rasulpur, Mundka, Bakkarwala, Dichaon Kalan, Jaroda Kalan, Neelwal, Nangli Sakrawati, Masoodabad, Najafgarh, Roshanpura, Dindarpur, Tajpur, Chhawala, Dhulsiras in NCT of Delhi</td> </tr> </tbody> </table>	S. No.	State	District	Location	Village	1.	Delhi	North, North West, West and South West	Narela & Bawana, Kanjhawala, Nangloi, Najafgarh & Kapashera.	Bankoli, Holambi Kalan, Holambi Khurd, Khera Khurd, Bawana, Dariyapur Kalan, Harweli, Karala, Mohammad Pur Majari, Madan Pur Dabas, Rani Khera, Rasulpur, Mundka, Bakkarwala, Dichaon Kalan, Jaroda Kalan, Neelwal, Nangli Sakrawati, Masoodabad, Najafgarh, Roshanpura, Dindarpur, Tajpur, Chhawala, Dhulsiras in NCT of Delhi
S. No.	State	District	Location	Village								
1.	Delhi	North, North West, West and South West	Narela & Bawana, Kanjhawala, Nangloi, Najafgarh & Kapashera.	Bankoli, Holambi Kalan, Holambi Khurd, Khera Khurd, Bawana, Dariyapur Kalan, Harweli, Karala, Mohammad Pur Majari, Madan Pur Dabas, Rani Khera, Rasulpur, Mundka, Bakkarwala, Dichaon Kalan, Jaroda Kalan, Neelwal, Nangli Sakrawati, Masoodabad, Najafgarh, Roshanpura, Dindarpur, Tajpur, Chhawala, Dhulsiras in NCT of Delhi								



Development of Urban Extension Road-II (NH-344M) from design chainage Km 0.000 to Km 38.111 in the state of NCT of Delhi, Development of link road (new NH-344P) (Km 0.000 to Km 29.600) between Bawana Industrial Area Delhi (from Km 7.750 of UER-II) till bypass of NH-352A at Village Barwasni, Sonipat, Haryana in the state of NCT of Delhi/Haryana and Development of link road (new NH-344N) (Km 0.000 to Km 7.500) between Dichaon Kalan till Bahadurgarh Bypass/NH-10 in the state of NCT of Delhi/Haryana.

## FINAL EIA-EMP REPORT

		2.	Haryana	Sonepat and Jhajjar	Kharkhoda & Sonepat, Bahadurgarh	Jhinjoli, Halalpur, Nahara, Mandora, Garhi Bala, Mohammadabad, Bindroli, Bhowapur, Rohat, Kakroi, Mehla, Barwasini, Bahadurgarh, Belaur	
4.	<b>Seismic Zone</b>	Zone-IV (High Damage Risk Zone) as per IS 1893 (Part 1) : 2002					
5.	<b>Forest Land Diversion</b>	Forest Land: 8.4298 ha. (Note: Forest Area may increase after declaration of deemed forest by Forest Department).					
6.	<b>Affected water bodies</b>	<p>The proposed alignment is crossing various water bodies. Details are given below:</p> <p><b><u>UER-2 (NH-344M)</u></b></p> <ul style="list-style-type: none"> <li>• Drain No.6: Chainage: Km. 0+550</li> <li>• Nahri Major Distributary: Chainage: Km. 0+835</li> <li>• Drain: Chainage: Km. 2+315</li> <li>• Western Yamuna Canal: Chainage: Km. 7+100</li> <li>• Mungashpur Drain: Chainage: Km. 27.100 to 27+200</li> <li>• Pond: Chainage: Km. 33+500</li> <li>• Najafgarh Drain: Chainage: Km. 37+400</li> </ul> <p><b><u>SPUR-1 (NH-344P)</u></b></p> <ul style="list-style-type: none"> <li>• Twin Drain Chainage: Km 15+700, Km 19+477, Km 29+293</li> <li>• Distributary/Canal: Chainage: Km. 15+508, Km. 23+908, Km. 25+252, Km. 28+756, Km. 23+200 to 24+325</li> </ul> <p><b><u>SPUR-II (NH-344N)</u></b></p> <ul style="list-style-type: none"> <li>• Mungashpur Drain: Chainage: Km. 5+400</li> </ul>					
7.	<b>Existing trees within ROW</b>	Approximately 26,397 nos. of trees (including forest area). Details of existing tree are given in <b>Annexure-II</b> .					
8.	<b>Compensatory plantation</b>	Compensatory plantation will be done in the ration of 1:10.					
9.	<b>Green belt development</b>	As per IRC SP 21:2009 /MoRTH Code/Guidelines					



Development of Urban Extension Road-II (NH-344M) from design chainage Km 0.000 to Km 38.111 in the state of NCT of Delhi, Development of link road (new NH-344P) (Km 0.000 to Km 29.600) between Bawana Industrial Area Delhi (from Km 7.750 of UER-II) till bypass of NH-352A at Village Barwasni, Sonipat, Haryana in the state of NCT of Delhi/Haryana and Development of link road (new NH-344N) (Km 0.000 to Km 7.500) between Dichaon Kalan till Bahadurgarh Bypass/NH-10 in the state of NCT of Delhi/Haryana.

## FINAL EIA-EMP REPORT

10.	<b>Cropping pattern in affected area</b>	Paddy, jowar and bajra during Kharif and Wheat and Mustard crops during the Rabi seasons are the major crops in Delhi. The main crops of Haryana are wheat, rice, sugarcane, cotton, oilseeds, pulses, barley, maize, and millet. There are two main types of crops in Haryana: Rabi and Kharif.
11.	<b>Reserve Forest /Protected Forest in Affected Area</b>	Protected Forest – approx. 8.4298 ha
12.	<b>Wildlife Sanctuaries Associated with this Project</b>	No
13.	<b>No. of Structures Affected</b>	482 structures (including private, religious, government and community properties)
14.	<b>No. of affected villages by Land acquisition</b>	40 villages (Delhi -26 and Haryana-14)
15.	<b>Total Area of Land Acquisition</b>	Total Land Acquisition: 527.27 ha Government Land: 273.55 ha Private Land: 253.71 ha
16.	<b>No. of project affected persons (PAFs) &amp; (PAPs)</b>	Total PAFs –224 Total PAPs – 794
17.	<b>Resettlement Action Plan (RAP) including Land Acquisition Budget</b>	INR 1272.43 Cr.
18.	<b>Details of any litigation(s) pending against the project and/or any directions or orders passed by any court of law/any statutory authority against the project</b>	Case No.: S.L.P.(C) No. 15202/2019, Raj Singh & others VS Union of India & others, pending in Hon'ble Supreme Court. Civil Writ Petition no. 2199/2017 titled Raj Singh & Ors. VS UOI & Ors. was filed before the Hon'ble High Court of Delhi for getting the acquisition lapsed in view of Section 24(2) of RFCTLARR Act 2013 w.r.t. certain Khasra nos. of Village Mohd. Pur Majri. The Hon'ble High Court vide its detailed judgment dated 25.01.2019 dismissed the petition on merits. The petitioners went to the Supreme Court by way of SLP no. 12291/2019, wherein, the Hon'ble Court directed on 12.07.2019 to maintain status quo w.r.t. Part B land comprised in Khasra nos. 7//12/2 min, 7//13/2 min & 7//14/1/2 min. However, during the pendency of the said SLP, the full bench of the Hon'ble Supreme Court has passed a judgment dated 06.03.2020. On the basis of this judgement, DDA will be filing



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		an application before SC in the pending SLP for getting the status quo vacated at an early date.  Hence, NHA I is not a party in the said S.L.P.
19.	<b>Amenities Proposed</b>	The amenities proposed during operation phase are toll plaza, administrative buildings, weighing stations, parking areas, rest areas, roadside furniture, pedestrian facilities, landscaping and tree plantation, truck lay-bys, bus-bays and bus shelters, highway lightings and office cum residential complex of PIU. The toll plaza location has been selected based on the traffic studies at Ch. 22+650 of NH-344M and Ch. 9+550 of NH-344P.
20.	<b>Estimated Solid waste generation during construction phase</b>	1000 Kg Municipal Solid Waste is expected to be generated during construction considering 2500 labourers.

### 10.3 ANALYSIS OF ALTERNATIVES

Suitable alignments for UER-2 (NH-344M), Spur-I (NH-344P) and Spur-II (NH-344N) have been considered which seem more feasible as the length is less as compare to other option. Also it provides better alternative from NH-1 Intersection to Sector-24 Dwarka, Spur to Barwasini By-pass (Bawana Industrial Area to Barwasni By-pass) and Spur to Bahadurgarh By-pass {From Km 26+135 of UER-2 (NH-344M) (Dichaun Kalan) to Bahadurgarh By-pass/ NH-10 near Village Balaur, respectively.

### 10.4 DESCRIPTION OF THE ENVIRONMENT

**Study Area:** The base-line data has been collected for Core Zone (Corridor of Impact (COI)), an area covering 500 m on both side of the proposed alignment and 10 km buffer zone for prominent environmental attributes like ambient air quality, noise level, water quality and soil profile. Primary and Secondary data has also been collected for other environmental attributes for the preparation of EIA-EMP report. The baseline study for the project was conducted during October 2019 to December 2019.

➤ **Meteorology:** The climate of this region is sub-tropical climate. The climate of the district is warm. In the hot season the heat is great and it becomes intense. The year may be divided into four seasons. The cold season from December to February is followed by the hot season from March to May. The south-west monsoon season is from June to September and October and November is post monsoon season.

The annual rainfall in the district is received during the south – west monsoon season from June to





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Table 1-1: Compliance of ToR

S. No.	ToR Points	Compliance	Reference in EIA
<b>AMENDMENT IN TOR</b>			
I.	Based on the recommendation of EAC in its 225th meeting held on 22th October, 2019, the Ministry hereby amends the TOR by removing following specific condition no. 4(ii) at page no. 7 of this Ministry's letter no. 0-30/2019-IA.III dated 19 <sup>th</sup> July, 2019.  "Study to be carried out on Acoustic and Light Proofing measures considering the Wildlife Institute of India manual and other studies by the reputed institutes on the matter. The study shall be carried by the qualified professionals, scientists from any national institute having requisite experience to conduct such study."	Agreed	-
<b>A. SPECIFIC CONDITIONS</b>			
(i)	Carry out detailed traffic study to assess inflow of traffic from adjoining areas like airport/urban cities.	The traffic study has been carried out for the project and adjoining areas including all the urban cities within the study area.	Section 2.8 of Chapter-2 Page 87
(ii)	Study to be carried out on Acoustic and Light Proofing measures considering the Wildlife Institute of India manual and other studies by the reputed institutes on the matter. The study shall be carried by the qualified professionals, scientists from any national institute having requisite experience to conduct such study.	We have received the amendment in the TOR for this condition on 3 <sup>rd</sup> December, 2019 for non-applicability of this condition.	NA
(iii)	Rain water harvesting structures to be constructed at the either sides of the road with special precaution of oil filters and de-silting chambers.	The provision of rain water harvesting as per IRC:SP:50-2013&MoRTH guidelines has been made.	Section 5.5.1of Chapter-5 Page 168
(iv)	Provide compilation of road kill data on existing roads (national and state highways) in the vicinity of the proposed project.	Road accident data has been provided in Chapter-7.	Section 7.17.12 of Chapter-7 Page 286
(v)	Provide measures to avoid road kills of wildlife by the way of road kill management plan.	Measures to avoid road kills of wildlife will be done by the contractor as per the IRC guideline.	NA
(vi)	The alignment of road should be such that the cutting of trees is kept at bare minimum and for this the proponent shall obtain permission from the competent authorities.	Approx. 26,397 numbers of trees including forest area will be felled. Trees will be felled only after obtaining permission from the appropriate authority as per DPTA 1994, Forest (Conservation) Act 1980 and local law.	



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S. No.	ToR Points	Compliance	Reference in EIA
(vii)	A comprehensive plan for plantation of three rows of native species, as per IRC guidelines, shall be provided. Within the boundaries of Delhi/NCR, the project proponent has to plant 10 trees against each tree to be cut along the proposed alignment.	Compensatory plantation will be done in the ratio of 1:10 at identified location.	Section 9.6 of Chapter-9 Page 306
(viii)	The activities and budget earmarked for Corporate Environmental Responsibility (CER) shall be as per ministry's O.M No 22-65/2017-IA.II (M) dated 1st May, 2018 and the action plan on the activities proposed under CER shall be submitted at the time of appraisal of the project included in the EIA/EMP Report.	The activities and budget has been earmarked under Corporate Environmental Responsibilities (CER) which will be done during construction phase.	Table No. 9.8 of Chapter 9 Page 324
(ix)	The PP shall not use groundwater/surface water without obtaining approval from CGWA/SGWA as the case may be. The project proponent shall apply to the Central Ground Water Authority (CGWA)/State Ground Water Authority (SGWA)/Competent Authority, as the case may be, for obtaining No Objection Certificate (NOC), for withdrawal of ground water.	Total water required will be approx. 3010 KLD(21,97,509 KL) during construction stage which will be sourced from Delhi Jal Board. The necessary permission will be obtained by the contractor prior to construction as per law/agreement.	Section 2.5 of Chapter 2 Page 39
(x)	The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-1A.1 (M), dated 25th October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.	Will be complied as per circular no J-11013/71/2016-1A.1 (M) dated 25.10.17.	Chapter-1
<b>B. GENERAL CONDITIONS</b>			
(i)	A brief description of the project, project name, nature, size, its importance to the region/state and the country shall be submitted.	The proposed project Urban Extension Road-2 (NH-344M) is a part of the Bharat Mala Project which starts from its junction with NH-44 near Bankoli Village connecting Narela, Mundka, Najafgarh, Dwarka and terminating at its junction with NH-248 BB near Bhartal Chowk in the NCT of Delhi. In addition to this alignment, two spurs are also proposed to be developed as part of UER-2 (NH-344M) which includes a spur between UER-2 (NH-344M) & Barwasani By-pass (Sonipat) (NH-344P) and another Spur Bahadurgarh By-pass (NH-344N) connecting UER-2 (NH-344M) and Bahadurgarh By-	Section 1.4 of Chapter-1, Page 3 and 2.3 of Chapter-2 Page 28



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S. No.	ToR Points	Compliance	Reference in EIA
		pass (NH-10). The length of proposed alignment is 75.211 Km.	
(ii)	In case the project involves diversion of forests land, guidelines under OM dated 20.03.2013 shall be followed and necessary action be taken accordingly.	Approx. 8.4298 ha. Forest area involved Necessary action has been initiated.	Chapter 2
(iii)	Details of any litigation(s) pending against the project and/or any directions or orders passed by any court of law/any statutory authority against the project to be detailed out.	No litigation pending against NHAI, however, case no. S.L.P.(C) No. 15202/2019: Raj Singh & others VS Union of India & others pending in Hon'ble Supreme Court against DDA for certain Khasra nos. of Village Mohd. Pur Majri for getting the acquisition lapsed in view of Section 24(2) of RFCTLARR Act 2013. During the pendency of the said SLP, the full bench of the Hon'ble Supreme Court has passed a judgement dated 06.03.2020. On the basis of this judgement, DDA will be filing an application before SC in the pending SLP for getting the status quo vacated at an early date.	-NA
(iv)	Detailed alignment plan, with details such as nature of terrain (plain, rolling, hilly), land use pattern, habitation, cropping pattern, forest area, environmentally sensitive areas, mangroves, notified industrial areas, sand dunes, sea, rivers, lakes, details of villages, tehsils, districts and states, latitude and longitude for important locations falling on the alignment by employing remote sensing techniques followed by "ground truthing" and also through secondary data sources shall be submitted.	Predominant land use pattern of the site and around the site is fallow land & agriculture, followed by residential & commercial, mix land use and forest. The major habitations along the proposed alignment are: <ul style="list-style-type: none"> <li>• DariyapurKalan, Harweli, Karala, Mohammad PurMajari, MadanPurDabas, Rani Khera, Rasulpur, Mundka, Bakkarwala, DichaonKalan, JarodaKalan, Neelwal, NangliSakrawati, Masoodabad, Najafgarh, Roshanpura, Dindarpur, Tajpur, Chhawala, Dhulsiras in NCT of Delhi.</li> <li>• Jhinjoli, Halalpur, Nahara, Mandora, GarhiBala, Mohammadabad, Bindroli, Bhowapur, Rohat, Kakroi, Mehlana, Barwasini, Bahadurgarh, Belaur in the State of Haryana.</li> </ul>	Section 4.3 of Chapter 4 Page 110
(v)	Describe various alternatives considered, procedures and criteria adopted for selection of the	The details of alternative analysis have been done with selection of the final alternative for	Chapter 3 Page 99



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S. No.	ToR Points	Compliance	Reference in EIA
	final alternative with reasons.	UER-2 and Spurs.	
(vi)	Land use map of the study area to a scale of 1:25,000 based on recent satellite imagery delineating the crop lands (both single and double crop), agricultural plantations, fallow lands, waste lands, water bodies, built-up areas, forest area and other surface features such as railway tracks, ports, airports, roads, and major industries etc. along with detailed ground survey map on 1:2000 scale showing the existing features falling within the right of way namely trees, structures including archaeological & religious, monuments etc. if any, shall be submitted.	The project site is characterized by plain terrain. No archaeological monument is located. Detailed ground surveyed map has been prepared and enclosed as <b>Annexure-III</b> .	Figure 4.2 and 4.3 of Chapter 4 Page 112
(vii)	If the proposed route is passing through any hilly area, the measures for ensuring stability of slopes and proposed measures to control soil erosion from embankment shall be examined and submitted.	The proposed project does not pass through any hilly area. The site lies in plain terrain.	NA
(viii)	If the proposed route involves tunneling, the details of the tunnel and locations of tunneling with geological structural fraction should be provided. In case the road passes through a flood plain of a river, the details of micro drainage, flood passages and information on flood periodicity at least of the last 50 years in the area shall be examined and submitted.	There is no provision of tunnel in the proposed highway. The proposed alignment does not pass through any flood prone area. Hydrology study, surface runoff study has been carried out and to maintain the natural drainage pattern, 1 major bridge, 23 minor bridges, 32 culverts and 11 nos. of underpasses are proposed on all streams crossing and water bodies falling across the alignment.	NA
(ix)	If the project is passing through/located within the notified ecologically sensitive zone (ESZ) around a notified National Park/Wildlife Sanctuary or in the absence of notified ESZ, within 10 km from the boundary of notified National Park/Wildlife Sanctuary, the project proponent may simultaneously apply for the clearance for the standing committee of NBWL. The EC for such project would be subject to obtaining the clearance from the standing committee of NBWL.	The proposed alignment is not passing through any eco-sensitive zone. The land form of the area is provided in the form of land use map.	Section 3. of Chapter-3 Page 99
(x)	Study regarding the animal bypasses/underpasses etc. across the habitation areas shall be carried out. Adequate cattle passes for the movement of	Total 37 Nos. of underpasses (11 underpass box, 12 VUP, 12 LVUP & 2 VOP) and 32 Nos. of culverts are proposed across the	Section 2.6.5 of Chapter 2 Page 51



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S. No.	ToR Points	Compliance	Reference in EIA
	agriculture material shall be provided at the stretches passing through habitation areas. Underpasses shall be provided for the movement of Wild animals.	habitation areas.	
(xi)	Study regarding in line with the recent guidelines prepared by Wildlife Institute of India for linear infrastructure with strong emphasis on animal movement and identifying crossing areas and mitigation measures to avoid wildlife mortality.	No wildlife observed in the vicinity.	NA
(xii)	The information shall be provided about the details of the trees to be cut including their species and whether it also involves any protected or endangered species. Measures taken to reduce the number of the trees to be removed should be explained in detail. The details of compensatory plantation shall be submitted. The possibilities of relocating the existing trees shall be explored.	Avenue trees to be felled for contraction of road are declared as protected forest. Approx. 26,397 nos. of trees are recorded in Corridor of Impact. Species include shahtoot, peepal, neem, khajoor, semal, jamun etc. The proposed project does not involve the cutting of any endangered species. A compensatory plantation in the ratio of 1:10 will be planted at identified location. Provision of transplantation of trees has also been made.	Section 9.2 of Chapter 9 Page 296
(xiii)	Necessary green belt shall be provided on both sides of the highway with proper central verge and cost provision should be made for regular maintenance.	About 43,725 nos. of trees are proposed to plant along the proposed alignment. The tentative cost for avenue and shrub plantations including maintenance is approx. Rs. 9.18 crore. Apart from this, an estimated cost of approx. Rs. 13.11 crore is proposed for transplantation activity including maintenance.	Section 9.6 of Chapter 9. Page 306



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S. No.	ToR Points	Compliance	Reference in EIA
(xiv)	If the proposed route is passing through a city or town, with houses and human habitation on either side of the road, the necessity for provision of bypasses/diversions/under passes shall be examined and submitted. The proposal should also indicate the location of wayside amenities, which should include petrol stations/service centres, rest areas including public conveyance, etc.	Keeping in view, the necessity for provision of bypasses/diversions/underpasses has been examined and total 37 nos. of underpasses (11 nos. underpass box, 12 VUP, 12 LVUP & 2 VOP) has been proposed. The amenities proposed during are toll plaza, administrative buildings, rest areas, roadside furniture, pedestrian facilities, cycle tracks, landscaping and tree plantation, truck lay-bys, bus-bays and bus shelters, highway lightings and office cum residential complex of PIU.	section 2.6.5 of Chapter 2 Page 51
(xv)	Details about measures taken for the pedestrian safety and construction of underpasses and foot-over bridges along with flyovers and interchanges shall be submitted.	The proposed highway is an access controlled and all possible measures have been taken for pedestrian safety. Total 37 nos. of underpasses (11 nos. underpass box, 12 VUP, 12 LVUP & 2 VOP), 27 flyovers and 8 interchanges have been proposed and designed as pedestrian survey as per IRC guidelines.	sections 2.6.5 Page 51 and 2.6.6 of Chapter 2 Page 64
(xvi)	The possibility that the proposed project will adversely affect road traffic in the surrounding areas (e.g. by causing increases in traffic congestion and traffic accidents) shall be addressed.	The 6-lane highway (NH-344M) and 4-lane highway (NH-344P & NH-344N) has been designed as per IRC and MORT&H guidelines with taken care of present as well as future traffic. The project will enhance traffic movement and the design of the proposed highway will address safety concerns and reduce accidents.	
(xvii)	The details of use of fly ash in the road construction, if the project road is located within the 100 km from the Thermal Power Plant shall be examined and submitted.	In compliance to Fly Ash Notifications, fly ash shall be utilized in proposed road through various Thermal Power Plants located within 300 km of the road alignment.	Section 2.4 chapter 2 Page 37
(xviii)	The possibilities of utilizing debris/waste materials available in and around the project area shall be explored.	Since this is greenfield project, minimum debris/waste material will be generated. Only where the road passing through the existing alignment, earthwork generated due to excavation may reuse for filling purpose. Further C&D waste in NCT Delhi shall also be used in construction of embankment.	---
(xix)	The details on compliance with respect to	All designs have been prepared in compliance	



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S. No.	ToR Points	Compliance	Reference in EIA
	Research Track Notification of Ministry of Road, Transport and Highways shall be submitted.	with IRC and MoRTH guidelines.	
(xx)	The details of sand quarry and borrow area as per OM No.2-30/2012-1A-III dated 18.12.2012 on "Rationalization of procedure for Environmental Clearance for Highway Projects involving borrow areas for soil and earth" as modified vide OM of even No. dated March 19, 2013, shall be examined and submitted.	Sand and aggregate will be procured by the concerned contractor from the government approved quarries. Approx. 12,38,829 cum. amount of borrow material will be procured in consultation with local authority and owner of the land.	Section 2.4 of Chapter 2 Page 36
(xxi)	Climate and meteorology (max and min temperature, relative humidity, rainfall, frequency of tropical cyclones and snow fall); the nearest IMD meteorological station from which climatological data have been obtained to be indicated.	Temperature range 4 – 36.4 °C (Delhi) and 3 – 34 °C (Haryana). The site specific meteorology has been provided from the nearest IMD station of Safdarjung.	Section 4.6 of Chapter 4
(xxii)	The air quality monitoring shall be carried out as per the notification issued on 16th November, 2009. Input data used for Noise and Air quality modeling shall be clearly delineated.	The air quality monitoring has been carried out at 12 locations as per the new notification issued on 16 <sup>th</sup> November, 2009 during post-monsoon season i.e. October 2019 to December, 2019.	Section 4.6 of Chapter 4 Page 119
(xxiii)	The project activities during construction and operation phases, which will affect the noise levels and the potential for increased noise resulting from this project, shall be identified. Discuss the effect of noise levels on nearby habitations during the construction and operational phases of the proposed highway. Identify noise reduction measures and traffic management strategies to be deployed for reducing the negative impact if any. Prediction of noise levels shall be done by using mathematical modeling at different representative locations.	Noise monitoring has been conducted at 12 locations. The day time noise levels at all the 12 locations ranged from 46.06 dB(A) to 68.04 dB(A) with the maximum recorded at near Mundka Industrial Area-Metro Train Depot and the minimum at near Dichaon Enclave. The night time noise levels ranged from 37.53 dB(A) to 59.36 dB(A) with the maximum value recorded at near Mundka Industrial Area-Metro Train Depot and the minimum at near Dichaon Enclave. All readings are within permissible limits. Provision of acoustic noise barriers has been made near sensitive receptor in the vicinity.	Section 5.7 of Chapter 5 Page 176
(xxiv)	The impact during construction activities due to generation of fugitive dust from crusher units, air emissions from hot mix plants and vehicles used for transportation of materials and prediction of impact on ambient air quality using appropriate mathematical model, description of model, input	Ambient air quality monitoring has been done, on the basis of current ambient air quality using AERMOD view configuring PM, SO <sub>x</sub> and NO <sub>x</sub> .	Section 5.6.1 of Chapter 5 Page 171



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S. No.	ToR Points	Compliance	Reference in EIA
	requirement and reference of derivation, distribution of major pollutants and presentation in tabular form for easy interpretation shall be examined and carried out.		
(xxv)	The details about the protection to existing habitations from dust, noise, odour etc. during construction stage shall be examined and submitted.	This is green field alignment, entire earthwork and construction activities will be carried out by fencing the construction zone by wind shield etc. to control fugitive dust. Water sprinkling will be done to prevent dust emission. Requisite no. of Anti-smog guns will also be deployed at construction site. Noise barriers will be provided to prevent noise near sensitive areas along the alignment. To minimize the impact of dust, noise, odour etc., mitigation measures have been provided in the EIA.	Chapter 5. Page 160
(xxvi)	If the proposed route involves cutting of earth, the details of area to be cut, depth of cut, locations, soil type, volume and quantity of earth and other materials to be removed with location of disposal/dump sites along with necessary permission.	Borrow material will be excavated after agreement with owner in concurrence with local authority. The rehabilitation of borrow area will be done as per IRC and MoRT&H guidelines.	Section 2.4, Table 2.8 Page 37
(xxvii)	If the proposed route is passing through low lying areas, details of filling materials and initial and final levels after filling above MSL shall be examined and submitted.	The proposed highway passes through plain area. Selected borrow pit soil will be used for embankment filling with slope protection.	



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S. No.	ToR Points	Compliance	Reference in EIA
(xxviii)	The water bodies including the seasonal ones within the corridor of impacts along with their status, volumetric capacity, quality and likely impacts on them due to the project along with the mitigation measures shall be examined and submitted.	<p>The proposed alignment is crossing various water bodies. Details are as below:</p> <p><b><u>UER-II (NH-344M)</u></b></p> <ul style="list-style-type: none"> <li>• Drain No.6: Chainage: Km. 0+550</li> <li>• Nahri Major Distributary: Chainage: Km. 0+835</li> <li>• Drain: Chainage: Km. 2+315</li> <li>• Western Yamuna Canal: Chainage: Km. 7+100</li> <li>• Mungashpur Drain: Chainage: Km. 27.100 to 27+200</li> <li>• Pond: Chainage: Km. 33+500</li> <li>• Najafgarh Drain: Chainage: Km. 37+400</li> </ul> <p><b><u>SPUR-1 (NH-344P)</u></b></p> <ul style="list-style-type: none"> <li>• Twin Drain Chainage: Km 15+700, Km 19+477, Km 29+293</li> <li>• Distributary/Canal: Chainage: Km. 15+508, Km. 23+908, Km. 25+252, Km. 28+756, Km. 23+200 to 24+325</li> </ul> <p><b><u>SPUR-II (NH-344N)</u></b></p> <ul style="list-style-type: none"> <li>• Mungashpur Drain: Chainage: Km. 5+400</li> </ul>	section 5.5 of Chapter 5 Page 165
(xxix)	The details of water quantity required and source of water including water requirement during the construction stage with supporting data and also classification of ground water based on the CGWA classification, shall be examined and submitted.	Total requirement of water will be approx. 3010 KLD (21,97,509KL) during construction stage and majority would be sourced from Delhi Jal Board (DJB) after taking necessary permission. Hence, CGWA permission is not required.	section 2.5 of Chapter 2 Page 39
(xxx)	The details of measures taken during constructions of bridges across rivers/Canals/major or minor drains keeping in view the flooding of the rivers and the life span of the existing bridges shall be examined and submitted. Provision of speed breakers, safety signals, service lanes and foot paths shall be examined at appropriate locations throughout the proposed road to avoid accidents.	Total 01 nos. of major bridge, 23 nos. of minor bridges (3 existing to be widened) and 32 nos. of culverts are proposed. The study of life span of existing 3 nos. of bridges has been examined including hydrolic study. Keeping the view of safety, sufficient nos. of speed breakers, safety signals, service lanes and foot paths are proposed to avoid road accidents. Provision of diversions with direction signs and other safety requirements followed as per	section 2.6.3 of Chapter 2 Page 47



*Development of Urban Extension Road-II (NH-344M) from design chainage Km 0.000 to Km 38.111 in the state of NCT of Delhi, Development of link road (new NH-344P) (Km 0.000 to Km 29.600) between Bawana Industrial Area Delhi (from Km 7.750 of UER-II) till bypass of NH-352A at Village Barwasni, Sonapat, Haryana in the state of NCT of Delhi/Haryana and Development of link road (new NH-344N) (Km 0.000 to Km 7.500) between DichaonKalan till BahadurgarhBypass/NH-10 in the state of NCT of Delhi/Haryana.*

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S. No.	ToR Points	Compliance	Reference in EIA								
		IRC & MoRTH guidelines.									
(xxxix)	If there will be any change in the drainage pattern after the proposed activity, details of changes shall be examined and submitted.	There is no change in drainage pattern after proposed activity of commencement.									
(xxxixii)	Rain water harvesting pit shall be at least 3 - 5 m above the highest groundwater table. Provisions shall be made for oil and grease removal from surface runoff.	Rainwater harvesting structures will be provided at the locations where the first aquifer of ground water table is more than 8-10m. The provision of rain water harvesting will be executed as per IR:-SP:50-2013 guidelines.	Section 5.5.1 of Chapter 5 Page 168								
(xxxixiii)	If there is a possibility that the construction/widening of road may cause an impact such as destruction of forest, poaching or reduction in wetland areas, examine the impact and submit details.	<p>The proposed project involves diversion of forest area of approx. 8.4298 ha. (Note: Forest Area may increase after declaration of deemed forest by Forest Department). Application under Forest Conservation Act for forest diversion area has been filed vide proposal numbers, given as under;</p> <table border="1"> <thead> <tr> <th>Proposal No.</th> <th>Dated</th> </tr> </thead> <tbody> <tr> <td>FP/HR/ROAD/43893/2020</td> <td>12.01.2020</td> </tr> <tr> <td>FP/DL/ROAD/49252/2020</td> <td>02.09.2020</td> </tr> <tr> <td>FP/HR/ROAD/54374/2020</td> <td>Under process</td> </tr> </tbody> </table> <p>There is no wet land falling under proposed area.</p>	Proposal No.	Dated	FP/HR/ROAD/43893/2020	12.01.2020	FP/DL/ROAD/49252/2020	02.09.2020	FP/HR/ROAD/54374/2020	Under process	
Proposal No.	Dated										
FP/HR/ROAD/43893/2020	12.01.2020										
FP/DL/ROAD/49252/2020	02.09.2020										
FP/HR/ROAD/54374/2020	Under process										
(xxxixiv)	The details of road safety, signage, service roads, vehicular under passes, accident prone zones and the mitigation measures, shall be submitted.	The proposed highway is an access controlled. However, provision of diversions with direction signs, speed breakers and other safety requirements are made as per IRC & MoRTH guidelines.	Sections 7.13.3 and 7.13.4 of Chapter-7 Page 256								
(xxxixv)	IRC guidelines shall be followed for widening & up-gradation of roads.	All relevant IRC guidelines pertaining to the project will be followed during construction, of roads.									
(xxxixvi)	The details of social impact assessment due to the proposed construction of the road shall be submitted.	During the socio-economic survey, it has been found that total 482 nos. of structures (224 private, 27 religious, 24 government and 207 community properties), 224nos. of families (PAFs) and 794 nos. of persons (PAPs) are getting affected. The R&R plan has been prepared based on Right to Fair Compensation and Transparency in Land	Section 7.3 of Chapter 7 Page 217								



*Development of Urban Extension Road-II (NH-344M) from design chainage Km 0.000 to Km 38.111 in the state of NCT of Delhi, Development of link road (new NH-344P) (Km 0.000 to Km 29.600) between Bawana Industrial Area Delhi (from Km 7.750 of UER-II) till bypass of NH-352A at Village Barwasni, Sonipat, Haryana in the state of NCT of Delhi/Haryana and Development of link road (new NH-344N) (Km 0.000 to Km 7.500) between DichaonKalan till BahadurgarhBypass/NH-10 in the state of NCT of Delhi/Haryana.*

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S. No.	ToR Points	Compliance	Reference in EIA
		Acquisition, Rehabilitation and Resettlement Act, 2013. The R&R cost is INR 1272.43 Cr.	
(xxxvii)	Examine the road design standards, safety equipment specifications and Management System training to ensure that design details take account of safety concerns and submit the traffic management plan.	Proposed road is designed as per relevant IRC codes and standards. During construction, the operating traffic will be affected to some extent and nearby public and commuting transportation will suffer the inconvenience, additional time, cost and distance. Traffic management plan shall be prepared by concerned Contractor and will be approved by Authority Engineer. Contractor will carry out construction work in a manner of creating least interference to the free flow of traffic as per the approved Traffic Management Plan.	Section 7.12 of Chapter 7 Page 256
(xxxviii)	Accident data and geographic distribution shall be reviewed and analyzed to predict and identify trends - in case of expansion of the existing highway and provide Post accident emergency assistance and medical care to accident victims.	Previous accident data on existing highway in the vicinity has been examined. On the basis of accident data, the provision for accident emergency assistance and medical care to accident victims will be provided as per the incident. The emergency numbers will be displayed on the either side of road at regular interval of distance.	
(xxxix)	If the proposed project involves any land reclamation, details shall be provided of the activity for which land is to be reclaimed and the area of land to be reclaimed.	The proposed project does not involve any land reclamation.	----
(xl)	Details of the properties, houses, business activities etc. likely to be effected by land acquisition and an estimation of their financial losses, shall be submitted.	Total 482 nos. of structures, 224nos. of families (PAFs) and 794 nos. of persons (PAPs) are getting affected. The RAP has been framed and under process.	RAP Section 7.3 of Chapter 7 Page 217 onwards
(xli)	Detailed R&R plan with data on the existing socio-economic status of the population in the study area and broad plan for resettlement of the displaced population, site for the resettlement colony, alternative livelihood concerns/employment & rehabilitation of the displaced people, civil and housing amenities being offered, etc. and the schedule of the implementation of the specific project, shall be submitted.	The R&R plan has been prepared based on Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013. The R&R cost is INR 1272.43 crores.	Refer Section 7.3 of Chapter-7 <b>Annexure-IV (SIA)</b>
(xlii)	The environment management and monitoring	Environment monitoring including all	Chap-6



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S. No.	ToR Points	Compliance	Reference in EIA										
	plan for construction and operation phases of the project shall be submitted. A copy of your corporate policy on environment management and sustainable development shall also be submitted.	parameters has been done and provided in Chapter-6 The budgetary environment management and monitoring plan for construction and operation phases of the project is carried out and presented in chapter 9.	Section 9.7 and 9.8 of Chapter 9 Page 320										
(xliv)	Estimated cost of the project including that of environment management plan(both capital and recurring) and source of funding. Also, the mode of execution of the project, viz. EPC, BOT, etc. shall be submitted.	The cost of the environmental management plan has been presented in Table 9.5 of Chapter 9 Page-320. Details are as under: <table border="1" style="margin-left: 20px;"> <tr> <td>Total Civil Cost</td> <td>Rs. 4,704.52 Cr.</td> </tr> <tr> <td>Total Capital Cost (including LA and Utility Shifting, etc.)</td> <td>Rs. 7,715.60 Cr.</td> </tr> <tr> <td>Environment Monitoring Cost</td> <td>Rs. 1.18 Cr.</td> </tr> <tr> <td>R&amp;R Cost</td> <td>Rs. 1272.43 Cr.</td> </tr> <tr> <td>Environment Management Plan Cost</td> <td>Approx. 51.83 Cr.</td> </tr> </table> The project will be executed on EPC mode.	Total Civil Cost	Rs. 4,704.52 Cr.	Total Capital Cost (including LA and Utility Shifting, etc.)	Rs. 7,715.60 Cr.	Environment Monitoring Cost	Rs. 1.18 Cr.	R&R Cost	Rs. 1272.43 Cr.	Environment Management Plan Cost	Approx. 51.83 Cr.	
Total Civil Cost	Rs. 4,704.52 Cr.												
Total Capital Cost (including LA and Utility Shifting, etc.)	Rs. 7,715.60 Cr.												
Environment Monitoring Cost	Rs. 1.18 Cr.												
R&R Cost	Rs. 1272.43 Cr.												
Environment Management Plan Cost	Approx. 51.83 Cr.												
(xlv)	A copy of your CSR policy and plan for meeting the expenditure to address the issues raised during Public Hearing, shall be submitted.	The issues raised in public hearing meeting have been considered as CER activity and presented in chapter-9.	Section 9. of Chapter-9										
(xlvi)	Details of blasting if any, methodology/technique adopted, applicable regulations/permissions, timing of blasting, mitigation measures proposed keeping in view mating season of wildlife.	Not applicable for this project.											
(xlvii)	In case of river/creek crossing, details of the proposed bridge connecting on either banks, the design and traffic circulation at this junction with simulation studies.	Bridges are proposed on all streams crossing and water bodies falling across the alignment.	section 2.6.7 of Chapter 2 Page 65										
(xlviii)	Details to ensure free flow of water in case the alignment passes through water bodies/river/streams etc.	The proposed alignment is crossing various water bodies. Details are as below: <b>UER-2 (NH-344M)</b> <ul style="list-style-type: none"> <li>• Drain No.6: Chainage: Km. 0+550</li> <li>• Nahri Major Distributary: Chainage Km. 0+835</li> <li>• Drain: Chainage: Km. 2+315</li> </ul>	Section 2.6.7 of Chapter 2 Page 65										



**Development of Urban Extension Road-II (NH-344M) from design chainage Km 0.000 to Km 38.111 in the state of NCT of Delhi, Development of link road (new NH-344P) (Km 0.000 to Km 29.600) between Bawana Industrial Area Delhi (from Km 7.750 of UER-II) till bypass of NH-352A at Village Barwasni, Sonipat, Haryana in the state of NCT of Delhi/Haryana and Development of link road (new NH-344N) (Km 0.000 to Km 7.500) between DichaonKalan till BahadurgarhBypass/NH-10 in the state of NCT of Delhi/Haryana.**

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S. No.	ToR Points	Compliance	Reference in EIA
		<ul style="list-style-type: none"> <li>Western Yamuna Canal: Chainage: Km. 7+100</li> <li>Mungashpur Drain: Chainage: Km. 27.100 to 27+200</li> <li>Pond: Chainage: Km. 33+500</li> <li>Najafgarh Drain: Chainage: Km. 37+400</li> </ul> <p><b><u>SPUR-I (NH-344P)</u></b></p> <ul style="list-style-type: none"> <li>Twin Drain Chainage: Km 15+700, Km 19+477, Km29+293</li> <li>Distributary/Canal: Chainage: Km. 15+508, Km. 23+908, Km. 25+252, Km. 28+756, Km. 23+200 to 24+325</li> </ul> <p><b><u>SPUR-II (NH-344N)</u></b></p> <ul style="list-style-type: none"> <li>Mungashpur Drain: Chainage: Km. 5+400.</li> </ul>	
(xlviii)	In case of bye passes, the details of access control from the nearby habitation/habitation which may come up after the establishment of road.	Proposed alignment is an access controlled six lane highway (NH-344M) and four lane highway (NH-344P & NH-344N) and bypassing all major habitations.	
(xlix)	Bridge design in eco sensitive area /mountains be examined keeping in view the rock classification hydrology etc.	The proposed project does not pass through the mountain.	----
(l)	Details of litigation pending against the project, if any, with direction/order passed by any Court of Law against the Project should be given.	No litigation pending against NHAI, however, case no. S.L.P.(C) No. 15202/2019: Raj Singh & others VS Union of India & others pending in Hon'ble Supreme Court against DDA for certain Khasra nos. of Village Mohd. Pur Majri for for getting the acquisition lapsed in view of Section 24(2) of RFCTLARR Act 2013. During the pendency of the said SLP, the full bench of the Hon'ble Supreme Court has passed a judgement dated 06.03.2020. On the basis of this judgement, DDA will be filing an application before SC in the pending SLP for getting the status quo vacated at an early date.	----



Development of Urban Extension Road-II (NH-344M) from design chainage Km 0.000 to Km 38.111 in the state of NCT of Delhi, Development of link road (new NH-344P) (Km 0.000 to Km 29.600) between Bawana Industrial Area Delhi (from Km 7.750 of UER-II) till bypass of NH-352A at Village Barwasni, Sonipat, Haryana in the state of NCT of Delhi/Haryana and Development of link road (new NH-344N) (Km 0.000 to Km 7.500) between Dichaon Kalan till Bahadurgarh Bypass/NH-10 in the state of NCT of Delhi/Haryana.

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<b>(Proposed)</b>	
<b>Safety Measure</b>	Crash Barriers
<b>Lighting</b>	Lighting including High Mask at Toll plazas, interchanges, major bridges and Amenities Areas

**Table E-2: Features of EIA Importance**

1.	<b>Project Road</b>	<p><b>Total Project Length: 75.211 Km</b></p> <p>1. Urban Extension Road-2 (new NH-344M): Length- 38.111 Km</p> <p>2. Link Road (new NH-344P): Length- 29.600 Km</p> <p>3. Link Road (new NH-344N): Length- 7.500 Km</p>										
2.	<b>Type of PPP</b>	EPC										
3.	<b>Location of the proposed project</b>	<p>The proposed project Urban Extension Road-II (NH-344M) takes off from NH-1 (Ch. 23+800) near village Bankoli and terminates near the junction of Sector-24 in Dwarka.</p> <p>State-wise location is given in the table below:</p> <table border="1"> <thead> <tr> <th>S. No.</th> <th>State</th> <th>District</th> <th>Location</th> <th>Village</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>Delhi</td> <td>North , North West, West and South West</td> <td>Narela &amp; Bawana, Kanjhawala, Nangloi, Najafgarh &amp; Kapashera</td> <td>Bankoli, Holambi Kalan, Holambi Khurd, Khera Khurd, Bawana, Dariyapur Kalan, Harweli, Karala, Mohammad Pur Majari, Madan Pur Dabas, Rani Khera, Rasulpur, Mundka, Bakkarwala, Dichaon Kalan, Jaroda Kalan, Neelwal</td> </tr> </tbody> </table>	S. No.	State	District	Location	Village	1.	Delhi	North , North West, West and South West	Narela & Bawana, Kanjhawala, Nangloi, Najafgarh & Kapashera	Bankoli, Holambi Kalan, Holambi Khurd, Khera Khurd, Bawana, Dariyapur Kalan, Harweli, Karala, Mohammad Pur Majari, Madan Pur Dabas, Rani Khera, Rasulpur, Mundka, Bakkarwala, Dichaon Kalan, Jaroda Kalan, Neelwal
S. No.	State	District	Location	Village								
1.	Delhi	North , North West, West and South West	Narela & Bawana, Kanjhawala, Nangloi, Najafgarh & Kapashera	Bankoli, Holambi Kalan, Holambi Khurd, Khera Khurd, Bawana, Dariyapur Kalan, Harweli, Karala, Mohammad Pur Majari, Madan Pur Dabas, Rani Khera, Rasulpur, Mundka, Bakkarwala, Dichaon Kalan, Jaroda Kalan, Neelwal								



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						Nangli Sakrawati, Masoodabad, Najafgarh, Roshanpura, Dindarpur, Tajpur, Chhawala, Dhulsiras in NCT of Delhi
		2.	Haryana	Sonepat and Jhajjar	Kharkhoda & Sonapat, Bahadurgarh	Jhinjoli, Halalpur, Nahara, Mandora, Garhi Bala, Mohammadabad, Bindroli, Bhowapur, Rohat, Kakroi, Mehlana, Barwasini, Bahadurgarh, Belaur
4.	<b>Seismic Zone</b>	Zone-IV (High Damage Risk Zone) as per IS 1893 (Part 1) : 2002				
5.	<b>Forest Land Diversion</b>	Forest Land: 8.4298 ha. (Note: Forest Area may increase after declaration of deemed forest by Forest Department).				
6.	<b>Affected water bodies</b>	<p>The proposed alignment is crossing various water bodies. Details are given below:</p> <p><b><u>UER-2 (NH-344M)</u></b></p> <ul style="list-style-type: none"> <li>• Drain No.6: Chainage: Km. 0+550</li> <li>• Nahri Major Distributary: Chainage: Km. 0+835</li> <li>• Drain: Chainage: Km. 2+315</li> <li>• Western Yamuna Canal: Chainage: Km. 7+100</li> <li>• Mungashpur Drain: Chainage: Km. 27.100 to 27+200</li> <li>• Pond: Chainage: Km. 33+500</li> <li>• Najafgarh Drain: Chainage: Km. 37+400</li> </ul> <p><b><u>SPUR-1 (NH-344P)</u></b></p> <ul style="list-style-type: none"> <li>• Twin Drain Chainage: Km 15+700, Km</li> </ul>				



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		19+477, Km 29+293 <ul style="list-style-type: none"> <li>Distributary/Canal: Chainage: Km. 15+508, Km. 23+908, Km. 25+252, Km. 28+756, Km. 23+200 to 24+325</li> </ul> <p><b>SPUR-II (NH-344N)</b></p> <ul style="list-style-type: none"> <li>Mungashpur Drain: Chainage: Km. 5+400</li> </ul>
7.	<b>Existing trees within ROW</b>	Approximately 26,397 nos. of trees (including forest area). Details of existing tree are given in <b>Annexure-II</b> .
8.	<b>Compensatory plantation</b>	Compensatory plantation will be done in the ratio of 1:10 at the identified
9.	<b>Green belt development</b>	As per IRC SP 21:2009 /MoRTH Code/Guidelines
10.	<b>Cropping pattern in affected area</b>	Paddy, jowar and bajra during Kharif and Wheat and Mustard crops during the Rabi seasons are the major crops in Delhi. The main crops of Haryana are wheat, rice, sugarcane, cotton, oilseeds, pulses, barley, maize, and millet. There are two main types of crops in Haryana: Rabi and Kharif.
11.	<b>Reserve Forest /Protected Forest in Affected Area</b>	Protected Forest – approx. 8.4298 ha.
12.	<b>Wildlife Sanctuaries Associated with this Project</b>	No
13.	<b>No. of Structures Affected</b>	482 structures (including private, religious, government and community properties)
14.	<b>No. of affected villages by Land acquisition</b>	40 villages (Delhi -26 and Haryana-14)
15.	<b>Total Area of Land Acquisition</b>	Total Land Acquisition: 527.27 ha. Government Land: 273.55 ha. Private Land: 253.71 ha.
16.	<b>No. of project affected persons (PAFs) &amp; (PAPs)</b>	Total PAFs –224 Total PAPs – 794
17.	<b>Resettlement Action Plan (RAP) including Land Acquisition Budget</b>	INR 1272.43 Cr.
18.	<b>Amenities Proposed</b>	The amenities proposed during operation phase are toll plaza, administrative buildings, weighing stations, parking areas, rest areas, roadside furniture, pedestrian facilities, landscaping and tree plantation, truck lay-bys, bus-bays and bus shelters, highway lightings and office cum residential complex of PIU. The toll plaza location has been selected based on the traffic studies at Ch. 22+650 of NH-344M

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		and Ch. 9+550 of NH-344P.
19.	<b>Estimated Solid waste generation during construction phase</b>	1000 Kg Municipal Solid Waste is expected to be generated during construction considering 2500 labourers.
20.	<b>Details of any litigation(s) pending against the project and/or any directions or orders passed by any court of law/any statutory authority against the project</b>	<p>Case No.: S.L.P.(C) No. 15202/2019, Raj Singh &amp; others VS Union of India &amp; others, pending in Hon'ble Supreme Court.</p> <p>Civil Writ Petition no. 2199/2017 titled Raj Singh &amp; Ors. VS UOI &amp; Ors. was filed before the Hon'ble High Court of Delhi for getting the acquisition lapsed in view of Section 24(2) of RFCTLARR Act 2013 w.r.t. certain Khasra nos. of Village Mohd. Pur Majri. The Hon'ble High Court vide its detailed judgment dated 25.01.2019 dismissed the petition on merits.</p> <p>The petitioners went to the Supreme Court by way of SLP no. 12291/2019, wherein, the Hon'ble Court directed on 12.07.2019 to maintain status quo w.r.t. Part B land comprised in Khasra nos. 7//12/2 min, 7//13/2 min &amp; amp; 7//14/1/2 min.</p> <p>However, during the pendency of the said SLP, the full bench of the Hon'ble Supreme Court has passed a judgment dated 06.03.2020. On the basis of this judgment, DDA will be filing an application before SC in the pending SLP for getting the status quo vacated at an early date.</p> <p>Hence, NHAI is not a party in the said S.L.P.</p>

### E.3 ANALYSIS OF ALTERNATIVES

Suitable alignments for UER-2 (NH-344M), Spur-I (NH-344P) and Spur-II (NH-344N) have been considered which seem more feasible as the length is less as compare to other option. Also it provides better alternative from NH-1 Intersection to Sector-24 Dwarka, Spur to Barwasini By-pass (Bawana Industrial Area to Barwasni By-pass) and Spur to Bahadurgarh By- pass {From Km 26+135 of UER-2 (NH-344M) (Dichaon Kalan) to Bahadurgarh By-pass/ NH-10 near Village Balaur, respectively.

### E.4 DESCRIPTION OF THE ENVIRONMENT

**Study Area:** The base-line data has been collected for Core Zone (Corridor of Impact (COI)), an area covering 500 m on bot h side of the proposed alignment and 10 k m buffer zone for prominent environmental attributes like ambient air quality, noise level, water quality and soil profile. Primary and Secondary data has also been collected for other environmental attributes for the preparation of EIA-EMP report. The baseline study for the project was conducted during October 2019 to December 2019.



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## 5.5 IMPACTS ON WATER RESOURCES

**Table 5.2: List of affected water bodies along project**

Type	Chainage
<b>UER-2 (NH-344M)</b>	
Drain No.-6	0+550
Nahri Major Distributary	0+835
Drain	2+315
Western Yamuna Canal	7+100
Mungashpur Drain	27+100 to 27+200
Pond	33+500
Najafgarh Drain	37+400
<b>SPUR-I (NH-344P)</b>	
Twin Drain Chainage	Km 15+700, Km 19+477, Km 29+293
Distributary/Canal	Km 15+508, Km 23+908, Km 25+252, Km 28+756, Km 23+200 to 24+325.
<b>SPUR-II (NH-344N)</b>	
Mungashpur Drain	Km 5+400



*Development of Urban Extension Road-II (NH-344M) from design chainage Km 0.000 to Km 38.111 in the state of NCT of Delhi, Development of link road (new NH-344P) (Km 0.000 to Km 29.600) between Bawana Industrial Area Delhi (from Km 7.750 of UER-II) till bypass of NH-352A at Village Barwasni, Sonipat, Haryana in the state of NCT of Delhi/Haryana and Development of link road (new NH-344N) (Km 0.000 to Km 7.500) between Dichaon Kalan till Bahadurgarh Bypass/NH-10 in the state of NCT of Delhi/Haryana.*

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#### 1.4 BRIEF DESCRIPTION OF THE PROJECT AND ITS IMPORTANCE TO THE COUNTRY

The proposed highway is green field project and proposed RoW of UER-2 (NH-344M) is 100 m as per Delhi Master Plan. The road section design will include dual 3 lane carriageway, 3 lane wide service road. Total length of proposed project UER-2 (NH-344M) is 75.211 m. The road section also includes provision for Non-Motorised Transport (NMT) viz. pedestrian walkways & cycle tracks. At certain stretches the available RoW is 140 m, with a provision of 20 m wide green belt (both sides) in addition to the road RoW. The proposed project highway UER-2 (NH-344M) takes off from NH-1 (Ch. Km23+800) near village Bankoli and terminates near the junction of Sector-24 in Dwarka. In addition to this alignment, two four lane spurs are also proposed to be developed as part of UER-2 which includes a spur between UER-2 & Barwasani By-pass (Sonipat) and another in the form of Spur to Bahadurgarh By-pass connecting UER-2 and Bahadurgarh By-pass (NH-10).

The proposed highway would act as the prime artery for the economic flow to this region. It will enhance economic development, provide employment opportunities to locals, strengthen tourist development, ensure road safety and provide better transportation facilities and other facilities such as way side amenities. Vehicle operating cost will also be reduced due to improved road quality. The compensatory plantation and road side plantation shall further improve the air quality of the region. Features of the project for Environment Importance are listed here in Table 1.1.

**Table 1.1: Project Features**

1.	<b>Project Name</b>	Development of Urban Extension Road-2 (NH-344M) from design chainage Km 0.000 to Km 38.111 in the state of NCT of Delhi, Development of link road (new NH-344P) (Km 0.000 to Km 29.600) between Bawana Industrial Area Delhi (from Km 7.750 of UER-2) till bypass of NH-352A at Village Barwasni, Sonipat, Haryana in the state of NCT of Delhi/Haryana and Development of link road (new NH-344N) (Km 0.000 to Km 7.500) between Dichaon Kalan till Bahadurgarh Bypass/NH-10 in the state of NCT of Delhi/Haryana.
2.	<b>Proponent</b>	National Highways Authority of India (NHAI), MoRTH, GoI Project Implementation Unit, Dwarka.
3.	<b>Capacity</b>	75.211 Km
4.	<b>Coordinates</b>	Start 28°48'40.08"N; 77°08'8.45"E End 28°33'35.73"N; 77°01'43.27"E
5.	<b>Category (as under EIA Notification, 2006)</b>	Category-A
6.	<b>Project Road</b>	<b>Total Length: 75.211 Km</b>



Development of Urban Extension Road-II (NH-344M) from design chainage Km 0.000 to Km 38.111 in the state of NCT of Delhi, Development of link road (new NH-344P) (Km 0.000 to Km 29.600) between Bawana Industrial Area Delhi (from Km 7.750 of UER-II) till bypass of NH-352A at Village Barwasni, Sonipat, Haryana in the state of NCT of Delhi/Haryana and Development of link road (new NH-344N) (Km 0.000 to Km 7.500) between DichaonKalan till BahadurgarhBypass/NH-10 in the state of NCT of Delhi/Haryana.

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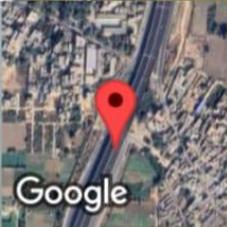
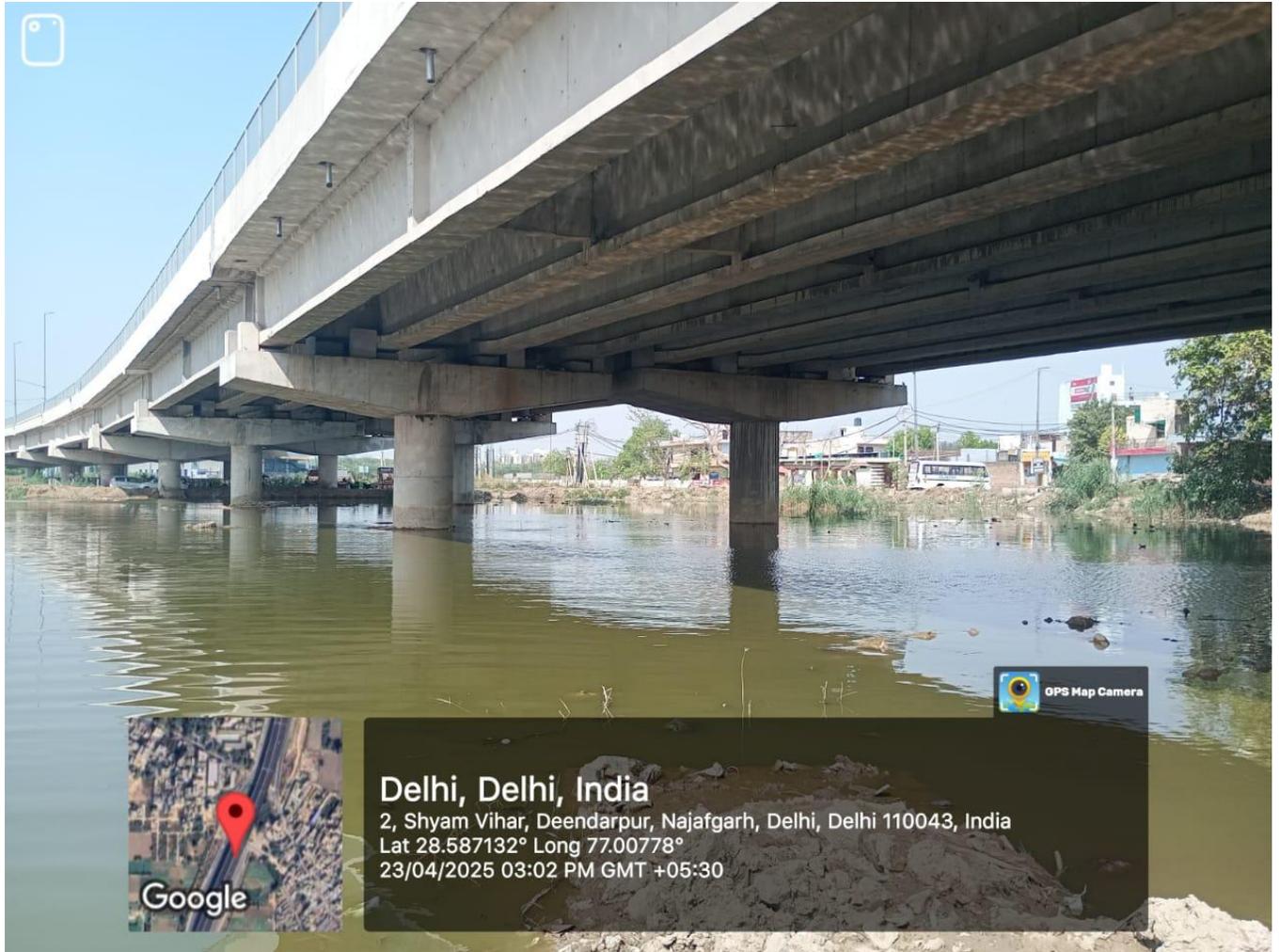
		<p>1. Urban Extension Road-II(newNH-344M): Length- 38.111 Km</p> <p>2. Link Road (new NH-344P): Length- 29.600 Km</p> <p>3. Link Road (new NH-344N): Length- 7.500 Km</p>										
7.	<b>Purchasing Power Parity</b>	Engineering, Procurement and Construction (EPC)										
8.	<b>Location of the proposed project</b>	<p>The proposed project Urban Extension Road-II (NH-344M) takes off from NH-1 (Ch. 23+800) near village Bankoli and terminates near the junction of Sector-24 in Dwarka.</p> <p>State-wise location is given in the table below:</p> <table border="1"> <thead> <tr> <th>S. No.</th> <th>State</th> <th>District</th> <th>Location</th> <th>Village</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>Delhi</td> <td>North, North West, West and South West</td> <td>Narela&amp; Bawana, Kanjhawala, Nangloi, Najafgarh &amp; Kapashera.</td> <td>Bankoli, HolambiKalan, Holambi Khurd, KheraKhurd, Bawana, DariyapurKalan, Harweli, Karala, Mohammad PurMajari, Madan PurDabas, Rani Khera, Rasulpur, Mundka, Bakkarwala, Dichaon Kalan, JarodaKalan, Neelwal NangliSakrawati, Masoodabad, Najafgarh, Roshanpura, Dindarpur, Tajpur,Chhawala, Dhulsiras in NCT of Delhi</td> </tr> </tbody> </table>	S. No.	State	District	Location	Village	1.	Delhi	North, North West, West and South West	Narela& Bawana, Kanjhawala, Nangloi, Najafgarh & Kapashera.	Bankoli, HolambiKalan, Holambi Khurd, KheraKhurd, Bawana, DariyapurKalan, Harweli, Karala, Mohammad PurMajari, Madan PurDabas, Rani Khera, Rasulpur, Mundka, Bakkarwala, Dichaon Kalan, JarodaKalan, Neelwal NangliSakrawati, Masoodabad, Najafgarh, Roshanpura, Dindarpur, Tajpur,Chhawala, Dhulsiras in NCT of Delhi
S. No.	State	District	Location	Village								
1.	Delhi	North, North West, West and South West	Narela& Bawana, Kanjhawala, Nangloi, Najafgarh & Kapashera.	Bankoli, HolambiKalan, Holambi Khurd, KheraKhurd, Bawana, DariyapurKalan, Harweli, Karala, Mohammad PurMajari, Madan PurDabas, Rani Khera, Rasulpur, Mundka, Bakkarwala, Dichaon Kalan, JarodaKalan, Neelwal NangliSakrawati, Masoodabad, Najafgarh, Roshanpura, Dindarpur, Tajpur,Chhawala, Dhulsiras in NCT of Delhi								



Development of Urban Extension Road-II (NH-344M) from design chainage Km 0.000 to Km 38.111 in the state of NCT of Delhi, Development of link road (new NH-344P) (Km 0.000 to Km 29.600) between Bawana Industrial Area Delhi (from Km 7.750 of UER-II) till bypass of NH-352A at Village Barwasni, Sonapat, Haryana in the state of NCT of Delhi/Haryana and Development of link road (new NH-344N) (Km 0.000 to Km 7.500) between DichaonKalan till BahadurgarhBypass/NH-10 in the state of NCT of Delhi/Haryana.

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		2.	Haryana	Sonepat and Jhajjar	Kharkhoda & Sonepat, Bahadurgarh	Jhinjoli, Halalpur, Nahara, Mandora, GarhiBala, Mohammadabad, Bindroli, Bhowapur, Rohat, Kakroi, Mehlana, Barwasini, Bahadurgarh, Belaur
9.	<b>Seismic Zone</b>	Zone-IV (High Damage Risk Zone) as per IS 1893 (Part 1): 2002				
10.	<b>Forest Land Diversion</b>	Forest Land: 8.4298 ha. (Note: Forest Area may increase after declaration of deemed forest by Forest Department).				
11.	<b>Affected water bodies</b>	<p>The proposed alignment is crossing various water bodies. Details are given below:</p> <p><b><u>Urban Extension Road - 2 (NH-344M)</u></b></p> <ul style="list-style-type: none"> <li>• Drain No.6: Chainage: Km. 0+550</li> <li>• Nahri Major Distributary: Chainage: Km. 0+835</li> <li>• Drain: Chainage: Km. 2+315</li> <li>• Western Yamuna Canal: Chainage: Km. 7+100</li> <li>• Mungashpur Drain: Chainage: Km. 27.100 to 27+200</li> <li>• Pond: Chainage: Km. 33+500</li> <li>• Najafgarh Drain: Chainage: Km. 37+400</li> </ul> <p><b><u>SPUR-1 (NH-344P)</u></b></p> <ul style="list-style-type: none"> <li>• Twin Drain Chainage: Km 15+700, Km 19+477, Km 29+293</li> <li>• Distributary/Canal: Chainage: Km. 15+508, Km. 23+908, Km. 25+252, Km. 28+756, Km. 23+200 to 24+325</li> </ul> <p><b><u>SPUR-II (NH-344N)</u></b></p> <ul style="list-style-type: none"> <li>• Mungashpur Drain: Chainage Km. 5+400</li> </ul>				
12.	<b>Existing trees within ROW</b>	Approximately 26,397nos. of trees (including forest				



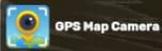
**Delhi, Delhi, India**  
2, Shyam Vihar, Deendarpur, Najafgarh, Delhi, Delhi 110043, India  
Lat 28.587132° Long 77.00778°  
23/04/2025 03:02 PM GMT +05:30







**Delhi, Delhi, India**  
2, Shyam Vihar, Deendarpur, Najafgarh, Delhi, Delhi 110043, India  
Lat 28.587117° Long 77.007755°  
23/04/2025 03:02 PM GMT +05:30



**F. No. W-4/4/2022-WTL  
Government of India  
Ministry of Environment, Forest & Climate Change  
(Wetlands Division)**

Indira Paryavaran Bhawan  
Jor Bagh Road, New Delhi -110003

Dated 8<sup>th</sup> March, 2022

**OFFICE MEMORANDUM**

**Subject: Protection of Wetlands as per Rule 4 of the Wetlands (Conservation and Management) Rules, 2017**

The Hon'ble Supreme Court vide Order dated 4<sup>th</sup> October, 2017 in W.P. (C) No. 230 of 2001 has inter-alia, directed that, *"We make it clear and reiterate that in terms of our order dated 8<sup>th</sup> February, 2017, 2,01,503 wetlands that have been mapped by the Union of India should continue to remain protected on the same principles as were formulated in Rule 4 of the Wetlands (Conservation and Management) Rules, 2010"*.

2. The same has been communicated by this Ministry to all the States and UTs in November, 2017. Hon'ble NGT has also reiterated the same in various recent cases.

3. In view of above, it is once again clarified/reiterated that the 2,01,503 wetlands (>2.25 ha) as per the National Wetland Inventory and Assessment (NWIA), 2011 should be protected as per Rule 4 of the Wetlands (Conservation and Management) Rules, 2017. This protection is irrespective of the applicability of/notification as per the said Rules.

*Ramesh*

(Dr. M. Ramesh)  
Scientist 'E'

Tel.: 011-20819249

Email: [ramesh.motipalli@nic.in](mailto:ramesh.motipalli@nic.in)

To

The Member Secretaries of State and UT Wetlands Authorities

**Rajesh Kumar**

---

**From:** Rajesh Kumar  
**Sent:** Friday, May 16, 2025 7:43 PM  
**To:** mscb.cpcb@nic.in; desw@nic.in; ceopgsenv.delhi@nic.in; msdpcc@nic.in; secy-moef@nic.in  
**Cc:** Astha Dhawan  
**Subject:** RE: Advance Service of Reply and Application in OA-1235/2024 pending before NGT, New Delhi-reg.  
**Attachments:** Appl for Delay in filing comp reply.pdf; Comprehensive Reply by NHA1.pdf

Dear Sir,

Please find attached herewith the Reply alongwith Application seeking condonation of delay in filing the Reply, being filed on behalf of Respondent No.3, in the subject matter for your reference.

Kindly accept the same as advance service.

Best Regards,

Rajesh | Executive Assistant



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