N.D.H.: 29.10.2025

BEFORE HON'BLE NATIONAL GREEN TRIBUNAL,
PRINCIPAL BENCH, NEW DELHI
EXECUTION APPLICATION NO. 23 OF 2025
IN
APPEAL NO. 13 OF 2021

IN THE MATTER OF :

AMALTASH RESIDENTIAL
WELFARE ASSOCIATION …APPLICANT

VERSUS

STATE OF HARYANA & OTHERS …RESPONDENTS

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Place: New Delhi
Date: 27.10.2025

FILED BY:-

(GAURAV AGARWAL)
Advocate for Respondent No.5

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BEFORE HON'BLE NATIONAL GREEN TRIBUNAL,

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REPLY/ OBJECTION ON BEHALF OF RESPONDENT NO. 5, SILVERGLADES INFRASTRUCTURE PVT. LTD.

1. That the deponent is the Authorized Representative of the Respondent no. 5 and as such he is well aware of the facts and circumstances of the present dispute and competent to swear and depose the present objection on behalf of the Respondent no. 5. A true copy of Board Resolution letter dated 12.04.2025 is **ANNEXURE R-1**

2. That the contents of the Execution Application filed by the Applicant is read and understood by the Respondent no. 5 and is, thereafter, giving a reply / objection to the same.

FACTS OF THE CASE :

3. That the answering Respondent is a developer of repute and has developed landmark projects in Gurugram and was granted license for development of Group Housing project at Sukhrali, Sector 28, Gurgaon by the State Government. In terms of the Transit Oriented Development policy of

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Government of Haryana dated 09.02.2016 announcing development of mix-land use projects with 70% residential and 30% commercial component with benefits of FAR, the answering Respondent was also granted on Principal approval of the building plan for development of the project in question as commercial cum residential by the Department of Town and Country Planning on 19.12.2017.

4. That answering Respondent applied for the environment clearance of the project on 09.02.2018. After due consideration in accordance with law answering Respondent was granted environment clearance by Haryana SEIAA on 15.06.2018 for proposed project having 543 Dwelling units, i.e., main units 274 + EWS units 48 + service units 221, other than Community facilities, Office Buildings, Commercial Building and Club. A true copy of the environment clearance dated 15.06.2018 is **ANNEXURE R-2**

5. That, thereafter, on 20.01.2020 the answering Respondent applied for further revision of the building plan for expansion of the project due to increase of FAR. By order dated 12.10.2020 the Department of Town and Country Planning granted approval to the revised building plan. It is pertinent to mention that the said approval too was in terms of the Transit Oriented Development policy of Government of Haryana and the ratio of commercial and residential component was maintained at 30% and 70% of the project respectively.

6. That subsequently, 01.02.2021 Haryana SEIAA granted the environment clearance to the expansion of the project to the

answering Respondent with gold rating. A true copy of the Environment Clearance dated 01.02.2021 is **ANNEXURE R-3**

7. That against the said environment clearance dated 01.02.2021 the Applicant approached this Tribunal by filing an Appeal No. 13 of 2021. Primarily the Applicant raised 7 grounds of in their Appeal in challenge to the environment clearance dated 01.02.2021.

8. That the said Appeal was heard and summarily disposed of by this Hon'ble Tribunal without even issuing notice to the Respondents on 31.05.2021. By the said order the Tribunal noted the points raised in challenge to the environment clearance dated 01.02.2021. However, without expressing any opinion the Tribunal directed that :

> *"3. We have considered the grounds for challenge to the EC and heard the Counsel for the applicant. We are of the view that the issues raised (mentioned above or which may be additionally highlighted by the appellant in its representation in pursuance of this order) need to be first considered by an expert committee followed by an opportunity to SEIAA to take a call in the matter, following due process."*

9. That by the said order a three member expert committee was formed by this Tribunal consisting of Regional Officer MOEF&CC, Regional Officer CPCB and Member Secretary SEIAA, Haryana to submit a report, after hearing the parties, to the Chairman SEIAA. The Chairman SEIAA was directed to revisit the environment clearance dated 01.02.2021 and pass further order granting or not granting environment clearance to answering Respondent or imposing additional conditions.

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10. That as the notice was not issued to the answering Respondent, the Tribunal by its order dated 31.05.2021 did not pass any order stopping the construction or development activity by the answering Respondent. However, it was observed by this Tribunal that "*Any step taken by the PP in pursuance of the impugned EC will be at its own risk and will be subject to further order of SEIAA or any proceeding arising therefrom.*"

11. That in compliance of the order of this Tribunal a sub-committee was formed for site visit of the answering Respondent. Hence, on 12.07.2022 the said sub-committee conducted inspection and submitted the site inspection report on 24.02.2023.

12. That thereafter, email was sent to the parties for meeting on 09.11.2023 by the Chairman SEIAA. However, Applicant sought adjournment. Subsequently also, no effective meeting could be held as Applicant took time or adjournment. However, meanwhile the Applicant and answering Respondent also exchanged their representations and replies in December 2023, on direction of SEIAA. Lastly, the date was fixed for 29.12.2023 but the meeting was rescheduled as counsel for Applicant was unavailable. Thereafter, no meeting could be scheduled as Chairman SEIAA had resigned.

13. That being aggrieved the Applicant again approached this Tribunal by filing a MA No. 54 of 2024 in Appeal No. 13 of 2021 seeking restoration of the appeal as SEIAA has not

complied with the order dated 31.05.2021. Hence, treating the MA as an Execution Application, this Tribunal by order dated 16.05.2024 disposed of the MA by directing the three member joint committee to submit report in terms of the order dated 31.05.2021 to the Chairman SEIAA within 3 months and, thereafter, further 2 months to Chairman SEIAA to pass appropriate order. A copy of the MA dated 19.04.2024 is already on record at Annexure B- page 35-64, and a copy of the order dated 16.05.2024 is already on record at Annexure C- page 69-71.

14. That pursuant to the order of this Tribunal a meeting was held by three member Joint committee on 23.07.2024 wherein the representatives of both parties put forth their grievances and replies. The Applicant raised five grounds objection before the joint committee (i) Unilateral Changes to the sub committee, (ii) Green Area (iii) Traffic Management and 18 mtr road issue. (iv) Excavated soil disposed and not preserved (v) Wrong rainfall data. The answering Respondent filed its written response to the objections of the Applicant as directed by the joint committee. A true copy of the minutes of meeting of the joint committee dated 23.07.2024 is **ANNEXURE R-4.**

15. That by order dated 30.07.2024 the Member Secretary, SEIAA formally apprised the answering Respondent with the minutes of meeting and directed to file its written response to the objection raised by the Applicant. The answering Respondent filed its detail written response dated 13.08.2024, with a copy to the Applicant to the objections raised by the Applicant. A true copy of the reply/ objection, with

annexures, filed by the answering Respondent dated 13.08.2024 is **ANNEXURE R-5**

16. That a perusal of the reply shows that :

(i) Green Cover : as against required 15% of green cover to be provided by DTCP the answering Respondent has proposed to develop more than 25% of green cover. Total trees proposed are 713 as against the mandated 245 trees.

(ii) Traffic Management : Answering Respondent has got the traffic management study as per the condition of approval of EC from TPA Engineering Consultancy (I) Pvt. Ltd. and as per the study there is no requirement for additional width of the road. Additionally, it was submitted that Applicant themselves have encroached upon the public road upto 7 meters leaving 18 mt wide road of only 11 meters.

(iii) Excavated Soil : around 461.1 m3 of top soil is preserved by the answering Respondent at an alternative location of the answering Respondent with permission from mining department. Detailed report of the soil conservation is submitted by answering Respondent every six month to GRIHA

(iv) Wrong Rainfall data : The rainfall is calculated at 90 mm/hr and accordingly keeping in view larger interest 6 water harvesting pits have been provided rather then 5. Moreover, Gurugram Metropolitian Development Authority has assured to provide connection of master

sewer line to answering Respondent for discharge of treated sewage water and similarly also assured to provide connection for storm water to master drain line.

17. That it is pertinent to submit at this stage that on one hand the Applicant is crying foul against the answering Respondent over traffic management and congestion in the vicinity due to the development of the project in question, while on the other hand, it is itself guilty of encroaching and may cause traffic congestion on public land. The width of the road in the area is 18 meter and as per the traffic management study it is sufficient. However, through its entire length on the road, the Applicants have encroached upto 7 meters of public road reducing the width of road to 11 meters. The said encroached land is used by the Applicant for parking of two wheelers and cycles of its employees etc. Hence, unless the Applicant itself comes with clean hands it has is not entitled to any relief from this Tribunal.

18. That in this respect it is submitted that a fresh traffic management study was got conducted by the answering Respondent from a government approved agency in July 2025. During the study the said agency itself recorded that the width of the road though being 18 meters have been reduced to 11 meters due to the encroachment by the Applicant. It is further submitted that the conclusion drawn by the agency in the report states that:

> "During most intense peak hour, the incremental traffic from the proposed expansion is insignificant and its contribution to existing network is quite minimal. Hence, it could be said that the project site will contribute

> insignificant traffic to surrounding road network and will cause no impact on the adjacent road network.
>
> Given the number of Passenger Car Unit (PCUs) added by the project is relatively low, their contribution to the total traffic load will be minimal. The percentage increase in traffic due to the project would be small enough that is unlikely to cause any significant further deterioration in traffic condition…."

A true copy of the Traffic Impact Assessment for Silverglades Hightown, Sector 28 Gurugram dated July 2025 is **ANNEXURE R-6**

19. That it is further stated that after the submission of the reply/ objection by the answering Respondent, as it is revealed from the email trails at pages 122 to 128, the report was prepared by the Member Secretary, SEIAA Haryana and sent to the other two members of the committee on 17.12.2024 for approval. The said report was kept pending for approval by the other two members of the joint committee and finally on 04.02.2025 the Regional Officer CPCB put certain queries to the Member Secretary, SEIAA Haryana. By another mail dated 04.02.2025 the third member also agreed with the queries raised. On 07.02.2025 the Member Secretary, SEIAA Haryana replied to the queries of the CPCB and MOEF&CC and requested them to submit report after amendment/ corrections, if any on or before 10.02.2025. On 11.02.2025 the representative of MOEF&CC gave its approval to submit the report, however, the CPCB failed to provide any comment. Hence, on 11.02.2025 the report was submitted with signatures of the two members.

20. That the joint committee report submitted on 11.02.2025 did not find any violation or non compliance. However, the suggestion made in the report was to get another traffic management study conducted through government approved agency.

21. That, subsequently, the Regional Officer CPCB submitted his report/ comments on 20.02.2025 to the Chairman SEIAA. From pages 148 to 154 of the paperbook, comments of the Regional Officer, CPCB is mentioned. A perusal of the said comments shows that it is in consonance with the report of the other two members submitted on 11.02.2025, except being in detail. However, the said report/ comments refers to some of the objections of Applicants not even raised in meeting before the SEIAA on 23.07.2025, hence no reply was sought on those objections from the answering Respondent.

22. That though the report/comments of the Regional Officer CPCB are not contrary to the comments of the other two member report, however, it fails to take into account the reply submitted by the answering Respondent. Inspite of the specific reply that the Applicant is itself guilty of encroachment of public road leading to hardship to residents, no comment was made in its report by Regional Officer, CPCB on the issue. However, a perusal of the report shows that the Environment Clearance dated 01.02.2021 was rightfully granted and if deems fit, Chairman SEIAA Haryana may impose additional conditions.

23. That it was by email dated 05.03.2025 it was informed that the term of office of SEIAA came to expire on 20.02.2025 hence, the further action will be taken when the same is reconstituted. The said email is already on record at page 171 of the paperbook.

MAINTAINABILITY OF SUBSTANTIVE RELIEF IN EXECUTION:

24. That as evident from the submission made above no notice was issued to the answering Respondent in Appeal. The said Appeal was disposed of without going into the merits of the matter with direction to Applicant to raise grievance before a joint committee to submit report after hearing the parties which shall submit its report to the SEIAA Chairman for consideration. Thus, when no substantive order in merits was passed by the Hon'ble Tribunal while disposing the Appeal no prayer for same can be made in execution application. The Execution Application to the extent of seeking a substantive prayer in execution proceedings is not maintainable.

25. That it is further to be appreciated that the MA No. 54 of 2024 was filed by the Applicant seeking restoration of the Appeal for consideration on merits. As no notice was issued even while disposing the MA no objection was filed by the answering Respondent. However, this Tribunal treated the Application as seeking execution and passed an order giving time line to the joint committee and SEIAA to pass necessary order. Even in MA no substantive order was passed by this Court modifying or altering order in Appeal except giving time line to the joint committee and SEIAA Chairman.

Hence, the present Execution Application seeking substantive relief against the answering Respondent is abuse of process of law.

26. That a perusal of the order dated 31.05.2021at page 33 in last three lines of first paragraph shows that the Hon'ble Tribunal has taken care of apprehension of Applicant by observing that any action taken by the answering Respondent in pursuance to the impugned environment clearance will be at its risk. Thus, the executing court cannot travel beyond the order passed by Appeal court.

27. That in case of **Shivshankar Gurgar v. Dilip**, **2014 (2) SCC 465** the Hon'ble Supreme Court has held that a court executing decree cannot travel beyond the jurisdiction else the same would be nullity. It was held that the executing Court shall execute the decree as it is. The Court reiterated the proposition in case of **Deepa Bhargava and Another v. Mahesh Bhargava and Others 2009 (2) SCC 294** that :

> "9. There is no doubt or dispute as regards interpretation or application of the consent terms. It is also not in dispute that the respondent judgement-debtor did not act in terms thereof. An executing court, it is well known, cannot go behind the decree. It has no jurisdiction to modify a decree. It must execute the decree as it is."

28. That in a case of three Judges Bench in **S. Bhaskaran v. Sebastian (Dead) by LRs and Others 2019 (19) SCC 161** it has been held that :

> " 9. Having perused the records and the findings of the Trial Court, we find ourselves unable to agree with the decision of the High Court in the impugned judgment. It is well-settled that an executing court cannot travel beyond the order or decree under execution

(see Rameshwar Dass Gupta v. State of U.P. and Another (1996) 5 SCC 728).

In the present case, the Trial Court had already considered the evidence on record and given a finding that the Appellant and his uncle were the trustees of the temple. Notably, Umapathymurthy was a party to this suit and had contested it by filing a written statement, claiming to be the eldest son of Sadhasivamurthy. However, at that time, he did not put forth any objections to the heir certificate of Sadhasivamurthy, which was considered by the Trial Court while arriving at its finding. This judgment was confirmed by the First Appellate Court and no further appeal was preferred by the Respondents against it. In light of this, the findings of the Trial Court have become final, and Umapathymurthy as well as the other Respondents are bound by them.

By allowing them to re-open the question of trusteeship by way of an application in an execution petition, the High Court has gone beyond the decree to be executed and exceeded its revisional jurisdiction under Section 115 of the CPC. Since the findings of the Trial Court had attained finality, the decision of the executing court dated 31.01.2007 by which E.A. No. 5750/2003 was dismissed, should have been affirmed. Thus, the impugned judgment is not only illegal, but also without jurisdiction."

REPLY ON MERITS

29. That without prejudice to the above submissions on maintainability the answering Respondent submits that so far the decision of the Chairman, SEIAA Haryana is concerned, the answering Respondent has no role to play in the same. The answering Respondent has duly submitted the objection/reply as called for by the joint committee in its meeting on 23.07.2024.

30. That it is not only incorrect, false but also misleading averment that the answering Respondent is continuing work under an environment clearance obtained on wrong information. Both the reports, i.e., 2 member report and

CPCB member report are majorly similar. No case of wrong information to the SEIAA has been found by the said committee. Hence, the allegations are baseless.

31. That the answering Respondent has submitted above that it is the Applicant itself who is in default and a wrongdoer. The Applicant society itself has encroached upon 7 meters of public road reducing the road to 11 meters. The said encroached land is used by the Applicant for parking of two wheelers of its employees etc and may cause traffic congestion on public land. The width of the road in the area is 18 meter and as per the traffic management study it is sufficient. However, through its entire length on the road the Applicants have encroached the same which comes to around 1 acre. Hence, unless the Applicant itself comes with clean hands it has is not entitled to any relief from this Tribunal.

32. That as submitted above a fresh traffic management study got conducted by the answering Respondent from a government approved agency in July 2025 recorded that the width of the road though being 18 meters have been reduced to 11 meters due to the encroachment by the Applicant. Moreover, it submits that the project of the answering Respondent will be contributing to insignificant traffic.

33. That the answering Respondent has obtained approval for supply of drinking water from HSVP on 07.03.2018, for supply of drinking water during construction and after completion of construction of project. It is further stated that on 10.09.2025 Gurugram Metropolitan Development Authority has granted approval on 10.09.2025 for water

connection to the project. Thus, there will no impact on other users in the vicinity for water usage by the occupiers of the project in question. A copy of the approval letter sent by Gurugram Metropolitan Development Authority dated 26.09.2025 is **ANNEXURE R-7**

34. That answering Respondent has deposited the entire amount of 36.75 crores of External Development Charges demanded by the Government, whereafter, roads expansion in the area along with laying of drainage system is being carried out by them. On 05.02.2021 Gurugram Metropolitan Development Authority gave assurance to the answering Respondent for disposal of storm water in Master Strom Water drainage line. On 26.09.2025 answering Respondent has been accorded approval by Gurugram Metropolitan Development Authority for connection with the storm water drainage system. A copy of the approval letter sent by Gurugram Metropolitan Development Authority dated 10.09.2025 is **ANNEXURE R-8**

35. That the answering Respondent has also been given assurance on 19.01.2021 for granting sewerage connection by Gurugram Metropolitan Development Authority for disposal of effluent in Master Sewer Line from the master sewerage network. The said connection approval is awaited and will be accorded soon.

36. That in light of the submissions made above it is evidently clear that there is no violation or non compliance done by the answering Respondent. The environment clearance granted in 2018 for which the applicant himself had no objection,

which is recorded in the site visit report as well as the expansion environment clearance granted in 2021 was granted in accordance with law.

37. That the execution application may, therefore, be disposed of in terms of the direction given in Appeal by order dated 31.05.2024.

Respondent no. 5

Silverglade Infrastructure Pvt. Ltd.

Through

(GAURAV AGARWAL)
Advocate for Respondent No.5

GRV LEGAL
Advocates and Legal Consultants
O-703, Aditya Mega City,
Vaibhav Khand, Indirapuram,
Ghaziabad, U.P. NCR- 201014,
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AFFIDAVIT

I, PARAS KUMAR JAIN, aged about 70 years, S/o Shri Nem Chand Jain, R/o Flat No. K-101, Ridgewood Estate, Near Gallaria Market DLF City, Phase-4, Gurgaon, Haryana - 122009 do hereby state on solemn affirmation as under:

1. That I am authorized representative of the answering Respondent in the present Execution Application as such I am well conversant with the facts and circumstances of the present case and hence, competent to swear this affidavit.

2. That I have gone through the accompanying Reply from para 1 to 37 and say that the contents thereof are true and correct to the best of my knowledge and belief and I believe the same to be true.

3. That the Annexures R-1 to R- 8 to the reply are true copy of the documents.

Solemnly affirmed on this 25th day of October, 2025 at Gurgaon, Haryana.

NOTARY Mahender S. Punia Gurugram Regn. No. 3999 Comm. Exp. 17-04-2027 GOVT. OF INDIA

Paras Kumar Jain

DEPONENT

VERIFICATION

Verified at Gurgaon, Haryana on this 25th day of October, 2025 that the contents of my above affidavit are true and correct to my knowledge and no part of it is false and nothing material has been concealed therefrom.

ATTESTED

MAHENDER S. PUNIA
ADVOCATE & NOTARY
Distt. Gurugram (Haryana) India

Paras Kumar Jain

DEPONENT

25 OCT 2025

ANNEXURE R-1

Silverglades Infrastructure Private Limited

Regd.Office: 404, Nirmal Tower, 26 Barakhamba Road, New Delhi-110001
Company CIN: - U45201DL2005PTC138897
E-mail: cs@silverglades.com
Ph. No.:- 011-41059896

CERTIFIED TRUE COPY OF RESOLUTION PASSED BY CIRCULATION BY THE BOARD OF DIRECTORS OF SILVERGLADES INFRASTRUCTURE PRIVATE LIMITED HAVING ITS REGISTERED OFFICE AT 404, NIRMAL TOWER, 26 BARAKHAMBA ROAD, NEW DELHI – 110001 ON 12TH DAY OF APRIL, 2025.

"**RESOLVED THAT** Mr. Harsh Kumar Gupta, Director of Silverglades Infrastructure Private Limited (the Company) and Mr. Paras Kumar Jain Authorized Representative of the Company, be and are hereby severally authorised, on behalf of the Company to Commence, File, Institute, Defend, Compound, Compromise, Abandon, settle or all actions Suits, or any Complaints, Appeals, Cross Appeals And Counter Complaints and such other pleadings or proceedings **BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL, PRINCIPAL BENCH, NEW DELHI** in the matter of **"Amaltash Residential Welfare Assocation vs State of Haryana & Others vide Appeal No. 13 of 2021"** and for such purposes to sign, verify, affirm and/or present plaints, complaints, written statements, replies, affidavits, applications, objections, petitions, appeals, cross appeals and counter complaints and such other pleadings and documents as may be required, to appear before the said authorities and to make statements on oath or otherwise and to conduct the said proceedings and to engage, appoint, retain and remove counsels, advocates, solicitors and attorneys and to sign vakalatnamas or other documents for such appointments and generally to do all such act, deeds and things as may be necessary or expedient for the aforesaid cases.

RESOLVED FURTHER THAT certified true copy of this Board Resolution be forwarded, wherever required, under the signature of any of the Directors of the Company."

For Silverglades Infrastructure Private Limited

Silverglades Infrastructure Private Limited New Delhi

(Kamal Saini)
Director
DIN: 08594503

(Harsh Kumar Gupta)
Director
DIN: 08076716

Date: 12.04.2025
Place: New Delhi

//TRUE COPY//

ANNEXURE R-2

STATE ENVIRONMENT IMPACT ASSESSMENT AUTHORITY HARYANA
Bay No. 55-58, Prayatan Bhawan, Sector-2, PANCHKULA.

No. SEIAA/HR/2018/ 605 Dated: 15.06.2018

To

M/s Silverglades Infrastructure Pvt. Ltd.,
C-8/1A, Vasant Vihar, New Delhi 110057

Subject: Environment Clearance for proposed Group Housing project at Village Sukhrali, Sector-28, Gurugram, Haryana.

Dear Sir,

This letter is in reference to your application no. nil dated 09.02.2018 addressed to M.S. SEIAA, Haryana received on 20.02.2018 and subsequent letter dated 02.04.2018 seeking prior Environmental Clearance for the above project under the EIA Notification, 2006. The proposal has been appraised as per prescribed procedure in the light of provisions under the EIA Notification, 2006 on the basis of the mandatory documents enclosed with the application viz., Form-1, Form 1-A, Conceptual Plan and the additional clarifications furnished in response to the observations of the State Expert Appraisal Committee (SEAC) constituted by MOEF, GOI vide their Notification 21.08.2015, in its meetings held on 13.03.2018 and 19.04.2018 awarded "Gold" grading to the project.

[2] It is inter-alia, noted that the project involves the proposed construction of Group Housing project at Village Sukhrali, Sector-28, Gurugram, Haryana on a total plot area of 19627.25 sqm (4.85 Acre). The total built up area shall be 118744.253 sqm. The Group Housing project shall comprise of 6 Towers, 5 Basement (2 Residential + 3 Commercial) + S + 28 Floors. The proposed project shall have 543 Dwelling units (Main Units 274 + EWS units 48 + Service Units 221), Community facilities, Office Buildings, Commercial Buildings and Club. The maximum height of the building shall be 102.75 meter. The total water requirement shall be 383 KLD. The fresh water requirement shall be 180 KLD. The waste water generation shall be 234 KLD which will be treated in the STP of 280 KLD capacity. The total power requirement shall be 4920.21 KW which will be supplied by DHBVN. The Project Proponent has proposed to develop green belt on 4953.80 sqm (25.24%) of project area (Green belt plantation 408.61 sqm + peripheral plantation 768.83 sqm + Avenue plantation 460.38 sqm + Lawn area 3315.98 sqm). The Project Proponent proposed to construct 5 rain water harvesting pits. The solid waste generation will be 1817 kg/day. The bio-degradable waste will be treated in the project area by adopting appropriate technology. The total parking spaces proposed are 1180 ECS.

[3] The State Expert Appraisal Committee, Haryana after due consideration of the relevant documents submitted by the project proponent and additional clarification furnished in response to its observations, have recommended the grant of environmental clearance for the project mentioned above, subject to compliance with the stipulated conditions. Accordingly, the State Environment Impact Assessment Authority in its meeting held on 28.05.2018 decided to agree with the recommendations of SEAC to accord necessary environmental clearance for the project under Category 8(a) of EIA Notification 2006 subject to the strict compliance with the specific and general conditions mentioned below:-

PART A-
SPECIFIC CONDITIONS:-
Construction Phase:-

[1] "Consent for Establish" shall be obtained from Haryana State Pollution Control Board under Air and Water Act and a copy shall be submitted to the SEIAA, Haryana before the start of any construction work at site.

[2] A first aid room as proposed in the project report shall be provided both during construction and operational phase of the project.

[3] Adequate drinking water and sanitary facilities shall be provided for construction workers at the site. Provision should be made for mobile toilets. Open defecation by the laboures is strictly prohibited. The safe disposal of solid wastes/ waste water generated during the construction phase should be ensured. Efforts shall be made to provide mobile STP for treatment of waste water during the construction phase.

[4] All the topsoil excavated during construction activities shall be stored for use in horticulture/landscape development within the project site.

[5] The project proponent shall ensure that the building material required during construction phase is properly stored within the project area and disposal of construction waste should not create any adverse effect on the neighboring communities and should be disposed of after taking necessary precautions for general safety and health aspects of people, only in approved sites with the approval of competent authority.

[6] Construction spoils, including bituminous material and other hazardous materials, must not be allowed to contaminate watercourses and the dump sites for such material must be secured so that they should not leach into the ground water and any hazardous waste generated during construction phase, should be disposed off as per applicable rules and norms with necessary approval of the Haryana State Pollution Control Board.

[7] The diesel generator sets to be used during construction phase shall be of ultra low sulphur diesel type and should conform to Environment (Protection) Rules prescribed for air and noise emission standards.

[8] The diesel required for operating DG sets shall be stored in underground tanks and if required, clearance from Chief Controller of Explosives shall be taken.

[9] Ambient noise levels shall conform to the Commercial/Industrial standards both during day and night. Incremental pollution loads on the ambient air and noise quality should be closely monitored during construction phase. Adequate measures should be taken to reduce ambient air pollution and noise level during construction phase, so as to conform to the stipulated Commercial/Industrial standards of CPCB/MoEF.

[10] Fly ash shall be used as building material in the construction as per the provisions of Fly Ash Notification of September 1999 and as amended on 27th August 2003.

[11] Storm water control and its re-use as per CGWB and BIS standards for various applications should be ensured.

[12] Water demand during construction shall be reduced by use of pre-mixed concrete, curing agents and other best practices.

[13] In view of the severe constrains in water supply augmentation in the region and sustainability of water resources, the developer will submit the NOC from CGWA specifying water extraction quantities and assurance from HUDA/ utility provider indicating source of water supply and quantity of water with details of intended use of water – potable and non-potable. Assurance is required for both construction and operation stages separately. It shall be submitted to the SEIAA and RO, MOEF, Chandigarh before the start of construction.

[14] Roof must meet prescriptive requirement as per Energy Conservation Building Code by using appropriate thermal insulation material.

[15] Opaque wall must meet prescriptive requirement as per Energy Conservation Building Code which is proposed to be mandatory for all air conditioned spaces while it is desirable for non-air-conditioned spaces by use of appropriate thermal insulation material to fulfill requirement.

[16] The approval of the competent authority shall be obtained for structural safety of the building on account of earthquake, adequacy of fire fighting equipments, etc. as per National Building Code including protection measures from lightening etc.

[17] Overexploited groundwater and impending severe shortage of water supply in the region requires the developer to redraw the water and energy conservation plan. Developer shall reduce the overall footprint of the proposed development. Project proponent shall incorporate water efficiency /savings measures as well as water reuse/recycling within 3 months and before start of construction to the SEIAA, Haryana and RO, MOEF, GOI, Chandigarh.

[18] The Project Proponent as stated in proposal shall construct 05 nos. rain water harvesting structure for recharging the ground water within the project premises. Rain water harvesting pits shall be designed to make provisions for silting chamber and removal of floating matter before entering harvesting pit. Maintenance budget and persons responsible for maintenance must be provided. Care shall also be taken that contaminated water do not enter any RWH pit.

[19] The project proponent shall provide for adequate fire safety measures and equipments as required by Haryana Fire Service Act, 2009 and instructions issued by the local Authority/Directorate of fire from time to time. Further the project proponent shall take necessary permission regarding fire safety scheme/NOC from competent Authority as required.

[20] The Project Proponent shall obtain assurance from the DHBVN for total supply of 4920.21 KW of power supply before the start of construction. In no case project will be operational solely on generators without any power supply from any external power utility.

[21] Detail calculation of power load and ultimate power load of the project shall be submitted to DHBVN under intimation to SEIAA Haryana before the start of construction. Provisions shall be made for electrical infrastructure in the project area.

[22] The Project Proponent shall not raise any construction in the natural land depression / Nallah/water course and shall ensure that the natural flow from the Nallah/water course is not obstructed.

[23] The Project Proponent shall keep the plinth level of the building blocks sufficiently above the level of the approach road to the Project. Levels of the other areas in the Projects shall also be kept suitably so as to avoid flooding.

[24] Construction shall be carried out so that density of population does not exceed norms approved by Director General Town and Country Department Haryana.

[25] The Project Proponent shall submit an affidavit with the declaration that ground water will not be used for construction and only treated water should be used for construction.

[26] The project proponent shall not cut any existing tree and project landscaping plan should be modified to include those trees in green area.

[27] The project proponent shall ensure that ECBC norms for composite climate zone are met. In particular building envelope, HVAC service, water heating, pumping, lighting and electrical infrastructure must meet ECBC norms.

[28] The Project Proponent shall provide 3 meter high barricade around the project area, dust screen for every floor above the ground, proper sprinkling and covering of stored material to restrict dust and air pollution during construction.

[29] The project proponent shall construct a sedimentation basin in the lower level of the project site to trap pollutant and other wastes during rains.

[30] The project proponent shall provide proper rasta of proper width and proper strength for the project before the start of construction.

[31] The project proponent shall ensure that the U-value of the glass is less than 3.177 and maximum solar heat gain co-efficient is 0.25 for vertical fenestration.

[32] The project proponent shall adequately control construction dusts like silica dust, non-silica dust and wood dust. Such dusts shall not spread outside project premises. Project Proponent shall provide respiratory protective equipment to all construction workers.

[33] The project proponent shall provide fire control room and fire officer for building above 30 meter as per National Building Code.

[34] The project proponent shall obtain permission of Mines and Geology Department for excavation of soil before the start of construction.

[35] The project proponent shall provide one refuge area till 24 meter, one till 39 meter and one after 15 meter each as per National Building Code. The project proponent shall not convert any refuse area in the habitable space and it should not be sold out/commercialized.

[36] The project proponent shall seek specific prior approval from concerned local Authority/HUDA regarding provision of storm drainage and sewerage system including their integration with external services of HUDA/ Local authorities beside other required services before taking up any construction activity.

[37] The project proponent shall discharge excess of treated waste water/storm water in the public drainage system and shall seek permission of HUDA before the start of construction.

[38] The project proponent shall maintain the distance between STP and water supply line.

[39] The project proponent shall ensure that the stack height is 6 meter more than the highest tower.

[40] The project proponent shall ensure that structural stability to withstand earthquake of magnitude 8.5 on Richter scale.

[41] Vertical fenestration shall not exceed 60% of total wall area.

[42] The project proponent shall submit the copy of fire safety plan duly approved by fire department before the start of construction.

Operational Phase:

[a] "Consent to Operate" shall be obtained from Haryana State Pollution Control Board under Air and Water Act and a copy shall be submitted to the SEIAA, Haryana.

[b] The Sewage Treatment Plant (STP) shall be installed for the treatment of the sewage to the prescribed standards including odour and treated effluent will be recycled to achieve zero exit discharge. The installation of STP shall be certified by an independent expert and a report in this regard shall be submitted to the SEIAA, Haryana before the project is commissioned for operation. Tertiary treatment of waste water is mandatory. The project proponent shall remove not only Ortho-Phosphorus but total Phosphorus to the extent of less than 2mg/liter. Similarly total Nitrogen level shall be less than 2mg/liter in tertiary treated waste water. Discharge of treated sewage shall conform to the norms and standards of CPCB/ HSPCB, whichever is environmentally better. Project Proponent shall implement such STP technology which does not require filter backwash. The project proponent shall essentially provide STP preferably equivalent to 50% of total capacity or as per the initial occupancy as the case may be.

[c] Separation of the grey and black water should be done by the use of dual plumbing line. Treatment of 100% grey water by decentralized treatment should be done ensuring that the re-circulated water should have BOD level less than 5 mg/litre and the recycled water will be used for flushing, gardening and DG set cooling etc.

[d] For disinfection of the treated wastewater ultra-violet radiation or ozonization process should be used.

[e] Diesel power generating sets proposed as source of back-up power for lifts, common area illumination and for domestic use should be of enclosed type and conform to rules made under the Environment (Protection) Act, 1986. The location of the DG sets shall be in the basement as promised by the project proponent with appropriate stack height above the highest roof level of the project as per the CPCB norms. The diesel used for DG sets shall be ultra low sulphur diesel (35 ppm sulphur), instead of low sulphur diesel.

[f] Ambient Noise level should be controlled to ensure that it does not exceed the prescribed standards both within and at the boundary of the Proposed Group Housing project.

[g] The project proponent as stated in the proposal shall maintain at least 25.24% as green cover area for tree plantation especially all around the periphery of the project and on the road sides preferably with local species which can provide protection against noise and suspended particulate matter. The open spaces inside the project shall be preferably landscaped and covered with vegetation/grass, herbs & shrubs. Only locally available plant species shall be used.

[h] The project proponent shall strive to minimize water in irrigation of landscape by minimizing grass area, using native variety, xeriscaping and mulching, utilizing efficient irrigation system, scheduling irrigation only after checking evapo-transpiration data.

[i] Rain water harvesting for roof run-off and surface run-off, as per plan submitted should be implemented. Before recharging the surface run off, pre-treatment through sedimentation tanks must be done to remove suspended matter, oil and grease. The bore well for rainwater recharging shall be kept at least 5 mts. above the highest ground water table. Care shall be taken that contaminated water do not enter any RWH pit. The project proponent shall avoid Rain Water Harvesting of first 10 minutes of rain fall. Roof top of the building shall be without any toxic material or paint which can contaminate rain water. Wire mess and filters should be used wherever required.

[j] The ground water level and its quality should be monitored regularly in consultation with Central Ground Water Authority.

[k] A report on the energy conservation measures conforming to energy conservation norms finalized by Bureau of Energy Efficiency should be prepared incorporating details about building materials & technology, R & U Factors etc and submitted to the SEIAA, Haryana in three months time.

[l] Energy conservation measures like installation of LED only for lighting the areas outside the building and inside the building should be integral part of the project design and should be in place before project commissioning. Use of solar panels must be adapted to the maximum energy conservation.

[m] The Project Proponent shall use zero ozone depleting potential material in insulation, refrigeration, air-conditioning and adhesive. Project Proponent shall also provide halon free fire suppression system.

[n] The solid waste generated should be properly collected and segregated as per the requirement of the MSW Rules, 2000 and as amended from time to time. The bio-degradable waste should be treated by appropriate technology (proposed OWC) at the site ear-marked within the project area and dry/inert solid waste should be disposed off to the approved sites for land filling after recovering recyclable material.

[o] The provision of the solar water heating system shall be as per norms specified by HAREDA and shall be made operational in each building block.

[p] The traffic plan and the parking plan proposed by the Project Proponent should be meticulously adhered to with further scope of additional parking for future requirement. There should be no traffic congestion near the entry and exit points from the roads adjoining the proposed project site. Parking should be fully internalized and no public space should be used.

[q] The Project shall be operationalized only when HUDA/local authority will provide domestic water supply system in the area.

[r] Operation and maintenance of STP, solid waste management and electrical Infrastructure, pollution control measures shall be ensured even after the completion of project.

[s] Different type of wastes should be disposed off as per provisions of municipal solid waste, biomedical waste, hazardous waste, e-waste, batteries & plastic rules made under Environment Protection Act, 1986. Particularly E-waste and Battery waste shall be disposed of as per existing E-waste Management Rules 2011 and Batteries Management Rules 2001. The project proponent shall maintain a collection center for E-waste and it shall be disposed of to only registered and authorized dismantler as per existing E-waste Management Rules 2011.

[t] Standards for discharge of environmental pollutants as enshrined in various schedules of rule 3 of Environment Protection Rule 1986 shall be strictly complied with.

[u] The project proponent shall make provision for guard pond and other provisions for safety against failure in the operation of wastewater treatment facilities. The project proponent shall also identify acceptable outfall for treated effluent.

[v] The project proponent shall ensure that the stack height of DG sets is as per the CPCB guide lines and also ensure that the emission standards of noise and air are within the CPCB latest prescribed limits. Noise and Emission level of DG sets greater than 800 KVA shall be as per CPCB latest standards for high capacity DG sets.

[w] All electric supply exceeding 100 amp, 3 phase shall maintain the power factor between 0.98 lag to 1 at the point of connection.

[x] The project proponent shall minimize heat island effect through shading and reflective or pervious surface instead of hard surface.

[y] The project proponent shall not use fresh water for HVAC and DG cooling. Air based HVAC system should be adopted and only treated water shall be used by project proponent for cooling, if it is at all needed. The Project Proponent shall also use evaporative cooling technology and double stage cooling system for HVAC in order to reduce water consumption. Further temperature, relative humidity during summer and winter seasons should be kept at optimal level. Variable speed drive, best Co-efficient of Performance (CoP), as well as optimal Integrated Point Load Value and minimum outside fresh air supply may be resorted for conservation of power and water. Coil type cooling DG Sets shall be used for saving cooling water consumption for water cooled DG Sets.

[z] The project proponent shall ensure that the transformer is constructed with high quality grain oriented, low loss silicon steel and virgin electrolyte grade copper. The project proponent shall obtain manufacturer's certificate also for that.

[aa] Water supply shall be metered among different users and different utilities.

[ab] The project proponent shall ensure that exit velocity from the stack should be sufficiently high. Stack shall be designed in such a way that there is no stack down-wash under any meteorological conditions.

[ac] The project proponent shall provide water sprinkling system in the project area to suppress the dust in addition to the already suggested mitigation measures in the Air Environment Chapter of EMP.

[ad] The project proponent shall provide additional green area on terrace and roof top.

[ae] The project proponent shall ensure proper Air Ventilation and light system in the basements area for comfortable living of human being and shall ensure that number of Air Changes per hour/(ACH) in basement never falls below 15. In case of emergency capacity for increasing ACH to the extent of 30 must be provided by the project proponent.

[af] The project proponent shall install solar panel for energy conservation.

PART-B. GENERAL CONDITIONS:

[i] The Project Proponent shall ensure the commitments made in Form-1, Form-1A, EIA/EMP and other documents submitted to the SEIAA for the protection of environment and proposed environmental safeguards are complied with in letter and spirit. In case of contradiction between two or more documents on any point, the most environmentally friendly commitment on the point shall be taken as commitment by project proponent.

[ii] The project proponent shall also submit six monthly reports on the status of compliance of the stipulated EC conditions including results of monitored data (both in hard copies as well as by e-mail) to the northern Regional Office of MoEF, HSPCB and SEIAA Haryana.

[iii] STP outlet after stabilization and stack emission shall be monitored monthly. Other environmental parameters and green belt shall be monitored on quarterly basis. After every 3 (three) months, the project proponent shall conduct environmental audit and shall take corrective measure, if required, without delay.

[iv] The SEIAA, Haryana reserves the right to add additional safeguard measures subsequently, if found necessary. Environmental Clearance granted will be revoked if it is found that false information has been given for getting approval of this project. SEIAA reserves the right to revoke the clearance if conditions stipulated are not implemented to the satisfaction of SEIAA/MoEF.

[v] The Project proponent shall not violate any judicial orders/pronouncements issued by any Court/Tribunal.

[vi] All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Civil Aviation Department, Forest Conservation Act, 1980 and Wildlife (Protection) Act, 1972, Forest Act,

1927, PLPA 1900, etc. shall be obtained, as applicable by project proponents from the respective authorities prior to construction of the project.

[vii] The Project proponent should inform the public that the project has been accorded Environment Clearance by the SEIAA and copies of the clearance letter are available with the Haryana State Pollution Control Board & SEIAA. This should be advertised within 7 days from the date of issue of the clearance letter at least in two local newspapers that are widely circulated in the region and the copy of the same should be forwarded to SEIAA Haryana. A copy of Environment Clearance conditions shall also be put on project proponent's web site for public awareness.

[viii] Under the provisions of Environment (Protection) Act, 1986, legal action shall be initiated against the Project Proponent if it was found that construction of the project has been started before obtaining prior Environmental Clearance.

[ix] Any appeal against the this Environmental 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.

[x] Corporate Environment and Social Responsibility (CSER) shall be laid down by the project proponent (2% shall be earmarked) as per guidelines of MoEF, GoI Office Memorandum No. J-11013/41/2006-IA.II(I) dated 18.05.2012 and Ministry of Corporate Affairs, GoI Notification Dated 27.02.2014. A separate audit statement shall be submitted in the compliance. Environment related work proposed to be executed under this responsibility shall be undertaken simultaneously. The project proponent shall select and prepare the list of the work for implementation of CSER of its own choice and shall submit the same before the start of construction.

[xi] The fund ear-marked for environment protection measures should be kept in separate account and should not be diverted for other purposes and year wise expenditure shall be reported to the SEIAA/RO MoEF, GoI under rules prescribed for Environment Audit.

[xii] The project proponent shall ensure the compliance of Forest Department, Haryana Notification no. S.O.121/PA2/1900/S.4/97 dated 28.11.1997.

[xiii] The Project Proponent shall ensure that no vehicle during construction/operation phase enter the project premises without valid 'Pollution Under Control' certificate from competent Authority.

[xiv] Besides the developer/applicant, the responsibility to ensure the compliance of Environmental Safeguards/ conditions imposed in the Environmental Clearance letter shall also lie on the licensee/licensees in whose name/names the license/CLU has been granted by the Town & Country Planning Department, Haryana.

[xv] 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 MoEF, the respective Zonal Office of CPCB and the SPCB. The criteria pollutant levels namely; $PM_{2.5}$, PM_{10}, SO_X NO_X, Ozone, Lead, CO, Benzene, Ammonia, Benzopyrine, arsenic and Nickel. (Ambient levels as well as stack emissions) or critical sectoral parameters, indicated for the project shall be monitored and displayed at a convenient location near the main gate of the company in the public domain.

[xvi] The environmental statement for each financial year ending 31st March in Form-V as is mandated to be submitted by the project proponent to the HSPCB Panchkula 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 the EC conditions and shall also be sent to the respective Regional Offices of MoEF by e-mail.

[xvii] The project proponent shall conduct environment audit at every three months interval and thereafter corrected measures shall be taken without any delay. Details of environmental audit and corrective measures shall be submitted in the monitoring report.

[xviii] The project proponent shall seek fresh environmental clearance in case any modification /revision is required at a later stage due to exchange of revenue rasta existing in the project area or change in any plan due to combined zoning plan.

[xix] The validity of this environment clearance letter is valid up to 7 years from the date of issuance of EC letter. The environment clearance conditions applicable till life space project in case of Residential project will continue to apply. The resident welfare association/Housing co-operative societies shall responsible to comply conditions laid down in EC. In case of violation the action would be taken as per the laid down law of land. Compliance report should be sent to this office till life of the project.

[xx] If project is not completed within the validity period then the project proponent shall submit the application for extension of validity within one month before the lapse of validity period of Environment Clearance i.e. 7 years.

Member Secretary,
State Level Environment Impact
Assessment Authority, Haryana, Panchkula.

Endst. No. SEIAA/HR/2018/ Dated:...../.....

A copy of the above is forwarded to the following:

1. The Additional Director (IA Division), MoEF&CC, GoI, Indra Paryavaran Bhavan, Zor bagh Road-New Delhi.
2. The Regional office, Ministry of Environment, Forests & Climate Change, Govt. of India, Bay's no. 24-25, Sector 31-A, Dakshin Marg, Chandigarh.
3. The Chairman, Haryana State Pollution Control Board, C-11, Sector-6, Pkl.

Member Secretary,
State Level Environment Impact
Assessment Authority, Haryana, Panchkula.

//TRUE COPY//

ANNEXURE R-3

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STATE ENVIRONMENT IMPACT ASSESSMENT AUTHORITY HARYANA
Bay No. 55-58, Prayatan Bhawan, Sector-2, PANCHKULA.
Tel: 0172-2565232
E-mail Id: seiaa.hry@gmail.com

No. SEIAA(126)/HR/2021/ 118 Dated: 01/02/2021

To

M/s Silverglades Infrastructure Pvt. Ltd,
5th Floor, Time Square Building, B Block,
Sushant Lok-I, Gurugram 122002
E-mail ID: cs@silverglades.com

Subject: **Environment Clearance for Expansion of Group Housing Project at Village Sukhrali, Sector-28, District Gurugram, Haryana.**

[1] This letter is in reference to your application dated 01.07.2020 addressed to **Member Secretary, SEIAA,** Haryana received on 28.07.2020 and subsequent letter dated 16.10.2020 seeking prior Environmental Clearance for the above project under the EIA Notification, 2006. The proposal has been appraised as per prescribed procedure in the light of provisions under the EIA Notification, 2006 on the basis of the mandatory documents enclosed with the application viz., Form-1, Form1-A, Conceptual Plan and additional clarifications furnished in response to the observations of the State Expert Appraisal Committee (SEAC) constituted by MoEF & CC, GoI vide their Notification dated 30.01.2019, in its meeting held on 16.10.2020 awarded "Gold" rating / grading to the Project.

[2] It is inter-alia, noted that the project involves the Expansion of Group Housing Project at Village Sukhrali, Sector-28, District Gurugram, Haryana. The details of the Project are as given below:

Sr. No.	Particulars	Existing	Expansion	Total Area (Sq. m)
1.	Online Proposal Number	SIA/HR/MIS/163815/2020		
2.	Latitude	28^0 28" 20.53 N	28^0 28" 20.53 N	28^0 28" 20.53 N
3.	Longitude	77^0 04" 30.83 E.	77^0 04" 30.83 E.	77^0 04" 30.83 E.
4.	Plot Area	19,627.25 Sq.m	Nil	19,627.25 Sq.m
5.	Net Plot Area	19,627.25 Sq.m	Nil	19,627.25 Sq.m
6.	Proposed Ground Coverage	6,504.69 Sq.m	+ 1,888.37 Sq.m	8,393.06 Sq.m
7.	Proposed FAR	70,475.21 Sq.m	+ 528.47 Sq.m	71,003.68 Sq.m
8.	Non FAR Area	48,269.04 Sq.m	+ 2,554.97 Sq.m	50,824.01 Sq.m
9.	Total Built Up area	1,18,744.25 Sq.m	+ 3,083.44 Sq.m	1,21.827.69 Sq.m
10.	Total Population	7882 Persons		
11.	Total Green Area with %	4,953.80 (@25.24% Plot area)	Nil	4,953.80 (@25.24% Plot area)
12.	Rain Water Harvesting Pits (with size)	05 No's	Nil	05 No's (98.12 m^3)
13.	Total Parking	1180 ECS	-374 ECS	806 ECS
14.	Organic Waste Converter	01 no's	Nil	01 no's

15.	Maximum Height of the Building (m)	102.75 m	+ 7.05 m	109.80 m
16.	Power Requirement	4,920.21KW	Nil	4,920.21KW
17.	Power Backup	7,360 kVA (3DG sets of 1010kVA, 1500 kVA & 415kVA for phase I & 3 DG sets of 500, 1500,415 kVA for phase II)	-50 kVA	7,310 kVA (4DG sets of 1,500 kVA, 810 kVA & 500 kVA)
18.	Total Water Requirement	383 KLD	+57 KLD	440 KLD
19.	Domestic Water Requirement	293 KLD		
20.	Fresh Water Requirement	180 KLD	+3 KLD	183 KLD
21.	Treated Water	211 KLD	+19 KLD	230 KLD
22.	Waste Water Generated	234 KLD	+22.4 KLD	256.4 KLD
23.	STP Capacity	280 KLD	-	300 KL
24.	Solid Waste Generated	1,817 kg/day	226 kg/day	2,043 kg/day
25.	Biodegradable Waste	1,090 kg/day	136 kg/day	1,226 kg/day
26.	Number of Towers	06	-03	03
27.	Dwelling Units/ EWS	Main Units = 274 EWS units = 48 Service Unit = 221	Main Units = -14 EWS units = -2 Service Unit = -221	Main Units = 260, EWS units = 46
28.	Basement	05	-02	03
29.	Community Center/ Club Area	Present	Present	Present
30.	Stories	S+28	Nil	G+28
31.	R+U Value of Material used (Glass)	3.11 w/m2-oC.	3.11 w/m2-oC.	3.11 w/m2-oC.
32.	Total Cost of the project:	524.51 Cr	Nil	524.51 Cr
33.	CER	5.24 Cr	Nil	5.24 Cr
34.	Incremental Load in respect of:	i) $PM_{2.5}$	0.008 $\mu g/m^3$	
		ii) PM_{10}	0.008 $\mu g/m^3$	
		iii) SO_2	0.022 $\mu g/m^3$	
		iv) NO_2	0.189 $\mu g/m^3$	
		v) CO	0.070 $\mu g/m^3$	
35.	Construction Phase:	i) Power Back-up	200 kVA	
		ii) Water Requirement & Source	237 ML and STP treated Water.	6 ML and STP treated Water.	243 ML and STP treated Water.
		iii) STP (Modular)	01	Nil	01
		iv) Anti-Smoke Gun	Nil	01	As per NGT order 01 Anti-smog gun will be provided at site

ENVIRONMENT MANAGEMENT PLAN COST

COMPONENT	CAPITAL COST (INR LAKH)	RECURRING COST (INR LAKH/YR)
Sewage Treatment Plant	27.5	6.87
Rain Water Harvesting System	7.50	1.87
Solid Waste Management	3.63	0.90
Environmental Monitoring	9	9
Green Area Development	2.96	0.74
Others (Energy saving devices, miscellaneous)	10	2
CSR/CER Budget/Environmental Budget	524	-
Fund allocated for Wild Life Conservation		
➢ Plantation of trees	2.0	1.0
➢ Digging of Ponds	1	0.25
➢ Construction of feeding Platforms and enclosure	1.0	0.25
➢ Awareness Generation	1.5	0.50
➢ Putting artificial nests on trees	0.50	0.50
TOTAL	623	35.0

[3] The State Expert Appraisal Committee, Haryana after due consideration of the relevant documents submitted by the project proponent and additional clarification furnished in response to its observations, have recommended the grant of Environmental Clearance for the Project mentioned above, subject to compliance with the stipulated conditions. Accordingly, the State Environment Impact Assessment Authority in its **126th meeting held** on **11.12.2020** decided to agree with the recommendations of SEAC to accord necessary Environmental Clearance for the Project under **Category 8(a)** of EIA Notification 2006 subject to the **strict compliance with the following stipulations depicted below**:-

A. Specific conditions:-

1. Sewage shall be treated in the STP based on latest Technology with tertiary treatment i.e. Ultra Filtration to achieve standards ordered by NGT. The Treated effluent from STP shall be recycled /reused for flushing. DG cooling and Gardening
2. The Project Proponent would devise a monitoring plan to the satisfaction of the State Pollution Control Board so as to continuously monitor the treated waste water being used for flushing in terms of faecal coli forms and other pathogenic bacteria.
3. The PP shall ensure that total 2% of the cost of project shall be spent on EMP Budget. However, the amount and component shown in EMP table above shall also be included for the purpose of 2% amount. The EMP cost on Socio Economic activities shall be used before the commencement of the project & EMP recurring inside the project shall be implemented throughout the operation of the project.
4. The PP shall take preventive measures to control the dust of the excavated soil of basements and implement the reuse, storage plan of soil.
5. The PP shall implement the submitted the Wildlife Activity Plan and Rs.10 lakhs will be spent on various wildlife conservation activities like artificial nests on the trees, digging of ponds, and construction of feeding platforms through Environment Management Plan.
6. The project proponent shall upload the status of compliance of the basic details (given in above tables), stipulated environment clearance conditions, including results of monitored data on their website and update the same on half-yearly basis.

7. The Project Proponents would commission a third party study on the implementation of conditions related to quality and quantity of recycle and reuse of treated water, efficiency of treatment systems, quality of treated water being supplied for flushing (specially the bacterial counts), comparative bacteriological studies from toilet seats using recycled treated waters and fresh waters for flushing, and quality of water being supplied through spray faucets attached to toilet seats.
8. Separate wet and dry bins must be provided in each unit and at ground level for facilitating segregation of waste. Solid Waste shall be segregated into wet garbage and inert materials. Wet Garbage shall be composted in Organic waste convertor. Adequate area shall be provided for solid waste management within the premises which will include area for segregation, composting. The Inert waste from the project will be sent to solid waste dumping site through authorized vender.
9. Traffic management plan as submitted shall be implemented in letter and spirit. Apart, a detailed traffic management and traffic decongestion plan shall be drawn up to ensure that the current level of service of the roads within a 05 kms radius of the project is marinated and improved upon after the implementation of the project. This plan should be based on cumulative impact of all development and increased habilitation being carried out or purpose to be carried out by the project or other agencies in this 05kms radius of the site in different scenarios of space and time
10. No tree cutting has been proposed in the instant project. A minimum of 1 tree for every 80sqm of land should be planted and maintained. The Existing trees will be counted for this purpose. The landscape planning should include plantation of native species. The species with heavy foliage, broad leaves and wide canopy cover are desirable. Water intensive and/or invasive species should not be used for landscaping. As proposed 4,953.80 (@25.24% Plot area) shall be provided for Green Area development for whole project.
11. The Project Proponent shall obtain all necessary clearance/permission from all relevant agencies including town planning authority before commencement of work. All the construction shall be done in accordance with the local building byelaws.
12. Consent to establish/operate for the project shall be obtained from the State Pollution Control Board as required under the Air (Prevention and Control of pollution) Act, 1981 and the Water (Prevention and control of pollution) Act, 1974.
13. The Approval of the Competent Authority shall be obtained for structural safety of building code due to earthquakes, adequacy of firefighting equipments etc. as per National Building Code including protection measures from lightening etc.
14. The PP shall not carry any construction above or below the Revenue Rasta.
15. The PP shall obtain the Fire NOC from the Competent Authority before taking the occupation of the building.
16. The PP shall install the Eco Friendly Green Transformer based on ester oil to reduce the carbon footprint. The PP shall shift to gas based generator set when the gas is available. The PP shall install APCM for the DG set.
17. The PP shall not give occupation or possession before the water supply and sewage connection permitted by the competent authority.
18. The PP shall not give occupation or possession before the electricity connection permitted by the competent Authority.
19. The PP shall obtain the permission regarding withdrawal of ground water from CGWA before the start of the project and also obtained the CTO from HSPCB after the approval from CGWA.
20. The PP shall carry out the quarterly awareness programs for the stakeholders of the commercial colony/project.
21. 5 Rain water harvesting recharge pits for ground water recharging as per the CGWB norms.
22. The PP shall install Digital water level recorder for monitoring the water recharge and carry out quarterly maintenance and cleaning of 5 RWH pits
23. The PP shall provide the Anti smog gun mounted on truck in the project for suppression of dust during construction & operational phase and shall use the treated water.
24. The PP shall take all preventive measures including water sprinkles to control dust during construction and operational phase.
25. The PP shall provide the mechanical ladder for use in case of emergency.
26. Any change in stipulations of EC will lead to Environment Clearance void-ab-initio and PP will have to seek fresh Environment Clearance.

27. The extensive studies have been undertaken regarding Traffic flow &Level of Services around the site ascertaining that there would be no adverse effect or impediment in movement of traffic during Construction or Operational phase of upcoming project;
28. While carrying out the "Air Dispersion modeling" inbound and outbound vehicles are 92 PCU/hr.) along with the emission and running hours (6 Hr) of DG sets has been considered;
29. The running of DG sets/ Captive Power during Construction or Operational phase and fuel to be used would be as per Guidelines of GRAP & NCAP; as per ruling passed by Hon'ble EPCA/NGT that National Clean Air program vide Office Order No. HSPCB/SSC/2020/4320-44 dated 25.06.2020 would be implemented.
30. Environment Clearance was obtained from State Environment Impact Assessment Authority (SEIAA), Haryana vide letter no. SEIAA/HR/2018/605 dated 15.06.2018. Temporary structure (site office/store) was constructed at the project site having area 634.85 Sq.m and permission of the same was obtained from the Office of Senior Town Planner, Gurgaon vide Memo No-STP/(G)/2014/332. Further, we would like to inform you that the existing temporary structure is not in accordance to the site plan approved by the Department of Town and Country Planning and will be dismantle. No construction activity has been started for the proposed project. However, a small, digging was done on the auspicious occasion of the Bhumipujan.
31. The PP would use only treated water in "Wet Scrubber" and the outgoing water of the scrubber would be filtered/treated & the same will be reused.
32. The PP shall install all the necessary retro-fitting to meet out the standards of NCAP/GRAP.

B. Statutory Compliance:

[1] The project proponent shall obtain all necessary clearance/ permission from all relevant agencies including town planning authority for ground coverage, FAR and should be in accordance with zoning plan approved by Competent Authority before commencement of work. All the construction shall be done in accordance with the local building byelaws.
[2] The approval of the Competent Authority shall be obtained for structural safety of buildings due to earthquakes, adequacy of firefighting equipment etc as per National Building Code including protection measures from lightening etc.
[3] The project proponent shall obtain forest clearance under the provisions of Forest (Conservation) Act, 1986, in case of the diversion of forest land for non-forest purpose involved in the project.
[4] The project proponent shall obtain clearance from the National Board for Wildlife, if applicable.
[5] The project proponent shall obtain Consent to Establish/Operate under the provisions of Air (Prevention & Control of Pollution) Act, 1981 and the Water (Prevention & Control of Pollution) Act, 1974 from the Haryana State Pollution Control Board.
[6] The project proponent shall obtain the necessary permission for drawl of ground water /surface water required for the project from the competent authority.
[7] A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project should be obtained.
[8] All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Civil Aviation Department shall be obtained, as applicable, by project proponents from the respective competent authorities.
[9] The provisions of the Solid Waste (Management) Rules, 2016, e-Waste (Management) Rules, 2016, the Plastics Waste (Management) Rules, 2016 and Batteries waste (Management Handling Rules2001 as amended in 2020) shall be followed.
[10] The project proponent shall follow the ECBC Act/ECBC-Rules prescribed by Bureau of Energy Efficiency, Ministry of Power strictly in addition of bylaws of the State Government.

I. Air Quality Monitoring and Preservation

i. Notification GSR 94(E) dated 25.01.2018 of MoEF&CC regarding Mandatory

Implementation of Dust Mitigation Measures for Construction and Demolition Activities for projects requiring Environmental Clearance shall be complied with.

ii. A management plan shall be drawn up and implemented to contain the current exceedance in ambient air quality at the site.

iii. The project proponent shall install system to carryout Ambient Air Quality monitoring for common/criterion parameters relevant to the main pollutants released (e.g. PM_{10} and $PM_{2.5}$) covering upwind and downwind directions during the construction period.

iv. Diesel power generating sets proposed as source of backup power should be of enclosed type and conform to rules made under the Environment (Protection) Act, 1986. The height of stack of DG sets should be equal to the height needed for the combined capacity of all proposed DG sets. Use of ultra lowsulphur diesel. The location of the DG sets may be decided with in consultation with State Pollution Control Board

v. Construction site shall be adequately barricaded before the construction begins. Dust, smoke & other air pollution prevention measures shall be provided for the building as well as the site. These measures shall include screens for the building under construction, continuous dust/ wind breaking walls all around the site (at least 3 meter height). Plastic/tarpaulin sheet covers shall be provided for vehicles bringing in sand, cement, murram and other construction materials prone to causing dust pollution at the site as well as taking out debris from the site.

vi. Sand, murram, loose soil, cement, stored on site shall be covered adequately so as to prevent dust pollution.

vii. Wet jet shall be provided for grinding and stone cutting.

viii. Unpaved surfaces and loose soil shall be adequately sprinkled with water to suppress dust.

ix. All construction and demolition debris shall be stored at the site (and not dumped on the roads or open spaces outside) before they are properly disposed. All demolition and construction waste shall be managed as per the provisions of the Construction and Demolition Waste Rules 2016.

x. The diesel generator sets to be used during construction phase shall be ultra lowsulphur diesel type and shall conform to Environmental (Protection) prescribed for air and noise emission standards.

xi. The gaseous emissions from DG set shall be dispersed through adequate stack height as per CPCB standards. Acoustic enclosure shall be provided to the DG sets to mitigate the noise pollution. Ultra low sulphur diesel shall be used. The location of the DG set and exhaust pipe height shall be as per the provisions of the Central Pollution Control Board (CPCB) norms.

xii. For indoor air quality the ventilation provisions as per National Building Code of India.

II. Water Quality Monitoring and Preservation

i. The natural drain system should be maintained for ensuring unrestricted flow of water. No construction shall be allowed to obstruct the natural drainage through the site, on wetland and water bodies. Check dams, bio-swales, landscape, and other sustainable urban drainage systems (SUDS) are allowed for maintaining the drainage pattern and to harvest rain water.

ii. Buildings shall be designed to follow the natural topography as much as possible. Minimum cutting and filling should be done.

iii. Total fresh water use shall not exceed the proposed requirement as provided in the project details. The per capita supply should adhere to NBC 2016 and CGWA Notification dated 12.12.2018.

iv. The quantity of fresh water usage, water recycling and rainwater harvesting shall be measured and recorded to monitor the water balance as projected by the project proponent. The record shall be submitted to the Regional Office, MoEF&CC as well as to SEIAA, Haryana along with six monthly Monitoring Reports.

v. A certificate shall be obtained from the local body supplying water, specifying the total annual water availability with the local authority, the quantity of water already committed the quantity of water allotted to the project under consideration and the balance water available. This should be specified separately for ground water and surface water sources, ensuring that there is no impact on other users.

vi. At least 20% of the open spaces as required by the local building bye-laws shall be pervious. Use of Grass pavers, paver blocks with at least 50% opening, landscape etc. would be considered as pervious surface.

vii. Installation of dual pipe plumbing for supplying fresh water for drinking, cooking and bathing etc and other for supply of recycled water for flushing, landscape irrigation, car washing, thermal cooling, conditioning etc. shall be done.

viii. Use of water saving devices/ fixtures (viz. low flow flushing systems; use of low flow faucets tap aerators etc) for water conservation shall be incorporated in the building plan.

ix. Separation of grey and black water should be done by the use of dual plumbing system. In case of single stack system separate recirculation lines for flushing by giving dual plumbing system be done.

x. Water demand during construction should be reduced by use of pre-mixed concrete, curing agents and other best practices referred.

xi. The local bye-law provisions on rain water harvesting should be followed. If local byelaw provision is not available, adequate provision for storage and recharge should be followed as per the Ministry of Urban Development Model Building Byelaws, 2016. Rain Water Harvesting pits shall be provided for ground water recharging as per the CGWB norms.

xii. A rain water harvesting plan needs to be designed where the recharge bores of minimum one recharge bore per 5,000 square meters of built up area and storage capacity of minimum one day of total fresh water requirement shall be provided. In areas where ground water recharge is not feasible, the rain water should be harvested and stored for reuse. The ground water shall not be withdrawn without approval from the Competent Authority.

xiii. All recharge should be limited to shallow aquifer.

xiv. No ground water shall be used during construction phase of the project.

xv. Any ground water dewatering should be properly managed and shall conform to the approvals and the guidelines of the CGWA in the matter. Formal approval shall be taken from the CGWA for any ground water abstraction or dewatering.

xvi. The quantity of fresh water usage, water recycling and rainwater harvesting shall be measured and recorded to monitor the water balance as projected by the project proponent. The record shall be submitted to the Regional Office, MoEF&CC along with six monthly Monitoring reports.

xvii. Sewage shall be treated in the STP with tertiary treatment. The treated effluent from STP shall be recycled/re-used for flushing, AC make up water and gardening. As proposed, no treated water shall be disposed in to municipal drain.

xviii. No sewage or untreated effluent water would be discharged through storm water drains.

xix. Onsite sewage treatment of capacity of treating 100% waste water to be installed. The installation of the Sewage Treatment Plant (STP) shall be certified by an independent expert and a report in this regard shall be submitted to the Ministry before the project is commissioned for operation. Treated waste water shall be reused on site for landscape, flushing, cooling tower, and other end-uses. Excess treated water shall be discharged as per statutory norms notified by Ministry of Environment, Forest and Climate Change. Natural treatment systems shall be promoted.

xx. Periodical monitoring of water quality of treated sewage shall be conducted. Necessary measures should be made to mitigate the odour problem from STP.

xxi. Sludge from the onsite sewage treatment, including septic tanks, shall be collected, conveyed and disposed as per the Ministry of Urban Development, Central Public Health and Environmental Engineering Organization (CPHEEO) Manual on Sewerage and Sewage Treatment Systems, 2013.

III. Noise Monitoring and Prevention

i. Ambient noise levels shall conform to residential area/commercial area both during day and night as per Noise Pollution (Control and Regulation) Rules, 2000. Incremental pollution loads on the ambient air and noise quality shall be closely monitored during construction phase. Adequate measures shall be made to reduce ambient air and noise level during construction phase, so as to conform to the stipulated standards by CPCB / SPCB.

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ii. Noise level survey shall be carried as per the prescribed guidelines and report in this regard shall be submitted to Regional Officer of the Ministry as a part of six-monthly compliance report.

iii. Acoustic enclosures for DG sets, noise barriers for ground-run bays, ear plugs for operating personnel shall be implemented as mitigation measures for noise impact due to ground sources.

IV. Energy Conservation Measures

i. Compliance with the Energy Conservation Building Code (ECBC) of Bureau of Energy Efficiency as per ECBC Act, 2017 read with ECBC Rules, 2018 shall be ensured. Buildings in the States which have notified their own ECBC, shall comply with the State ECBC also which is in no case should be less than 25% as prescribed.

ii. Outdoor and common area lighting shall be LED.

iii. Concept of passive solar design that minimize energy consumption in buildings by using design elements, such as building orientation, landscaping, efficient building envelope, appropriate fenestration, increased day lighting design and thermal mass etc. shall be incorporated in the building design. Wall, window, and roof R & U-values shall be as per ECBC specifications.

iv. Energy conservation measures like installation of CFLs/ LED for the lighting the area outside the building should be integral part of the project design and should be in place before project commissioning.

v. Solar, wind or other Renewable Energy shall be installed to meet electricity generation equivalent to 1% of the demand load or as per the state level/ local building bye-laws requirement, whichever is higher.

vi. Solar power shall be used for lighting in the apartment to reduce the power load on grid. Separate electric meter shall be installed for solar power. Solar water heating shall be provided to meet 20% of the hot water demand of the commercial and institutional building or as per the requirement of the local building bye-laws, whichever is higher. Residential buildings are also recommended to meet its hot water demand from solar water heaters, as far as possible.

vii. The PP will submit report indicating compliance of each parameter of ECBC requirement and submit quantification saving report for each component.

V. Waste Management

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

ii. Disposal of muck during construction phase shall not create any adverse effect on the neighboring communities and be disposed taking the necessary precautions for general safety and health aspects of people, only in approved sites with the approval of competent authority.

iii. Separate wet and dry bins must be provided in each unit and at the ground level for facilitating segregation of waste. Solid waste shall be segregated into wet garbage and inert materials.

iv. Organic Waste Converter within the premises with a minimum capacity of 0.5 kg /person/day must be installed. Leaves to be put in earmarked pits for converting them into compost to be used as manure.

v. All non-biodegradable waste shall be handed over to authorized recyclers for which a written tie up must be done with the authorized recyclers.

vi. Any hazardous waste generated during construction phase, shall be disposed of as per applicable rules and norms with necessary approvals of the State Pollution Control Board.

vii. Use of environment friendly materials in bricks, blocks and other construction materials, shall be required for at least 20% of the construction material quantity. These include Fly Ash bricks, hollow bricks, AACs, Fly Ash Lime Gypsum blocks, Compressed earth blocks, and other environment friendly materials.

viii. Fly ash should be used as building material in the construction as per the provision of Fly Ash Notification of September, 1999 and amended as on 27th August, 2003 and 25th January, 2016.Ready mixed concrete must be used in building construction.

ix. Any wastes from construction and demolition activities related thereto shall be managed so as to strictly conform to the Construction and Demolition Rules, 2016.

x. Used CFLs and TFLs should be properly collected and disposed off/sent for recycling as per the prevailing guidelines/ rules of the regulatory authority to avoid mercury contamination.

VI. Green Cover

i. No tree can be felled/transplant unless exigencies demand. Where absolutely necessary, tree felling shall be with prior permission from the concerned regulatory authority. Old trees should be retained based on girth and age regulations as may be prescribed by the Forest Department. Plantations to be ensured species (cut) to species (planted).

ii. A minimum of 1 tree (5' tall) for every 80 sqm of land should be planted and maintained. The existing trees will be counted for this purpose. The landscape planning should include plantation of native species. The species with heavy foliage, broad leaves and wide canopy cover are desirable. Water intensive and/or invasive species should not be used for landscaping.

iii. Where the trees need to be cut with prior permission from the concerned local Authority, compensatory plantation in the ratio of 1:10 (i.e. planting of 10 trees for every 1 tree that is cut) shall be done and maintained. Plantations to be ensured species (cut) to species (planted). Area for green belt development shall be provided as per the details provided in the project document.

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

VII. Transport

i. A comprehensive mobility plan, as per MoUD best practices guidelines (URDPFI), shall be prepared to include motorized, non-motorized, public, and private networks. Road should be designed with due consideration for environment, and safety of users. The road system can be designed with these basic criteria.
   a) Hierarchy of roads with proper segregation of vehicular and pedestrian traffic.
   b) Traffic calming measures.
   c) Proper design of entry and exit points.
   d) Parking norms as per local regulation.

ii. Vehicles hired for bringing construction material to the site should be in good condition and should have a pollution check certificate and should conform to applicable air and noise emission standards be operated only during non-peak hours.

iii. A detailed traffic management and traffic decongestion plan shall be drawn up to ensure that the current level of service of the roads within a 05 kms radius of the project is maintained and improved upon after the implementation of the project. This plan should be based on cumulative impact of all development and increased habitation being carried out or proposed to be carried out by the project or other agencies in this 05 Kms radius of the site in different scenarios of space and time and the traffic management plan shall be duly validated and certified by the State Urban Development department and the P.W.D./ competent authority for road augmentation and shall also have their consent to the implementation of components of the plan which involve the participation of these departments.

VIII. Human Health Issues

i. All workers working at the construction site and involved in loading, unloading, carriage of construction material and construction debris or working in any area with dust pollution shall be provided with dust mask.

ii. For indoor air quality the ventilation provisions as per National Building Code of India.

iii. Emergency preparedness plan based on the Hazard identification and Risk Assessment (HIRA) and Disaster Management Plan shall be implemented.

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iv. Provision shall be made for the housing of construction labour within the site with all necessary infrastructure and facilities such as fuel for cooking, mobile toilets, mobile STP, safe drinking water, medical health care, crèche etc. The housing may be in the form of temporary structures to be removed after the completion of the project.

v. Occupational health surveillance of the workers shall be done on a regular basis.

vi. A First Aid Room shall be provided in the project both during construction and operations of the project.

IX. Corporate Environment Responsibility

i. The project proponent shall comply with the provisions contained in this Ministry's OM vide F.No. 22-65/2017-IA.III dated 1st May 2018, as applicable, regarding Corporate Environment Responsibility for the exiting part and shall comply with the provisions as applicable, regarding Corporate Environment Responsibility for expansion part.

ii. The company shall have a well laid down environmental policy duly approved by the Board of Directors. The environmental policy should prescribe for standard operating procedures to have proper checks and balances and to bring into focus any infringements/ deviation/ violation of the environmental/ forest/ wildlife norms/ conditions. The company shall have defined system of reporting infringements/ deviation/ violation of the environmental/ forest/ wildlife norms/ conditions and/ or shareholders/ stake holders. The copy of the board resolution in this regard shall be submitted to the MoEF&CC as a part of six-monthly report.

iii. A separate Environmental Cell both at the project and company head quarter level, with qualified personnel shall be set up under the control of senior Executive, who will directly to the head of the organization.

iv. Action plan for implementing EMP and environmental conditions along with responsibility matrix of the company shall be prepared and shall be duly approved by competent authority. The year wise funds earmarked for environmental protection measures shall be kept in separate account and not to be diverted for any other purpose. Year wise progress of implementation of action plan shall be reported to the Ministry/Regional Office along with the Six Monthly Compliance Report.

v. PP must submit the Balance sheet/Account statement duly attested & signed by the Chartered Accountant showing the dispersal of funds in said schemes along with the "Six Monthly Compliance Report" positively.

X. Miscellaneous

i. The project proponent shall prominently advertise it at least in two local newspapers of the District or State, of which one shall be in the vernacular language within seven days indicating that the project has been accorded environment clearance and the details of MoEFCC/SEIAA website where it is displayed.

ii. The copies of the environmental clearance shall be submitted by the project proponents to the Heads of local bodies, Panchayats and Municipal Bodies in addition to the relevant offices of the Government who in turn has to display the same for 30 days from the date of receipt.

iii. The project proponent shall upload the status of compliance of the stipulated environment clearance conditions, including results of monitored data on their website and update the same on half-yearly basis.

iv. The project proponent shall submit six-monthly reports on the status of the compliance of the stipulated environmental conditions on the website of the ministry of Environment, Forest and Climate Change at environment clearance portal and soft copy of the same to SEIAA, Haryana.

v. The project proponent shall submit the environmental statement for each financial year in Form-V to the concerned State Pollution Control Board as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently and put on the website of the company.

vi. The project proponent shall inform the Regional Office as well as the Ministry, the date of financial closure and final approval of the project by the concerned authorities, commencing the land development work and start of production operation by the project.

vii. The project authorities must strictly adhere to the stipulations made by the State Pollution Control Board and the State Government.

viii. The project proponent shall abide by all the commitments and recommendations made in the form-IA, Conceptual Plan and also that during their presentation to the Expert Appraisal Committee.

ix. No further expansion or modifications in the plan shall be carried out without prior approval of the Ministry of Environment, Forests and Climate Change (MoEF&CC)/SEIAA, Haryana. The project proponent shall seek fresh environmental clearance under EIA notification 2006 if at any stage there is change of area of this project.

x. Any change in planning of the approved plan will leads to Environment Clearance void-ab-initio and PP will have to seek fresh Environment Clearance

xi. The PP should give unambiguous affidavit giving land promoters in accordance with your ownership and possession of land legal the case referred for Environment Clearance to SEIAA.

xii. Concealing factual data or submission of false/fabricated data may result in revocation of this environmental clearance and attract action under the provisions of Environment (Protection) Act, 1986.

xiii. The Ministry/SEIAA may revoke or suspend the clearance, if implementation of any of the above conditions is not satisfactory.

xiv. The Ministry/SEIAA reserves the right to stipulate additional conditions if found necessary. The Company in a time bound manner shall implement these conditions.

xv. The Regional Office of this Ministry shall monitor compliance of the stipulated conditions. The project authorities should extend full cooperation to the officer (s) of the Regional Office by furnishing the requisite data / information/monitoring reports.

xvi. The above conditions shall be enforced, inter-alia under the provisions of the Water (Prevention & Control of Pollution) Act, 1974, the Air (Prevention & Control of Pollution) Act, 1981, the Environment (Protection) Act, 1986, Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016 and the Public Liability Insurance Act, 1991 along with their amendments and Rules and any other orders passed by the Hon'ble Supreme Court of India / High Courts and any other Court of Law relating to the subject matter.

xvii. The Project Proponent shall ensure the commitments made in Form-1, Form-1A, EIA/EMP and other documents submitted to the SEIAA for the protection of environment and proposed environmental safeguards are complied with in letter and spirit. In case of contradiction between two or more documents on any point, the most environmentally friendly commitment on the point shall be taken as commitment by project proponent.

xviii. Under the provisions of Environment (Protection) Act, 1986, legal action shall be initiated against the Project Proponent if it was found that construction of the project has been started before obtaining prior Environmental Clearance.

xix. Any appeal against the this Environmental 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.

xx. The project proponent shall ensure the compliance of Forest Department, Haryana Notification no. S.O.121/PA2/1900/S.4/97 dated 28.11.1997.

xxi. The project proponent is responsible for compliance of all conditions in Environmental Clearance letter and project proponent can not absolve himself /herself of the responsibility by shifting it to any contractor engaged by project proponent. Besides the developer/applicant, the responsibility to ensure the compliance of Environmental Safeguards/ conditions imposed in the Environmental Clearance letter shall also lie on the licensee/licensees in whose name/names the license/CLU has been granted by the Town & Country Planning Department, Haryana.

xxii. The Project Proponent shall keep the plinth level of the building blocks sufficiently above the level of the approach road to the Project. Levels of the other areas in the Projects shall also be kept suitably so as to avoid flooding.

xxiii. The project proponent shall construct a sedimentation basin in the lower level of the project site to trap pollutant and other wastes during rains.

xxiv. The project proponent shall provide proper rasta of proper width and proper strength for the project before the start of construction.

xxv. The project proponent shall develop complete civic infrastructure of the Residential Plotted colony including internal roads, green belt development, sewerage line, Rain

Water recharge arrangements, Storm water drainage system, Solid waste management site and provision for treatment of bio-degradable waste, STP, water supply line, dual plumbing line, electric supply lines etc. and shall offer possession of the units/flats thereafter.

xxvi. The project proponent shall provide fire control room and fire officer for building above 30 meter as per National Building Code.

xxvii. The project proponent shall maintain the distance between STP and water supply line.

xxviii. The project proponent shall ensure that the stack height is 6 meter more than the highest tower.

xxix. For disinfection of the treated wastewater ultra-violet radiation or ozonization process should be used.

xxx. The project proponent shall strive to minimize water in irrigation of landscape by minimizing grass area, using native variety, xeriscaping and mulching, utilizing efficient irrigation system, scheduling irrigation only after checking evapo-transpiration data.

xxxi. The Project Proponent shall use zero ozone depleting potential material in insulation, refrigeration, air-conditioning and adhesive. Project Proponent shall also provide Halon free fire suppression system.

xxxii. Standards for discharge of environmental pollutants as enshrined in various schedules of rule 3 of Environment Protection Rule 1986 shall be strictly complied with.

xxxiii. All electric supply exceeding 100 amp, 3 phase shall maintain the power factor between 0.98 lag to 1 at the point of connection.

xxxiv. The project proponent shall ensure that the transformer is constructed with high quality grain oriented, low loss silicon steel and virgin electrolyte grade copper. The project proponent shall obtain manufacturer's certificate also for that.

xxxv. The project proponent shall ensure that exit velocity from the stack should be sufficiently high. Stack shall be designed in such a way that there is no stack down-wash under any meteorological conditions.

xxxvi. The validity of this environment clearance letter is valid up to 7 years from the date of issuance of EC letter. The environment clearance conditions applicable till life space project in case of Residential project will continue to apply. The resident welfare association/Housing co-operative societies shall responsible to comply conditions laid down in EC. In case of violation the action would be taken as per the laid down law of land. Compliance report should be sent to this office till life of the project.

xxxvii. If project is not completed within the validity period then the project proponent shall submit the application for extension of validity within one month before the lapse of validity period of Environment Clearance i.e. 7 years.

xxxviii. The project proponent should intimate to the Authority well before shifting their address of communication.

Chairman,
State Level Environment Impact
Assessment Authority, Haryana, Panchkula.

Endst. No. SEIAA(126)/HR/2021/ Dated: _____/01/2021

A copy of the above is forwarded to the following:

1. Director (IA Division), MoEF & CC, GoI, Indra Paryavaran Bhavan, Zor bagh Road-New Delhi-110003.
2. Regional office, Ministry of Environment, Forests & Climate Change, Govt. of India, Bay's no. 24-25, Sector 31-A, Dakshin Marg, Chandigarh-160018.
3. Chairman, Haryana State Pollution Control Board, C-11, Sector-6, Panchkula.
4. Director General, Town & Country Planning Haryana, Plot No. 3, Sector - 18A, Madhya Marg, Chandigarh- 160018.
5. Concerned File/ Office Copy

-Sd-
Chairman,
State Level Environment Impact
Assessment Authority, Haryana, Panchkula.

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ANNEXURE R-4

State Environment Impact Assessment Authority (SEIAA),Haryana

Minutes of Meeting held on 23.07.2024 at 10.30 AM, under the Chairmanship of Sh. Pardeep Kumar, IAS, Member Secretary, SEIAA in M.A. No. 54/2024 in Appeal No. 13 of 2021 (IA. No. 218/2024) titled as Amaltash Residential Welfare Association versus State of Haryana & Ors.

List of Participants

1. Dr. D. K. Gupta, Director (s), MoEF & CC, Chandigarh
2. Dr. Narender Sharma, Regional Director, CPCB
3. Sh. Bhupender Singh Rinwa, Chief Environment Engineer, HSPCB-cum-Member Secretary, State Expert Appraisal Committee, Haryana.

Representative of Amaltash Residential Welfare Association

4. Col. V S Yadav
5. Advocate, Arush Khurana
6. Sh. Inder Prakash
7. Sh. Bhaskar Pramanik

Representative of M/s Silverglades Infrastructure Pvt. Ltd

8. Sh. Pradeep Jain
9. Sh. Paras Kumar Jain,
10. Sh. Anubhav Jain

At the outset, Member Secretary, State Environment Impact Assessment Authority, Haryana (SEIAA), (hereinafter refer to as. "The Authority"), greeted the Members of the committee and directed the Representative of Amaltash Residential Welfare Association; to point out actual grievance against the violations done by M/s Silverglades Infrastructure Pvt. Ltd.

Advocate Arush Khurana represented on behalf of Amaltash Residential Welfare Association and raised the issues regarding wrong submission of information by the PP and thereby environment clearance granted should be revoked/withdrawn following points were raised by the Advocate Arush Khurana:-

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1. UNILATERAL CHANGES TO THE SUB-COMMITTEE.
2. GREEN AREA
3. TRAFFIC MANAGEMENT AND 18MTR. ROAD ISSUE.
4. EXCAVATED SOIL DISPOSED AND NOT PRESERVED.
5. WRONG RAINFALL DATA.

Conclusion and Decision of the committee:

The committee decided to take written response of Project Proponent on the issues pointed out by the Amaltash Residential Welfare Association.

The committee further decided that on the receipt of the response from the PP i.e. M/s Silverglades Infrastructure Pvt. Ltd further action will be decided.

The meeting ended with a vote of thanks.

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Silverglades Infrastructure Private Limited

Corporate Office:- 5th Floor, Time Square Building, B Block, Sushant Lok-I, Gurugram-122002, Haryana
E-mail :-cs@silverglades.com; Website :- www.silverglades.com; CIN :- U45201DL2005PTC138897
Ph. :- 91-124-4550300/309 ; Fax :- 91-124-4550399

That the Hon'ble NGT in its order dated 31.05.2021 had directed that "need to be first considered by an Expert Committee, followed by an opportunity to SEIAA to take a call in the matter, following due process".

Accordingly, a 3-Member Committee was constituted, comprising:

The Regional Officer, MoEF & CC,

The Regional Officer, CPCB, and

The Member Secretary, SEIAA, Haryana who will also will be Nodal agency for coordination (Referred to as "Expert Committee) The Committee will be free to consult any other expert organisation/ individual. Committee may give report to Chairman of SEIAA within three months. Based on the said report, The SEIAA, Haryana, may, if necessary, revisit the EC and pass further appropriate order of granting or not granting EC or imposing additional conditions.

B. SEIAA's Sub-Committee made a site visit and submitted its site inspection report.

The Sub-Committee consisted of the following:

1) AEE, HSPCB: Mr. Praveen Kumar

2) Member, SEAC, Haryana: Mr. Sandeep Gupta

3) Member, SEAC, Haryana. Mr. Rajbir Singh Bondwal

Mr. Suneel Dave, Regional Director, CPCB, Chandigarh was present during site visit but did not participate in finalisation of Site Inspection Report.

C. It is the contention of Amaltash Residential Welfare Association (ARWA) that the constitution of Sub-Committee was not as per the direction of the Hon'ble NGT in order dated 31.05.2021, and there was therefore, non-compliance by SEIAA.

D. The order of the Hon'ble National Green Tribunal, New Delhi, dated 16.05.2024, records that:

"The submission of learned counsel for the applicant is that in terms of the said direction the needful has not been done by SEIAA, Haryana. He has also submitted that the three-member committee which was constituted by the Tribunal has also not submitted the report to the Chairman of SEIAA, Haryana."

"The said exercise has not been carried out till now. We expect the three members committee to have the due regards of the Tribunal and submit the report in terms of the said order at least now within a period of three months to the Chairman of SEIAA, Haryana. SEIAA Haryana on receipt of the said report is expected to do the needful in terms of the order dated 31.05.2021 within two months and submit action taken report before the Registrar General of Tribunal on completion of the two months by e-mail at judicial-ngt@govt.in preferably in the form of searchable PDF/OCR support PDF and not in the form of image PDF."

Silverglades Infrastructure Private Limited New Delhi

Silverglades Infrastructure Private Limited

Corporate Office:- 5th Floor, Time Square Building, B Block, Sushant Lok-I, Gurugram-122002, Haryana
E-mail :-cs@silverglades.com; Website :- www.silverglades.com; CIN :- U45201DL2005PTC138897
Ph. :- 91-124-4550300/309 ; Fax :- 91-124-4550399

F. It is further humbly submitted that the expressions "Green Cover" and "Tree Cover" refer to the same thing when it comes to planting of trees. Kind attention is invited to Haryana Building Code, 2017, which uses the expression "Green Cover" when it refers to planting of trees in the matter of applicable requirement of 01 tree for every 80 Sq. Mt. of land.

(**ANNEXURE 2**: Haryana Building Code).

G. It is clear from the aforementioned explanation that it is completely incorrect to state that SILVERGLADES has had any intention of providing misleading information to any authority or person or had misled any authority or person by replacing the expression "Green Cover" as contained in the approval of EC granted to the Project with with "Tree Cover".

3. TRAFFIC MANAGEMENT AND 18 MTR ROAD ISSUE

A. SILVERGLADES would like to state that the layout of the Project was approved under Transit Oriented Development (TOD) Policy of 09.02.2016, which was introduced to allow for new developments to come up in proximity to mass transportation facilities like Metro Rail, so that more persons have the opportunity to rely on public transport, and thus the use of personal vehicles for personal transport and commuting would be discouraged.

It is the objective of TOD Policy that carbon emissions are reduced, and pollution and traffic congestion issues in urban cities are contained.

The TOD Policy was implemented in the City of Gurugram.

B. The Project had been cleared / approved by DTCP as per by laws and zoning norms. The clearances were given as per the Master Plan requirements of DTCP and the required road widths were provided for the same in approved layout Plan.

C. As per approved Zoning plan and layout plan there is a provision that ' Laburnum Road' is for 18 mts, which is between the boundaries of Laburnum Complex and SILVERGLADES Project.

(ANNEXURE 3).

D. It is the condition of EC Approval under the section "Transportation" in point No. VII(iii) that, "A detailed traffic management and traffic decongestion plan shall be drawn up to ensure that the current level of service on the roads within a 05 Kms radius of the Project is maintained and improved upon after **the implementation of the Project".** The above also finds mention as part of discussions held during 203rd meeting of SEAC held on 16.10.2020, which can be found as part of the minutes of the meeting under the Section No. VII titled "Transportation".

E. SILVERGLADES had engaged TPA Engineering Consultancy (I) Pvt. Ltd. (TPA) to study Traffic Impact Assessment and Traffic Management Plan was submitted by them, and the latter contained suggestions on certain measures to be taken. (**ANNEXURE 4:**)

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However, to ensure that the entire building materials are stored within the Project land and in the interest of safeguarding the neighbourhood from top soil pollution, 461.1 cum of top soil from the Project land has been preserved at an alternate site ,controlled by SILVERGLADES , and this top-soil, so preserved, will be re-used on the Project land only. The above fact is duly documented and was verified by Green Rating for Integrated Habitat Assessment (GRIHA).

B. As per the MoEf & CC norms and regulations, Top soil is required to be preserved and stored at an "earmarked site", and this is what has been carried out by SILVERGLADES.

C. Detailed report on soil conservation alongwith topsoil fertility report and site photographs are being submitted by SILVERGLADES every six months to GRIHA. **(ANNEXURE 10:** Photographs submitted by SILVERGLADES to GRIHA on 09.04.2024 .

D. Kind attention is invited to the applicable requirements of GRIHA, which states that "It is not necessary for the project to store the entire topsoil extracted from the project site, instead you may store only the quantity that will be required for future landscaping in the project. Further if you are **still running short on storage space, you may store the topsoil at some other location.....".** **(ANNEXURE 11:** Copy of GRIHA Guideline**).**

E. SILVERGLADES is also registered with GRIHA Council and SILVERGLADES is GRIHA complaint and has been accorded 04 Star GRIHA Pre-Certification issued by GRIHA Council.

It is submitted that GRIHA is national rating system developed by TERI (The Energy and Resources Institute), Ministry of New and Renewable Energy (MNRE), Government of India. MoEF has accepted GRIHA's pre-certification for rapid clearance of the environment. GRIHA ensures that all guidelines required by NGT are being followed and adhered during site construction to avoid / mitigate pollution during construction and operational phase of the Project. The projects are inspected by GRIHA from time to time by GRIHA Team to assess compliance and adherence with regulations and Certificates are issued by GRIHA from time to time. (**ANNEXEURE 12:** COPY OF GRIHA Certificate).

F. It is submitted that Mining permission as required had been taken by SILVERGLADES .

It is further submitted that Mining permissions had been taken in phases and at the time of each excavation, which was so carried out in order to contain pollution during excavation. It is clarified that SILVERGLADES has brought no earth to the Project land from outside.

5. WRONG RAINFALL DATA

A. It is submitted by SILVERGLADES that calculation of Rain Water Harvesting pit for an area is calculated on the basis of 90 mm/hr and the layout and building plans as are approved by DTCP are based on the aforementioned calculations. The aforementioned calculations are also based on National Building Code, and the aforementioned facts form part of EC approval.

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achieve completion of the Project as per applicable laws and regulations, and also achieve fulfilment of the Project as per defined and prescribed standards and objectives, and SILVERGLADES has never provided any incorrect or wrong information to the bodies and authorities, much less intentionally.

The attempts of AWRA are to present trivial, unfounded, incorrect and twisted facts and information of the Project, and projected as an act of mala-fide intentions of SILVERGLADES, and can be seen from the facts presented by SILVERGLADES.

SILVERGLADES trusts that the instant reply and clarifications of SILVERGLADES, read with the attachments, sufficiently explain that the allegations of AWRA are completely baseless and unfounded, and are motivated by self interests of continual harm being caused to the public at large in and around the area of Project land.

It is most humbly submitted that SILVERGLADES has followed and compiled with all terms and conditions of the various bodies and authorities, and the Departments of the Government and all Competent Agencies, and the instructions and directions issued from time to time. It is also most humbly submitted that SILVERGLADES has not violated any approvals or permissions granted to it for development of the Project as compliances observed by SILVERGLADES are directly linked to obtaining Occupation Certificate for the Project, which will be possible only if the Project development has been in due compliance of all applicable norms, guidelines, laws, standards, regulations, instructions, directions, etc. applicable to the Project for the time being in force, failing which SILVERGLADES will be unable to hand over possession to its customers and not fulfil its obligations.

SILVERGLADES remains committed to providing any further information and clarifications as may be required by your good office, which SILVERGLADES will provide forthwith on being so enquired by your good office or being so.

Thanking you.

Yours Faithfully

For Silverglades Infrastructure Pvt. Ltd

Silverglades Infrastructure Private Limited ★ New Delhi

Authorised Signatory

Enclosed: As stated above

ANNEXURE - 1

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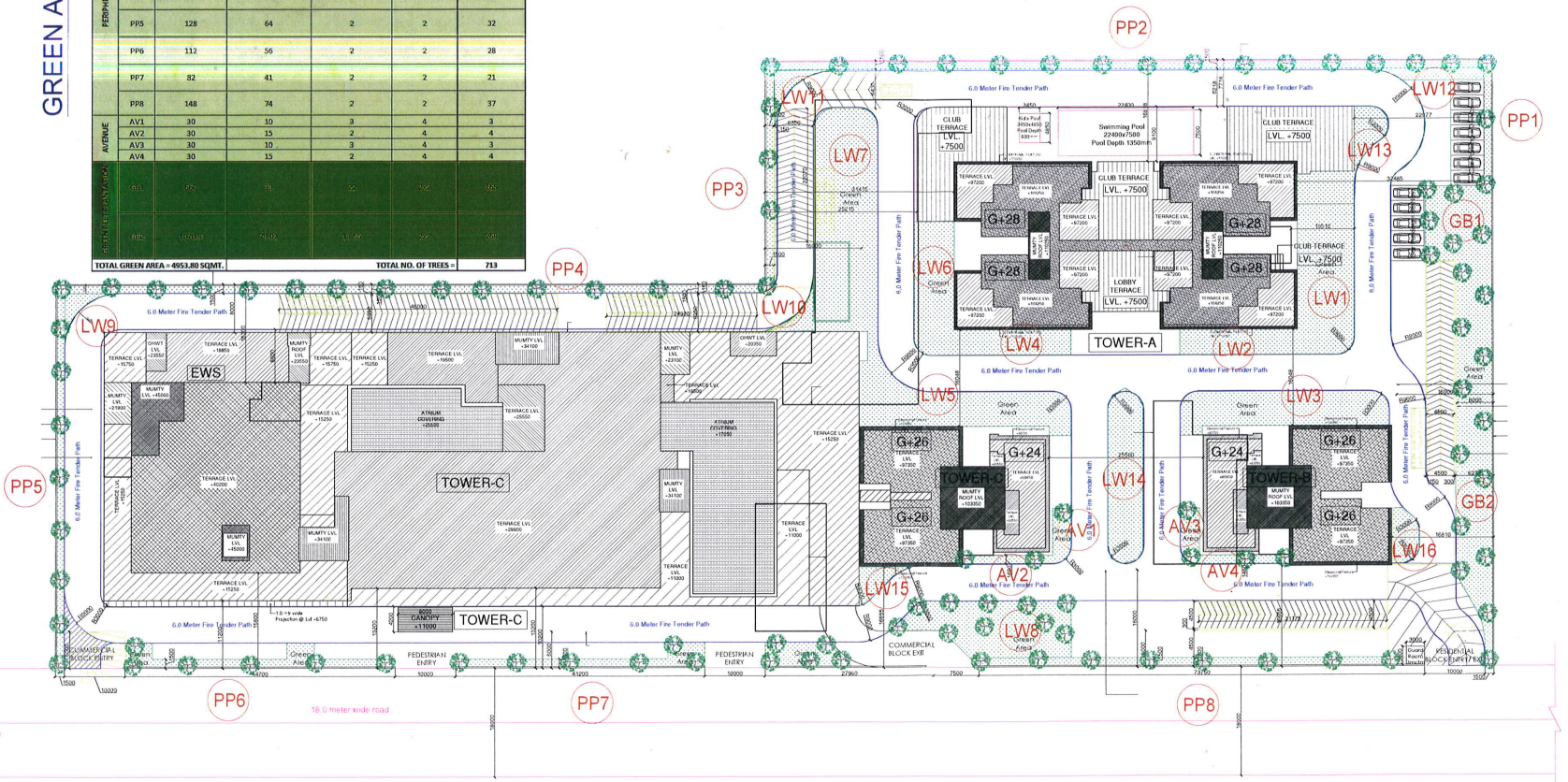
LANDSCAPE PLAN

GREEN AREA DETAILS

		AREA (SQMT.)	AVE. LENGTH (M)	AVE. WIDTH (M)	SPACING (M)	NO. OF TREES
LAWN	LW1	200	29	10		
	LW2	90	20	4.5		
	LW3	203	35	5.8		
	LW4	100	20	5		
	LW5	180	30	6		
	LW6	132	22	6		
	LW7	150	25	6		
	LW8	250	25	10		
	LW9	40	8	5		
	LW10	40	8	5		
	LW11	40	8	5		
	LW12	60	15	4		
	LW13	140	14	10		
	LW14	240	30	8		
	LW15	40	8	5		
	LW16	50	10	5		
PERIPHERY	PP1	40	20	2	2	10
	PP2	240	120	2	2	60
	PP3	74	37	2	2	19
	PP4	234	117	2	2	59
	PP5	128	64	2	2	32
	PP6	112	56	2	2	28
	PP7	82	41	2	2	21
	PP8	148	74	2	2	37
AVENUE	AV1	30	10	3	4	3
	AV2	30	15	2	4	4
	AV3	30	10	3	4	3
	AV4	30	15	2	4	4
GREEN BELT PLANTATION	GB1	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	GB2	1730.80	74.12	11.66	2.00	681
TOTAL GREEN AREA = 4953.80 SQMT.				TOTAL NO. OF TREES =		713



GREEN AREA CALCULATION

PLOT AREA = 19627.25 SQMTS.
PROPOSED GREEN AREA (25.24%) = 4953.8 SQMTS
PERMISSIBLE NO. OF TREES = PLOT AREA /80 = 245
PROPOSED NO. OF TREES = 713
LAWN AREA = 2045 SQMT
PERIPHERY PLANTATION AREA = 1058 SQMT
GREEN BELT PLANTATION AREA = 1730.80 SQMT
AVENUE AREA = 120 SQMT

100% area break-up

Total Plot Area	**19,627.25 m²**	**100%**
Ground Coverage	8,393.06 m²	42.76 %
Green Area	4,953.80m²	25.24 %
Surface Parking	276 m²	1.40 %
Road and Paved Area	5,804.39m²	29.59 %
OWC Area	200 m²	1.01 %

Sign & Stamp

KEY PLAN

PROJECT NAME & ADDRESS

APPROVAL OF REVISED BUILDING PLANS OF RESIDENTIAL GROUP HOUSING COLONY UNDER TRANSIT ORIENTED DEVELOPMENT (TOD) POLICY FOR MIX LAND USE COLONY (70% RESIDENTIAL+30%COMMERCIAL) MEASURING 4.85 ACRES (LICENSE No. 110 OF 2013 DATED 27.12.2013) IN SECTOR - 28, GURUGRAM MANESAR URBAN COMPLEX BEING DEVELOPED BY SILVERGLADES INFRASTRUCTURE Pvt. Ltd.

CLIENT NAME & ADDRESS

GROUP SILVERGLADES
5th FLOOR, TIME SQUARE BUILDING, B-BLOCK,
SUSHANT LOK, PHASE-1, GURUGRAM - 122002,
HARYANA, INDIA

ARCHITECT'S SIGN & STAMP | CLIENT'S SIGN & STAMP

DRAWING TITLE

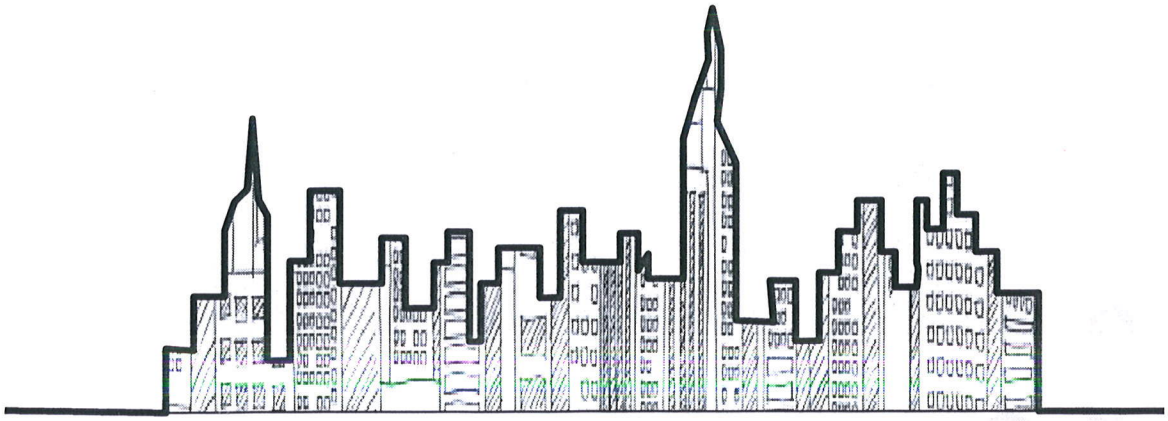
LANDSCAPE PLAN

SCALE | DRAWING NO. | NORTH

DATE

003

ANNEXURE - 2



THE HARYANA BUILDING CODE, 2017-

Alongwith amendments upto 25.05.2023

Green Cover } same.
Tree Cover }

Haryana Government

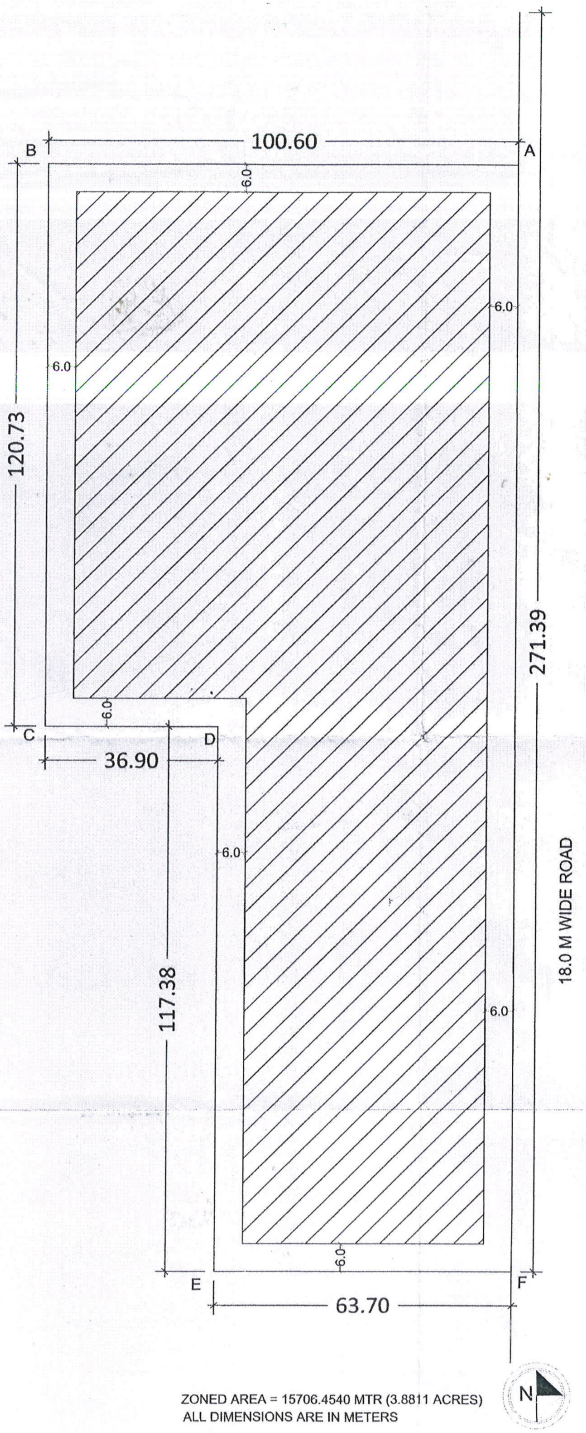
		energy source such as photovoltaic cells or wind mills or hybrid should be provided.	Certificate application.
4b		As per the provisions of the Ministry of New and Renewable energy solar water heater of minimum capacity 10 litres/4 persons (2.5 litres per capita) shall be installed.	Along with Occupation Certificate application.
4c		Use of flyash bricks: Fly ash should be used as building material in the construction as per the provisions of Fly Ash Notification of September, 1999 and as amended from time to time.	Along with notice of commencement of construction.
5	Air Quality and Noise	Dust, smoke and debris prevention measures such as screens, barricading shall be installed at the site during construction. Plastic/ tarpaulin sheet covers must be used for trucks bringing in sand and material at the site.	Along with notice of commencement of construction.
5a		The exhaust pipe of the DG set, if installed, must be minimum 10 metres away from the building. In case it is less than 10 metres away, the exhaust pipe shall be taken up to 3 metres above the building.	Along with Occupation Certificate application.
6	Green cover	A minimum of 1 tree for every 80 square metres of land shall be planted and maintained. The existing trees will be counted for this purpose. Preference should be given to planting native species.	Along with notice of commencement of construction.
6a		Where the trees need to be cut, compensatory plantation in the ratio of 1:3 (i.e. planting of 3 trees for every 1 tree that is cut) shall be done with the obligation to provide continued maintenance for such plantations.	Along with notice of commencement of construction.

Environmental conditions for Category C buildings:

Sr. No.	Medium	Environmental conditions	Schedule for submitting self-certification
1	Natural Drainage.	The inlet and outlet point of natural drain system should be maintained with adequate size of channel for ensuring unrestricted flow of water.	Along with Occupation Certificate application.
2	Water Conservation- Rain Water Harvesting and Ground Water	A rain water harvesting plan needs to be designed where the recharge bores (minimum one per 5000 sqm of built-up area) shall be provided. The rain water harvested should be stored in a	Along with Occupation Certificate application.

ANNEXURE-3

REVISED ZONING PLAN UNDER TRANSIT ORIENTED DEVELOPMENT (TOD) POLICY FOR MIX LAND USE COLONY (70% RESIDENTIAL GH + 30% COMMERCIAL) FOR AN AREA MEASURING 4.85 ACRES (LICENCE NO. 110 OF 2013 DATED 27.12.2013) IN SECTOR-28, GURUGRAM MANESAR URBAN COMPLEX BEING DEVELOPED BY SILVERGLADES INFRASTURUCTURE PVT. LTD.



ZONED AREA = 15706.4540 MTR (3.8811 ACRES)
ALL DIMENSIONS ARE IN METERS

1. For purpose of Code 1.2 (xcvi) & 6.1 (1) of the Haryana Building Code, 2017, amended from time to time.

2. SHAPE & SIZE OF SITE.

The shape and size of the site is in accordance with the demarcation plan shown as A to F as verified by DTP, Gurugram vide his office Endst. No. 5443 dated 12.12.2013.

3. TYPE OF BUILDING PERMITTED AND LAND USES.

(a) The type of building of Information Technology / Commercial buildings permissible in this site shall confirm to provisions of the Industrial zone and Commercial zone as provided in the Appendix 'B' to the Final Development Plan of Gurugram Manesar Urban Complex, and Haryana Building Code 2017, as amended from time to time, as applicable.

(b) The site shall be developed and building constructed thereon as indicated in and explained in the table below :-

Notation	Land use Zone	Type of Building permitted / permissible structure
	Open Space Zone	Open parking , garden , landscaping features, underground services etc.
	Building Zone	Building as per permissible land use in clause - a above and uses permissible in the open space zone.

4. SITE COVERAGE AND FLOOR AREA RATIO (FAR)

(a) The building or buildings shall be constructed only within the portion of the site marked as Building zone as explained above, and nowhere else.

(b) The proportion up to which the site can be covered with building or buildings of the Mix Land Use Colony on the ground floor and subsequent floors shall not exceed overall 60% of the area of 4.85 acres as per TOD Policy dated 09.02.2016 & its subsequent amendments thereafter.

(c) Maximum permissible FAR shall be 350 i.e. 70% under Residential Group Housing & 30% under Commercial on the area of 4.85 acres. .

5. HEIGHT OF BUILDING.

The height of the building block, subject of course to the provisions of the site coverage and FAR, shall be governed by the following:-

(a) The maximum height of the buildings shall be as per the Haryana Building Code, 2017.

(b) The plinth height of building shall be as per the Haryana Building Code, 2017.

(c) All building block(s) shall be constructed so as to maintain an inter-se distance not less than the set back required for each building according to the table below:-

S.No.	HEIGHT OF BUILDING (in meters)	SET BACK / OPEN SPACE TO BE LEFT AROUND BUILDINGS.(in meters)
1.	10	3
2.	15	5
3.	18	6
4.	21	7
5.	24	8
6.	27	9
7.	30	10
8.	33	11
9.	40	12
10.	45	13
11.	50	14
12.	55 & above	16

(d) If, such interior or exterior open space is intended to be used for the benefit of more than one building belonging to the same owner, then the width of such open air space shall be the one specified for the tallest building as specified in (c) above.

6. PARKING

(a) The parking shall be calculated on the rationale of carpet area of each dwelling units, which is as under :-

Up to 100 sqmt -0.5 ECS
Between 100 sqmt to 150 sqmt -1.0 ECS
More than 150 sqmt -1.5 ECS

Further, for commercial areas the norms of 1.0 ECS for each 50 Sqm. carpet area shall be followed.

The area for parking per Car shall be as under:-

(i) Basement = 32 sqm.
(ii) Stilt = 28 sqm.
(iii) Open = 23 sqm.

(b) Adequate parking spaces, covered, open or in the basement shall be provided for vehicles of users and occupiers, In no circumstance, the vehicle(s) belonging/ related to the plot/ premises shall be parked outside the plot area.

(c) The covered parking in the basement or in the form of multi level parking above ground level shall not be counted towards FAR. However, in case of multi level parking above the ground level the foot print of separate parking building block shall be counted towards ground coverage. In case of provision of mechanical parking in the basement floor/ upper stories, the floor to ceiling height of the basement / upper floor may be maximum of 4.75 meter. Other than the mechanical parking the floor to ceiling height in upper floor shall not be more than 2.4mtr. below the hanging beam.

7. APPROACH TO SITE

(a) The vehicular approach to the site shall be planned and provided giving due consideration to the junctions with the surrounding roads to the satisfaction of the Competent Authority.

(b) The approach to the site shall be shown on the zoning plan.

8. GATE POST AND BOUNDARY WALL

(a) Such Boundary wall, railings or their combination, hedges or fences along with gates and gate posts shall be constructed as per design approved by Competent Authority. In addition to the gate/ gates an additional wicket gate not exceeding 1.25 meters width may be allowed in the front and side boundary wall provided that no main gate or wicket gate shall be allowed to open on the sector road/public open space.

(b) The boundary wall shall be constructed as per the Haryana Building Code , 2017.

9. DENSITY

(a) The minimum /maximum density of the population provided in the Colony shall be 600(±10%) PPA (person per acre) on the area of Residential Component as per TOD Policy dated 09.02.2016.

(b) For computing the density, the occupancy per main dwelling unit shall be taken as five persons and for service dwelling unit two persons per room or one person per 7.5 square metres of living area, whichever is more.

10. ACCOMMODATION FOR SERVICE POPULATION

Adequate accommodation shall be provided for domestic servants and other service population of EWS.The number of such dwelling units for domestic servants shall not be less then 10% of the number of main dwelling units and the carpet area of such a unit if attached to the main units shall not be less than 140 sq.ft. In addition 15% of the total number of dwelling units having a minimum area of 200 sq.ft shall be earmarked for E.W.S category.

11. OPEN SPACES

While all the open spaces including those between the blocks and wings of buildings shall be developed, equipped and landscaped according to the plan approved by the Competent Authority. At least 15% of the total site area shall be developed as organized open space i.e. tot-lots and play ground.

12. PROVISIONS OF COMMUNITY BUILDINGS

The community buildings shall be provided as per the composite norms in the Group Housing Colony as per the provision of the TOD policy dated 09.02.2016.

13. BAR ON SUB-DIVISION OF SITE

(a) The site of the Group Housing Colony shall be governed by the Haryana Apartment Ownership Act-1983 and Rules framed thereunder.

(b) Sub-division of the site shall not be permitted, in any circumstances

14. APPROVAL OF BUILDING PLANS

The building plans of the building to be constructed at site shall have to be got approved from the Director, Town & Country Planning, Haryana/ any other persons or the committee authorized by him, under section 8 (2) of the Punjab Scheduled Roads and Controlled Areas Restriction of the Unregulated Development Act, 1963, before starting up the construction.

15. BASEMENT

(a) The number of basement storeys in Group Housing shall be as per the Haryana Building Code , 2017.

(b) The construction of basement shall be executed as per the Haryana Building Code , 2017.

16. PROVISIONS OF PUBLIC HEALTH FACILITIES

The W.C. and urinals provided in the buildings shall conform to the Haryana Building Code, 2017 and National Building Code, 2016.

17. EXTERNAL FINISHES

(a) The external wall finishes, so far as possible shall be in natural or permanent type of materials like bricks, stone, concrete, terracotta, grits, marble, chips, class metals or any other finish which may be allowed by the Competent Authority.

(b) All sign boards and names shall be written on the spaces provided on buildings as per approved buildings plans specifically for this purpose and at no other places, whatsoever.

(c) For building services, plumbing services, construction practice, building material, foundation and Damp Proof Course as per the Haryana Building Code, 2017 shall be followed.

18. LIFTS AND RAMPS.

(a) Lift and Ramps in building shall be provided as per Haryana Building Code, 2017.

(b) Lift shall be provided with 100% standby generators along with automatic switchover along with staircase of required width and number.

19. BUILDING BYE-LAWS

The construction of the building /buildings shall be governed by provisions of the Haryana Building Code, 2017. On the points where Haryana Building Code, 2017 is silent the National Building Code of India, 2016 shall be followed.

20. FIRE SAFETY MEASURES

(a) The owner will ensure the provision of proper fire safety measures in the multi storied buildings conforming to the provisions of the Haryana Building Code, 2017/ National Building Code of India, 2016 and the same should be got certified form the Competent Authority.

(b) Electric Sub Station/ generator room if provided should be on solid ground near DG/ LT. Control panel on ground floor or in upper basement and it should be located on outer periphery of the building, the same should be got approved form the Competent Authority.

(c) To ensure fire fighting scheme shall be got approved from the Director General, Urban Local Bodies, Haryana or any person authorized by the Director General, Urban Local Bodies, Haryana. This approval shall be obtained prior to starting the construction work at site.

21. That the coloniser/owner shall obtain the clearance/NOC as per the provisions of the Notification No. S.O. 1533 (E) Dated 14.9.2006 issued by Ministry of Environment and Forest, Government of India before starting the constructed.

22. That the rain water harvesting system shall be provided as per Central Ground Water Authority norms/Haryana Govt. notification as applicable.

23. That the coloniser/owner shall use only Light-Emitting Diode lamps (LED) fitting for internal lighting as well as Campus lighting.

25. That the coloniser/owner shall ensure the installation of Solar Photovoltaic Power Plant as per the provisions of order No. 22/52/2005-SPower dated 21.03.2016 issued by Haryana Government Renewable Energy Department.

26. That the coloniser/owner shall strictly comply with the directions issued vide Notification No. 19/6/2016-5P dated 31.03.2016 issued by Haryana Government Renewable Energy Department.

27. GENERAL

(a) Among other plans and papers detailed elevations of buildings along all sides exposed to public view shall be drawn according to scale as mentioned in the Haryana Building Code-2017.

(b) The water storage tanks and other plumbing works etc. shall not be exposed to view each face of building but shall be suitably encased.

(c) No applied decoration like inscription, crosses, names of persons or buildings are permitted on any external face of the building.

(e) Garbage collection center of appropriate size shall be provided within the site.

(f) Color trade emblem and other symbols shall be subject to the approval of the Competent Authority.

DRG No. DTCP- 7098 Dated 19-08-2019.

(RAJESH DUTT) JD (HQ)	(DINESH KUMAR) SD(HQ)	(BINESH KUMAR) ATP(HQ)	(NARENDER KUMAR) DTP(HQ)	(D.N. NIMBOKAR) STP(M) HQ	(JITENDER SHAG) CTP (HR)	(K. MAKPAND PANDURANG, IAS) DTCP(HR)

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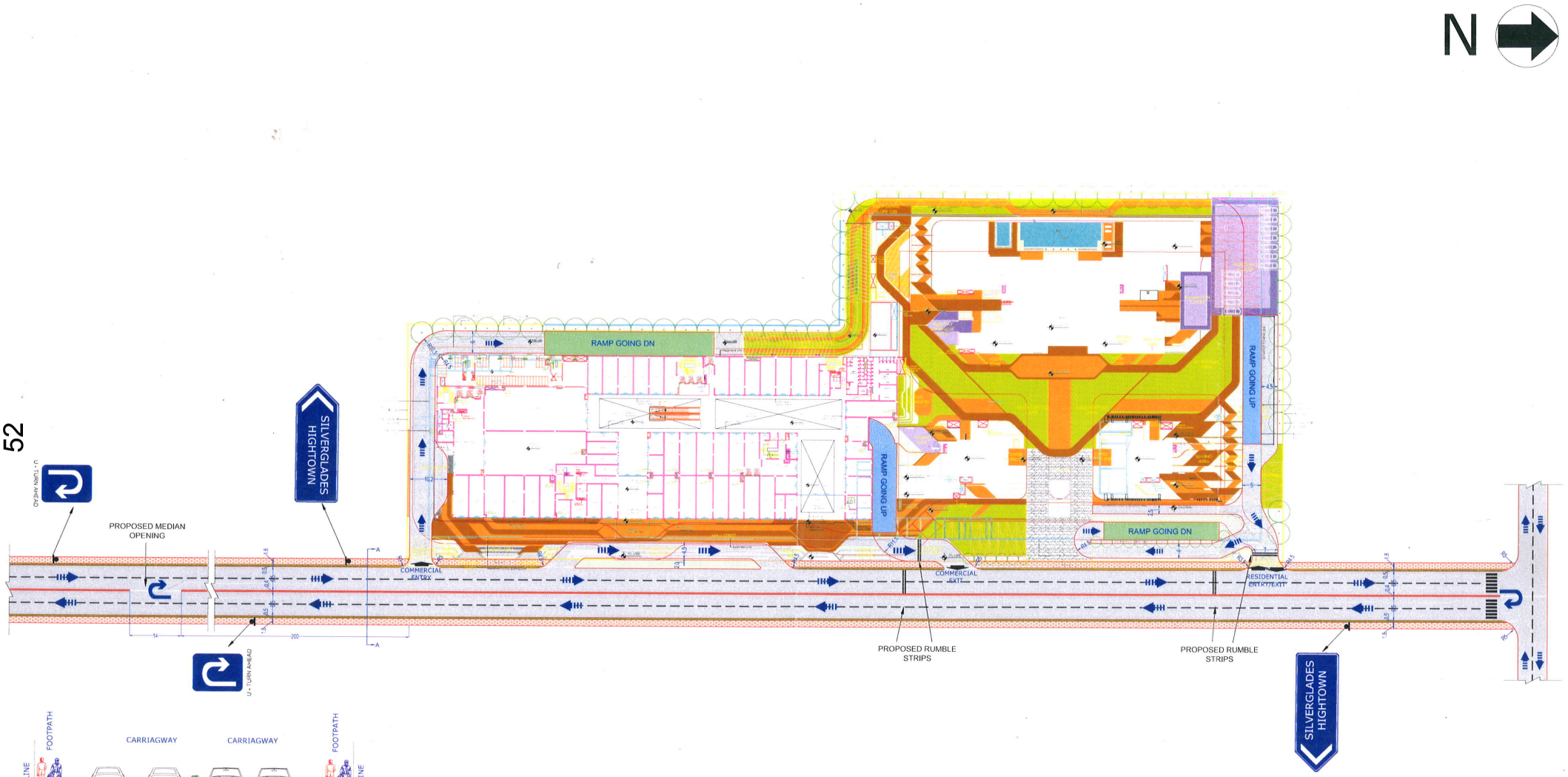
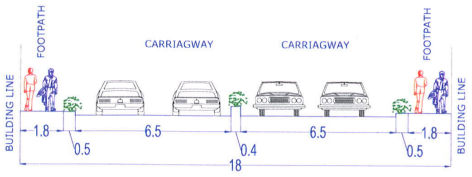
The traffic impacts of the project Silverglades Hightown could be mitigated by adopting few measures. These include:

1. The signage scheme around the project site must provide adequate information in time and every time in a simple sign language which is appropriate for road users so that they can take safe measures.
2. On street parking on approach roads outside the project site must be prohibited through regulatory measures. At the entry/ exit gates of project site parking must be strictly avoided to facilitate easy entry and exit as well maintain site distance for entering and leaving traffic. Within the project site, the users must be directed through signs and marshals to basement parking. It is suggested that the guests and physically challenged users must be allow to park at surface level and signs must be posted to make these parking slots clearly visible.
3. Pedestrian movement outside and inside the project site must be guided through signs and protected through footpath about 150 mm above the road surface. Wherever the pedestrians cross the road, a ramp of suitable gradients (1 in 12) must be provided to interchange between levels. On the road, zebra crossings must be provided to guide the crossing pedestrians.
4. Minor improvements in geometrics at entry and exit must be implemented to minimize the traffic impact. As far as possible entry and exit from project site must be at low speeds which will be achieved through speed breakers (coming out of the project site) and signs on road indicating the entry and exit as well as the directions.
5. The access road – Laburnum Road, has ROW of 18m. Presently this road has a configuration of 2 lane undivided carriageway. In order to accommodate the generated traffic along the access road, it is suggested that the road be widened to a 13m divided carriageway with footpaths and green on either side.

ANNEXURE -5





ROAD SECTION AA

FIGURE 6.1 PROPOSED TRAFFIC MANAGEMENT PLAN

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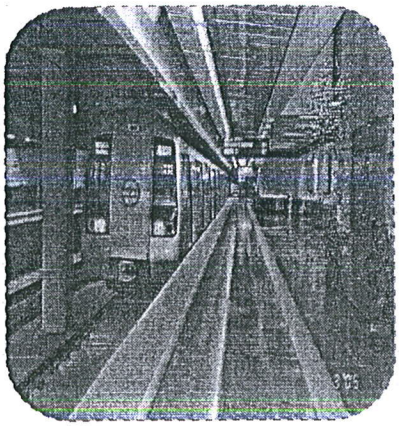
Client: VERGLADES INFRASTRUCTURE PVT. LTD.	Consultant: TPA Engineering Consultancy (I) Pvt. Ltd. G-46, Basement, East of Kailash, New Delhi - 110 065 Telephone : +91-011-41623940 Telefax: 41624559, Email:tpaei@rediffmail.com	Project: TRAFFIC IMPACT ASSESSMENT FOR SILVERGLADES HIGHTOWN, SECTOR 28, GURUGRAM	Option.: 01
		Date: 1.12.2020 Sheet: 1 of 1	Survey by: Approved by:
		Scale: Project Code: 20031	Drawn by: Nalin Bindlish
			Checked by: R. Roy

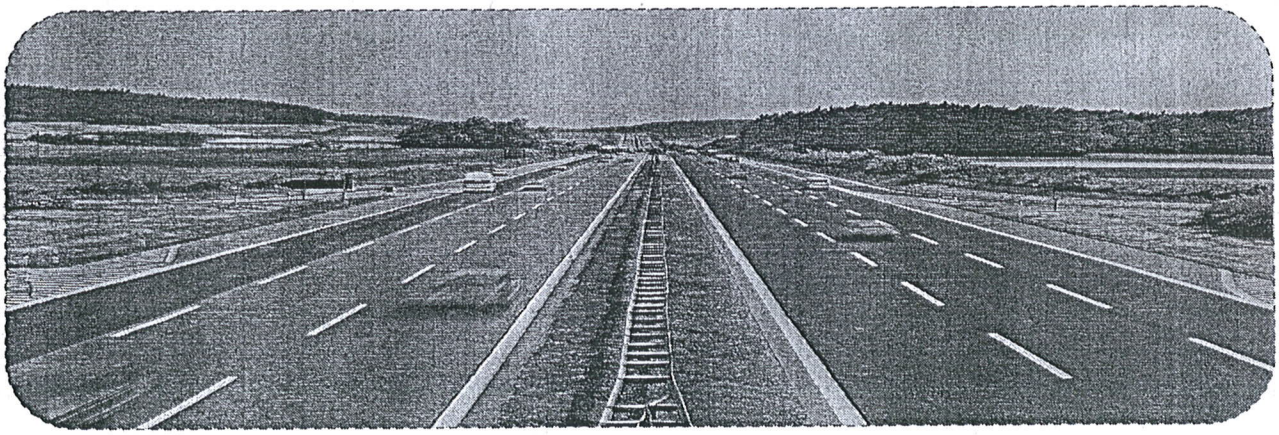
No.	Revision Issue	Date
1	0	02.12.2020

General Notes
01. All dimensions are in meter.
02. All levels are in meter.

ANNEXURE-6



TPA



COMPANY PROFILE 2020-21

TPA ENGINEERING CONSULTANCY (I) PVT. LTD.

G 46, BASEMENT EAST OF KAILASH,
NEW DELHI - 110065

011-41623940, 011-41624519

tpa1@rediffmail.com
tpaec92@gmail.com

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Esteemed Clients

- Ministry of Road Transport and Highways, (MORTH)
- National Highway Authority of India, (NHAI)
- RITES Ltd, New Delhi
- NOIDA Industrial Development Authority
- Greater NOIDA Industrial Development Authority
- Public Works Department in Delhi, Haryana, Himachal Pradesh

In addition to above clients, TPAEC is providing services to other National/ International Private Consultancy/ Construction/ BOT concessionaires. A detailed list is given below.

OUR PRESTIGIOUS CLIENTS AND ASSOCIATES

	PUBLIC SECTOR CLIENTS		SUB CONSULTANTS/ASSOCIATES
1	UTTIPEC	1	T&TS ENGINEERING CONSULTANCY (I) PVT. LTD.
2	PWD DELHI	2	SUPREME HIGHWAY ENGINEER
3	NOIDA AUTHORITY	3	BALAJI SURVEYORS PVT LTD
4	GREATER NOIDA AUTHORITY	4	LKT ENGINEERING CONSULTANT
5	MUNICIPAL CORPORATION OF JALLANDHAR	5	DHEERAYAN & DHEERAYAN ENGINEERS
6	YAMUNA EXPRESSWAY DEVELOPMENT AUTHORITY	6	SARFARAAZ AHMAD- CONSULTANT
7	NATIONAL HIGHWAY AUTHORITY OF INDIA	7	JADE CONSULTANTS
8	DELHI METRO RAIL CORPORATION LTD.	8	PIYALI KUNDU DAS
9	MUNICIPAL CORPORATION HISAR	9	AIM SOFTECH
10	RITES LTD	10	NEO DESIGN GROUP
	PRIVATE SECTOR CLIENTS		**INDIVIDUAL CONSULTANTS**
1	GIFFORD INDIA PVT. LTD	1	TRANSFIC PVT. LTD.
2	TOPWORTH INDIA PVT. LTD	2	ANAND SHAH
3	UTTARAKHAND INFRASTRUCTURE DEVELOPMENT CO.LTD.	3	ARNAV COMPUTERS
4	JAI PRAKASH ASSOCIATES	4	CROSS ROADS
5	GHERZI CONSULTING ENGINEERS PVT. LTD.	5	UNIVERSAL SURVEYING
6	AFCONS LTD.	6	ARTS & CRAFTS
7	MEINHARDT SINGAPORE PTE. LTD.	7	RAO ENGINEERING ENTERPRISES
8	ASC GEOSCIENCES	8	ALLIED ENGINEERS
9	SATRA I –MAN PVT LTD	9	SHWETA TECHNOPHILE
10	LOGIX GROUP	10	NUTECH GROUP
11	STUPS CONSULTANTS PVT. LTD.	11	HARCO MARKET RESEARCH
12	ERA GROUP ENGINEERING LTD.	12	CYCLOPEAN CONSULTING PVT LTD (NAMIT JAIN)
13	J. KUMAR INFRA PROJECT LTD.	13	HEMC
14	MAHAGUN REAL ESTATE	14	DESIGN AID
15	LARSEN AND TURBO INFRA	15	SAI KRISHAN CONSULTANT
16	UPPAL HOSPITALITY PVT. LTD.	16	T & T CONSULTANT
17	SAMARTH INFRAENGG TECHNOCRATE PVT. LTD.	17	SARFARAZ AHMAD
18	HINDUSTAN CONSTRUCTION COMPANY LTD.	18	PRADEEP KAPLA_INFRASTRUCTURE TECHNOLOGY
19	KOTHARI ASSOCIATES	19	SHARAD' MAHENDRU'

20	ITALIAN THAI DEVELOPMENT PUBLIC CO LTD. (ITD-ITD JV)	20	ARUP KHAN
21	DELHI INTEGRATED MULTI-MODAL TRANSIT SYSTEM LTD.	21	VINOD KUMAR GAUTAM
22	HOLTEC CONSULTING PVT.LTD.	22	RAMESH DHAR
23	AMRAPALI DEVELOPERS	23	AIM SOFTECH
24	GIAN P. MATHUR AND ASSOCIATES	24	HIGHBRIDGE ENGINEERING
25	HOLTEC CONSULTING PVT. LTD.	25	ASSOCIATED TESTING LAB INDIA (ATL)
26	SADBHAV ENGINEERING LTD.	26	FUTURISTICS
27	EMERGENT VENTURES (EVI)	27	PARK CONSULTANTS
28	ISOLUX CORSAN	28	DIPANJAN MITRA
29	SA INFRASTRUCTURE PVT. LTD/UPHAM		
30	DEFINITI DESIGN		
31	CENTRAL PARK DEVELOPERS	44	ELDECO
32	RCUBE PROJECT PVT. LTD.	45	Artemis Hospital
33	ELDECO GROUP.	46	DFI LTD.
34	DLF HOME DEVELOPERS LTD.,	47	SPG Infraprojects Pvt. Ltd.
35	BENJAMIN BENJAMIN & VATS	48	P.K. Builders
36	JMC PROJECTS INDIA LTD.	49	Conarch Associates
37	WISE ZONE BUILDERS PVT. LTD.	50	NKG Infrastructure Ltd.
38	M.K.S VENTURES LIMITED	51	Pushpdeep Infrastructure Pvt. Ltd.
39	Behal Joshi Panjiyar and Associates	52	Aadharshila Designs Pvt. Ltd.
40	G & G Infratech Pvt. Ltd.	53	NKG Infrastructure Ltd.
41	C.P. KUKREJA AND ASSOCIATES	54	Pushpdeep Infrastructure Pvt. Ltd.
42	RSMS Architects,	55	Aadharshila Designs Pvt. Ltd.
43	SMEC India Pvt.Ltd.		

Structure and Organization

TPAEC is a registered Private Limited Company under Companies Act 1956, managed by a qualified Transport Planner having basic qualification as civil Engineer and specializing as Traffic Engineer/ Transport Planner. . TPAEC has on its rolls several qualified and experienced professionals working on Full Time/ Retainer ship basis.

TPAEC has In House infrastructure as well as associated arrangements for providing Consultancy services in the field of Transportation Planning, Traffic Engineering and Management, Highway Engineering, Bridge Engineering, Structural Design and for providing allied services like field investigations and surveys.

TPAEC has acquired many State of Art Instruments for providing services in areas mentioned above. Besides, we have also entered into strategic alliances with other organizations to complement our services. An excellent Computer division having latest Hardware and software ably supports the services of TPAEC.

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NO PARKING

C-03: SOIL CONSERVATION

1. Measures have been taken for maintaining fertility of topsoil.

ACTIONS TO BE TAKEN:

1. Project team should **stack fertile topsoil at height not more than 400 mm.** Also **mulching should be done to maintain the fertility of soil**. Submit date stamped photographs of the same to demonstrate compliance.
2. Submit **topsoil fertility test report** conducted by an Indian Council of Agricultural Research (ICAR)-accredited laboratory indicating N, P, K values of soil. Additionally submit declaration from the client stating the permission of store fertile topsoil and later reuse in the landscape activity.

PROJECT COMPLIANCE

1. For construction activity, the project team has stacked the topsoil on neighboring sites and mulched continuously to maintain soil fertility. Fertilized topsoil will be reused for the project's landscaping. **(Refer Fig 6-8)**
2. The project team has submitted the soil test report from the accredited lab indicating N, P, K values. **(Refer Fig 9)**
3. The project team has also shared a declaration stating fertilized topsoil will be later reused in the landscape activity. **(Refer Fig 10)**

Figure 6: Preserved Topsoil

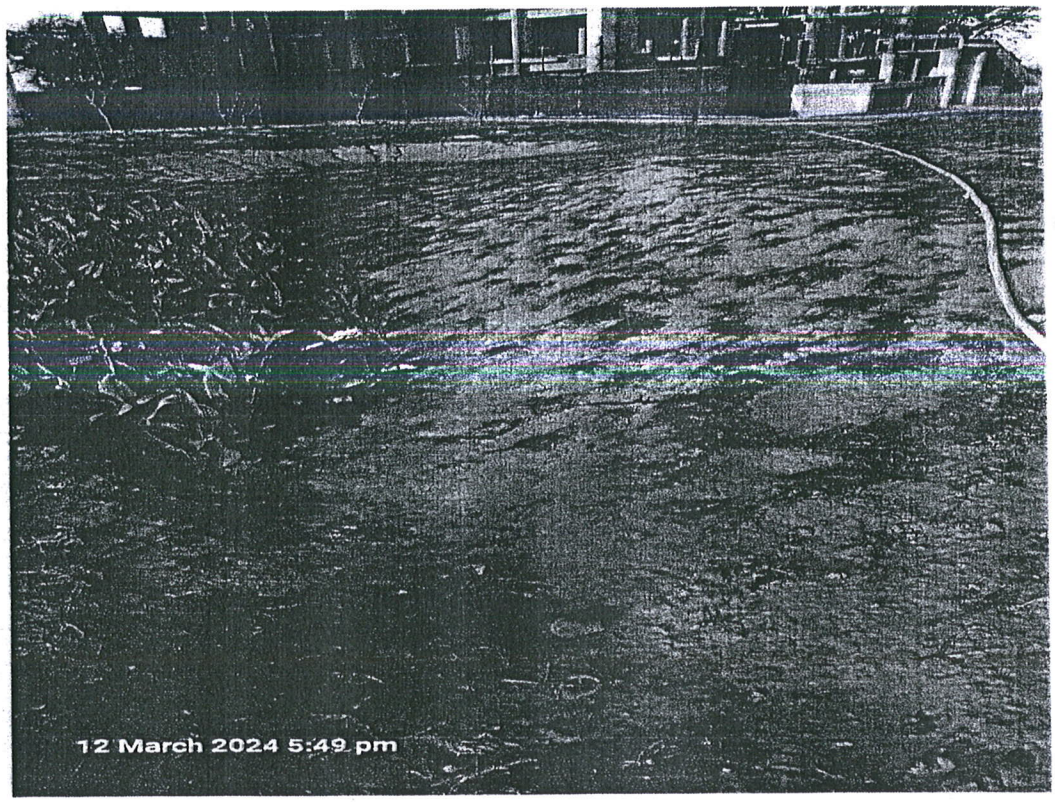

Figure 7: Top soil preservation with mulching

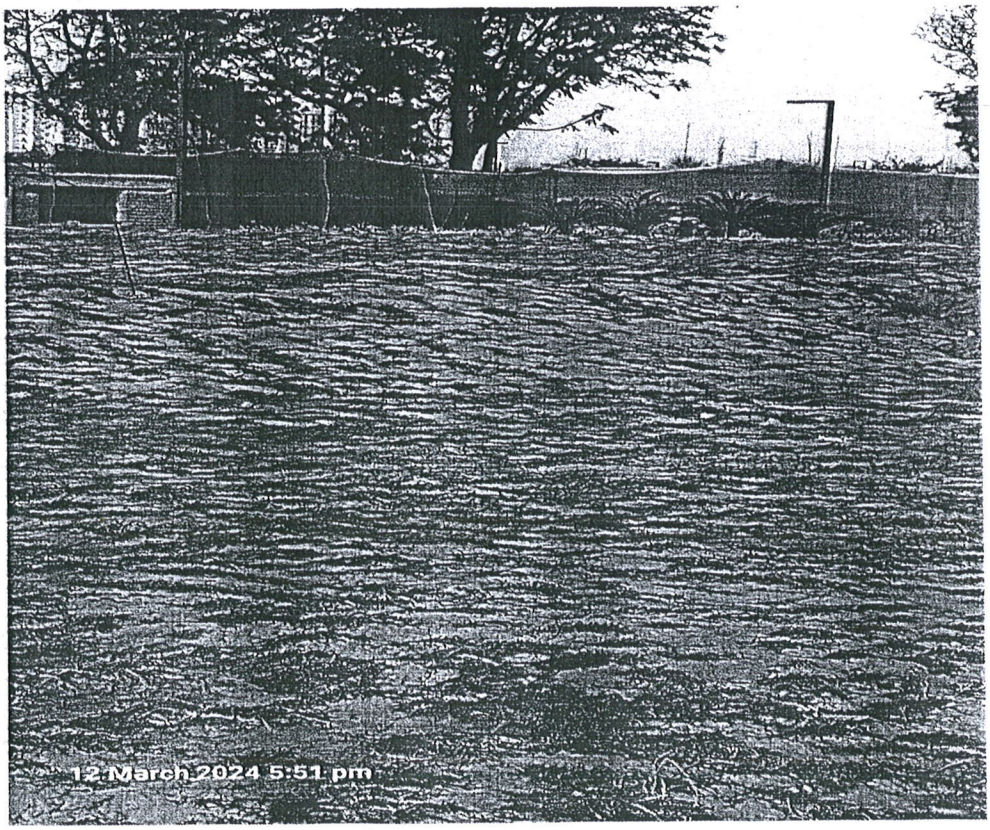

Figure 8: Mulching done on topsoil.

IND RESEARCH & DEVELOPMENT HOUSE PVT. LTD.

MoEF&CC Recognized Laboratory

(ISO 9001:2015/ISO14001:2015/ ISO 45001:2018)

C-10, 2nd Floor, Sector-6, Noida-201301 (U.P.)

TC No. 5912

Tel : +91 120 4215489, E-mail : contact.irdh@gmail.com

TEST REPORT

(Soil)

Page: 1/1

Report No. :	IRDH-0324-EIA-SL-1183
Date of Reporting	27/03/2024
Issued to	M/s. Silver glades Real Estate, Sector- 28, Gurugram,Haryana
Nature of Sample	Top Soil
Identification of Sample	Soil sample collected from Project site
Date of Sampling	22/03/2024
Method of sampling	As per standard method
Date of testing:	22/03/2024 To 26/03/2024
Sample collected by	IR&DH - Team

RESULTS

S. No.	Parameter	Test Method	SL	Unit
1	Potassium as K	IRDH/SOP-SL/12	42.0	mg/kg
2	Available Nitrogen	IS 14684	76.1	mg/kg
3	Available Phosphorous	IRDH/SOP-SL/10	27.5	mg/kg

End of Report

Figure 9: Soil Fertility Report

Silverglades Infrastructure Private Limited

TO WHOM SO EVER IT MAY CONCERN

Project Name: Silverglades Hightown, *Sector-28, Gurugram.*

C-03 – Soil Conservation

The project team states that the fertile topsoil is stored on different location of the project and will be re-use in the landscaping activity. During that period, the project team will regularly do mulching activity to maintain the fertility of the soil.

Thanking you,

Silverglades Infrastructure Private Limited.

Authorized Signatory.

Dated: 12.03.2024

Figure 10: Declaration for top soil preservation

Can we store top soil in layers of more than 40 cm thickness as we have a space constraint on our site?

Query

Can we store top soil in layers of more than 40 cm thickness as we have a space constraint on our site?

Solution

As per GRIHA requirement top soil should not to be stacked more than 40cm in height.

It is not necessary for the project to store the entire topsoil extracted from the project site, instead you may store only the quantity that will be required for future landscaping in the project. Further, if you are still running short on storage space, you may store the topsoil at some other location (empty plot) or nursery and bring it back for reapplication during landscaping work. Please note that the points will be awarded only if it is re-applied on site and dated photographs will be required to demonstrate compliance.

GRIHA Agent - January 22, 2018 15:30

http://www.grihaindia.org/

GRIHA Council

A-260, Bhisham Pitamah Marg,
Defence Colony
New Delhi-110024, India

Tel. : 4644 4500 or 2433 9606-08
E-mail : info@grihaindia.org, Help Desk No. 4058 9139
Fax : 2433 6909 • India +91 • Delhi (0) 11

Sanjay Seth
Chief Executive Officer

S/67831/2009,
Registration in India under
societies registration act
XXI of 1860

Plot No. 10
Institutional Area
Vasant Kunj, New Delhi
India - 110 070

June 12, 2018

Mr. Harsh Kumar Gupta
Director
Silverglades Infrastructure Private Limited
C-8/1A
Vasant Vihar
New Delhi - 110057
Email : cs@silverglades.com
Mobile No.: 91-98119 37212

Subject: GRIHA Pre-Certification for Silverglades Downtown, Gurugram, Haryana

Dear Mr. Gupta,

It is my privilege to inform you that the Silverglades Downtown, Gurugram, Haryana has been awarded the "Four Star" GRIHA Pre-Certification.

The project is already registered for GRIHA Rating and we look forward to the process of rating to ensure that necessary compliances are duly verified by GRIHA Council on site during and after construction.

Kindly acknowledge the same.

With best regards,

Yours sincerely,

Sanjay Seth

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GRIHA

GREEN RATING FOR INTEGRATED HABITAT ASSESSMENT

Silverglades Downtown
Gurugram
has been awarded with a
'Four Star'
rating under
GRIHA Pre-Certification

Chief Executive Officer
GRIHA Council

Date of Issue: 12th June, 2018

Note : Precertification has been awarded based on documentation provided by project team in compliance with the requirements of GRIHA. Any change in the specifications shall be intimated to GRIHA Council. Pre-certification is valid only as per report attached with subsequent compliance to GRIHA.

ANNEXURE – 13A

GMDA

OFFICE OF THE EXECUTIVE ENGINEER-V, SEW. DIVISION –II, GMDA, GURUGRAM
Address : 5th Floor, Plot No. 3, Sector-44, Gurugram, E-mail -xen4infra2.gmda@gov.in

To,

M/s Silverglades Infrastructure Private Limited,
5th Floor, Time Square Building,
B Block, Sushant Lok -I,
Gurugram – 122002, Haryana

Memo No. GMDA/SEW/2021/103 Dated. 19-01-2021

Sub: - **Assurance for Sewerage Connection for disposal of 90 KLD surplus treated domestic effluent in Master Sewer line after commissioning of proposed Group Housing Colony 'Hightown' under TOD zone policy land measuring 4.85 acres in the revenue estate of Village – Sukhrali, Sector– 28, Gurugram, Haryana being developed by M/s Silverglades Infrastructure Private Limited under License No. 110 of 2013 dated 27.12.2013.**

Ref :- **Your office letter on dated 18.01.2021.**

In this regard, it is submitted that the Sewerage connection in Master Sewer line for disposal of 90 KLD surplus treated domestic effluent from 400 KLD STP of proposed Group Housing Colony 'Hightown' under TOD zone policy land measuring 4.85 acres in the revenue estate of Village – Sukhrali, Sector– 28, Gurugram, Haryana under License No. 110 of 2013 dated 27.12.2013 being developed by your firm could be given after completion of the Master Sewer line in the area.

The sewerage connection for your above said project for discharge of surplus treated waste water will be accorded after completion of the master sewerage network.

Executive Engineer -V
Sew. Division, GMDA
Gurugram

C.C. :-

1. The Chief Engineer, Infra -II, GMDA, Gurugram.
2. The Superintending Engineer -III, Infra -II, GMDA, Gurugram.
3. The Head I.T., GMDA, Gurugram.

D. Branch / Pawan, Office Asstt.

ANNEXURE-13B

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GMDA OFFICE OF THE EXECUTIVE ENGINEER-III, DRAINAGE DIVISION, GMDA, GURUGRAM

Address: 6th Floor, Plot No. 3, Sector-44, Gurugram, E-mail –xen2infra2.gmda@gov.in

To,

M/s Silverglades Infrastructure Private Limited,
5th Floor, Time Square Building,
B Block, Sushant Lok -I,
Gurugram – 122002, Haryana

Memo No. 69 Dated. 05.02.2021

Sub: - **Assurance for Storm water connection of Group Housing to be developed over an area measuring 4.85 Acres in Revenue estate of village Sukhrali, Setor-28, Gurugram (License No. 110 of 2013 dated 27.12.2013).**

Ref :- **Your office letter on dated 02.02.2021.**

In this regard, it is submitted that the Storm water connection in Master Storm water drainage along Master Road between sector-27/28 for disposal of proposed Group Housing to be developed over an area measuring 4.85 Acres under License No. 110 of 2013 dated 27.12.2013 in Revenue estate of village Sukhrali, Sector-28, Gurugram being developed by your firm will be accorded after completion of your project and after proper verification of document as per requirement.

Executive Engineer –III,
Drain Division, GMDA
Gurugram

ANNEXURE-14A

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Tribune News Service

Gurugram, May 5

Gurugram residents may soon get a new internal Metro line. The Haryana Mass Rapid Transport Corporation (HMRTC) and Gurugram Metro Rail Limited (GMRL) are mulling running a special Metro line on the Galleria road and ordered a feasibility survey of the same.

According to the initial proposal, the Millennium City Center Metro station will be connected with the Sector 42/43 station of the Rapid Metro on Golf Course Road.

2.4-km line proposed

- According to the initial proposal, the Millennium City Center Metro station will be connected with the Sector 42/43 station of the Rapid Metro on Golf Course Road.
- The proposed Metro line will be 2.4-km long and will benefit thousands of residents of Sushant Lok One, DLF Phase 4, and Sectors 27, 42 and 43. It is expected to significantly reduce vehicular traffic on city roads.
- A geotechnical survey has been done for about 5 km for expanding the Metro network from the Millennium City Centre Metro station to Cyber City via Old Gurugram.
- Under the survey, a 30-m-deep borewell would be dug and water and soil samples would be taken and tested. So far, samples have been taken from about 50 borewells, which were being tested in a lab.

The proposed Metro line will be 2.4-km long and will directly benefit thousands of residents of Sushant Lok One, DLF Phase 4, and Sectors 27, 42 and 43. It will significantly reduce vehicular traffic on city roads.

At the recent meeting, which was chaired by the GMRL Chairman, orders were issued regarding the feasibility survey and the agency had been asked to submit a detailed plan with possibilities and blocks.

The authorities have also got in touch with the Gurugram Metropolitan Development Autl spot for constructing a Metro station, although nothing has been finalised yet.

The GMDA has planned to increase the width of this road and plans to leave half a meter both sides.

The Gurugram Metro Rail Limited has stated that if there was a plan to increase the width of this road, the work should be done keeping in mind the plans to expand the Metro. It would be better if the separation of two and a half meters was not done, the agency added.

A geotechnical survey has been done for about 5 km for expanding the Metro network from the Millennium City Center Metro station to Cyber City via Old Gurugram.

At present, a survey is being conducted around Subhash Chowk. The HMRTC has currently entrusted the responsibility of surveying 12.76-km of the 28.5-km Metro to a private company.

As part of the survey, a 30-metre-deep borewell would be dug and water and soil samples would be taken and tested. So far, samples have been taken from about 50 borewells, which were being tested in a lab.

Hamilton Court, Vyapar Kendra roads to be upgraded to six lanes

By**Abhishek Behl**, Gurugram
Mar 29, 2023 12:30 AM IST

The Gurugram Metropolitan Development Authority (GMDA) on Tuesday said it plans to redevelop and upgrade two key master sector roads, which connect to the Golf Course Road and witness significant traffic movement

The Gurugram Metropolitan Development Authority (GMDA) on Tuesday said it plans to redevelop and upgrade two key master sector roads, which connect to the Golf Course Road and witness significant traffic movement.

Hamilton Court, Vyapar Kendra roads to be upgraded to six lanes

The proposal was discussed in the 59th core planning cell meeting on Tuesday and it was decided that the master sector road between Sector 27 and Sector 28 (Hamilton Court Road) and master sector road between Sector 28 and Sector 42 (Vyapar Kendra Road) will be upgraded.

The authority will now seek suggestions from the residents regarding the proposal, before taking it forward.

The Hamilton Court Road and Vyapar Kendra Road run parallel and are 2.1km in length. Presently, both these roads have four lanes and the traffic flows in one direction. These roads are connected by Golf Course Road in the eastern direction, and on the western side by the MG Road to Huda City Centre road.

Under the new proposal, both these roads, which are presently 15 metres wide (four lanes), will be expanded to 18 metres with six lanes, and traffic movement will be made

bidirectional. The roads will also have a central verge and the authority also plans to provide infrastructure for pedestrians and cyclists, besides service roads.

A senior GMDA official said 1.8m wide uninterrupted footpaths will be constructed along the roads. These roads will also have 2.5m wide uninterrupted cycle track and 5.5m wide service roads on either side. There will be U-turns and table-top crossings. The existing streetlights will be converted to solar lights, the official said.

According to the proposal, stormwater drains will also be constructed, besides increasing the green cover. To that end, the authority will plant 1,250 trees on Hamilton Road and also build a parking space with a capacity to accommodate 533 four-wheelers, said GMDA officials.

On the Vyapar Kendra Road, the plan is to plant 1,452 trees, and create parking for around 650 cars apart from installation of garden furniture.

"Redevelopment work on these roads is under planning to make them congestion free and improve the commuting experience of residents. Enhancement of all major components such as the main carriageway, service roads, cycle tracks, footpaths, parking spots, green belt, etc., is being taken up for holistic development of these two roads. We invite the views and inputs of citizens on this project," Sudhir Rajpal, CEO, GMDA, said.

The proposed road expansions have been welcomed by residents and business owners, who said two-way traffic will greatly ease the movement of vehicles and people will no longer have to travel a long distance to reach their destinations.

Dr AK Nagpal, a resident of Sushant Lok 1, said the proposal was welcome but must be executed at the earliest. "If we have to reach Huda Metro station, we have to go via

Galleria Market. Presently, service road towards the Metro station is not functional. The two way traffic will help us greatly," he said.

Road and infra experts said expansion of the roads, and provision of service lanes will ensure that there are minimum conflict points, and also avoid unnecessary traffic load on these sector roads.

Professor Sewa Ram, a transportation expert from the School of Planning and Architecture, Delhi, said the expansion of these roads with provision for pedestrians and cycle tracks is welcome. "The authority should conduct a detailed traffic study and appropriate interventions must be introduced. The access from service roads must be given in a proper manner so that traffic movement is safe and smooth," he said.

A few residents were also critical of the plan, and said authorities must visit the area before developing these plans. "There is heavy encroachment on Vayapr Kendra Road. Where is the space to expand these two roads? Recently, an attempt was made to expand the Hamilton Court Road partially for the G20 event but it has not proved successful. It is highly unlikely that this plan will succeed," Anil Yadav, village chief, Chaklarpur, said.

Business owners in Galleria Market however said this project would benefit them. "The proposal is very good and will benefit everyone. There is need for better amenities on these roads and two way traffic will help people commute with ease," a shop owner in the market said.

ANNEXURE - 14C

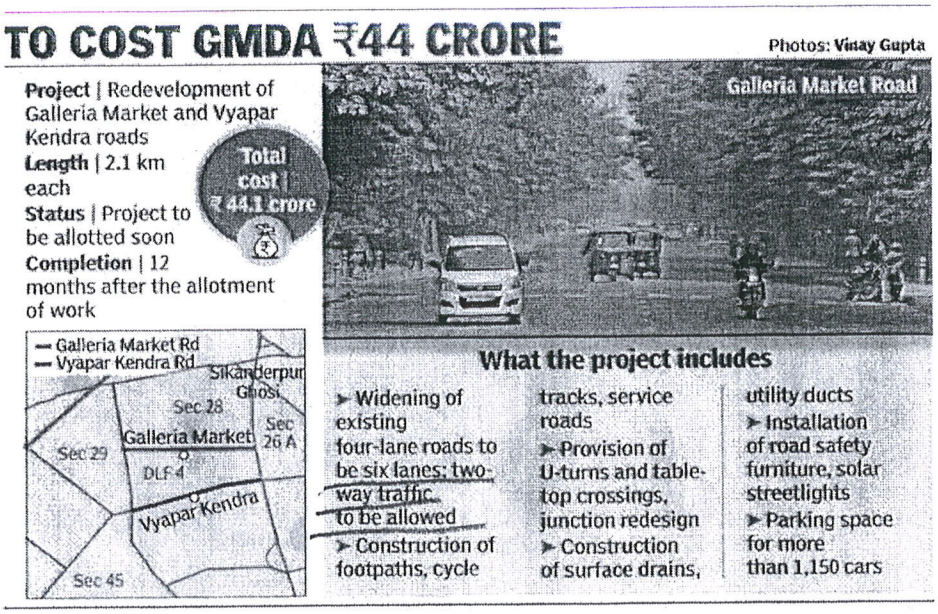
Revamp of two key roads to start in February, will have 6 lanes

Akanksha Gupta / TNN / Updated: Jan 3, 2024, 14:25 IST

The facelift will also include widening, strengthening and construction of footpaths and ...

GURGAON: Revamp of two arterial roads — Galleria Market and Vyapar Kendra — is likely to start by February, officials said. The project received government approval last week and GMDA officials said they will issue the work order for the same soon.

roads facelift



While the metropolitan authority has given a timeline of 12 months to complete the redevelopment work after the allotment, officials said they aim to finish the task by the end of this year.

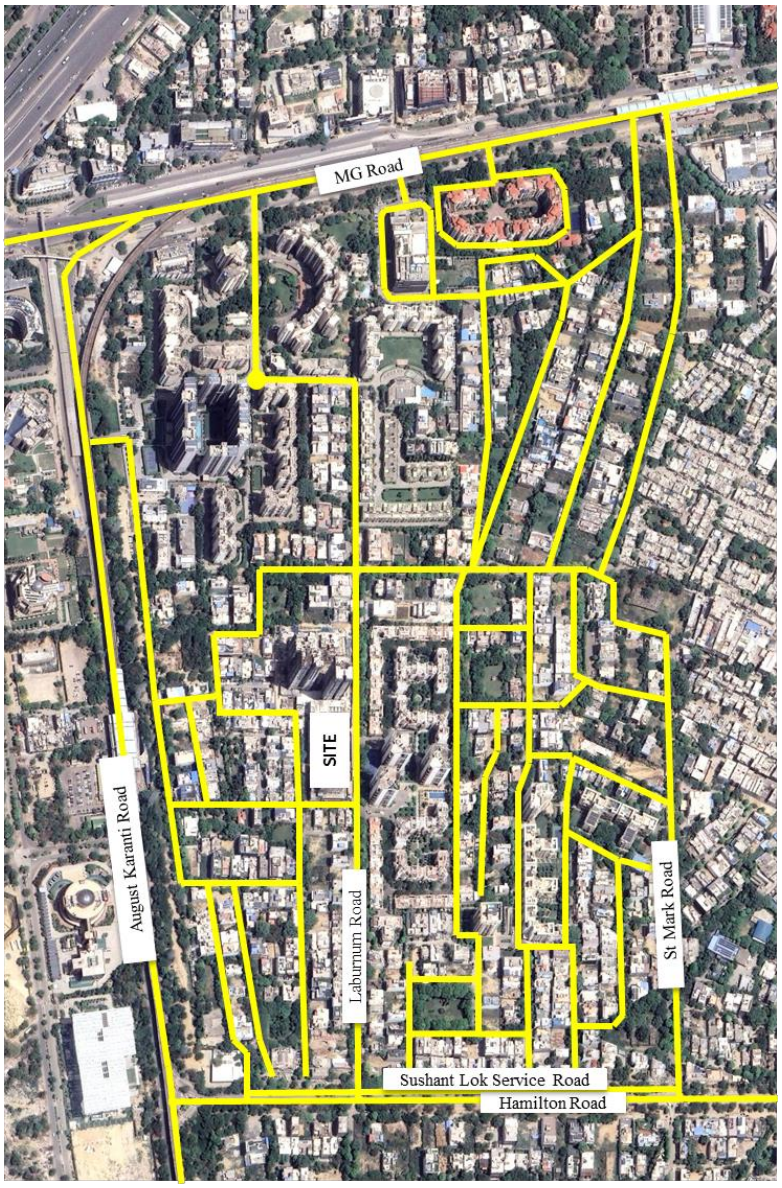
Poll

//TRUE COPY//

ANNEXURE R-6

JULY 2025

Traffic Impact Assessment for SILVERGLADES HIGHTOWN, Sector 28, Gurugram



Client:

Silverglades

The Address Makers

Silverglades

TPA Engineering Consultancy (I) Pvt. Ltd.

G-46, BASEMENT, EAST OF KAILASH, NEW DELHI - 110065

Document Information

GENERAL INFORMATION

Report Title	TRAFFIC IMPACT ASSESSMENT
Project Title	Traffic Impact Assessment for SILVERGLADES HIGHTOWN, Sector 28, Gurugram
Project Code	25026
Client	Silverglades
Submission Date	27.08.2025

DOCUMENT CONTROL

APPROVALS	NAME	DESIGNATION
Authored by	Ranjod Singh	Transport Planner
Reviewed by	Gautam Gulati	Transport Planner
Approved by	Rajeev Roy	Director

DOCUMENT NO.	DATE ISSUED	REVISION NO	NO.OFCOPIES	APPROVED BY
25026	27.08.2025	2	1	Rajeev Roy

RECIPIENTS

Silverglades

Table of Contents

LIST OF FIGURES

LIST OF TABLES

Glossary

IHCM	**Indian Highway Capacity Manual**
ITE	Institute of Transportation Engineering
DSV	Design Service Volume
NMT	Non-Motorized Transport
PCU	Passenger Car Unit

The words and expressions beginning with capital letters and defined in this document shall, unless repugnant to the context, have the meaning ascribed there to here in.

1. INTRODUCTION

The chapter describes the characteristics of the project site and the project itself, inclusive of need objectives and the scope of the project.

1.1 Project Background

M/s **Silverglades** (Client) has engaged M/s **TPA Engineering Consultancy (I) Pvt Ltd**. (Consultant) for conducting Traffic Impact Assessment for the proposed development in Sector 28, Gurugram.

The Total Built-Up Area of the project site is 121827.697 sq m and it falls under Mixed Land-Use under the TOD (Transit Oriented Development) Policy, comprising 30% commercial and 70% residential area. The location of the site along with the connectivity of the area is presented in **Figure 1.**

The right of way of access road adjacent to the project site is 18m wide. The nearest metro station is IFFCO Chowk. MG Road station also lies in close vicinity of the development. Presently, the land use around the project site is developed and is mostly residential. The traffic density on the road network adjacent to project site is insignificant during peak hour as well as entire day.

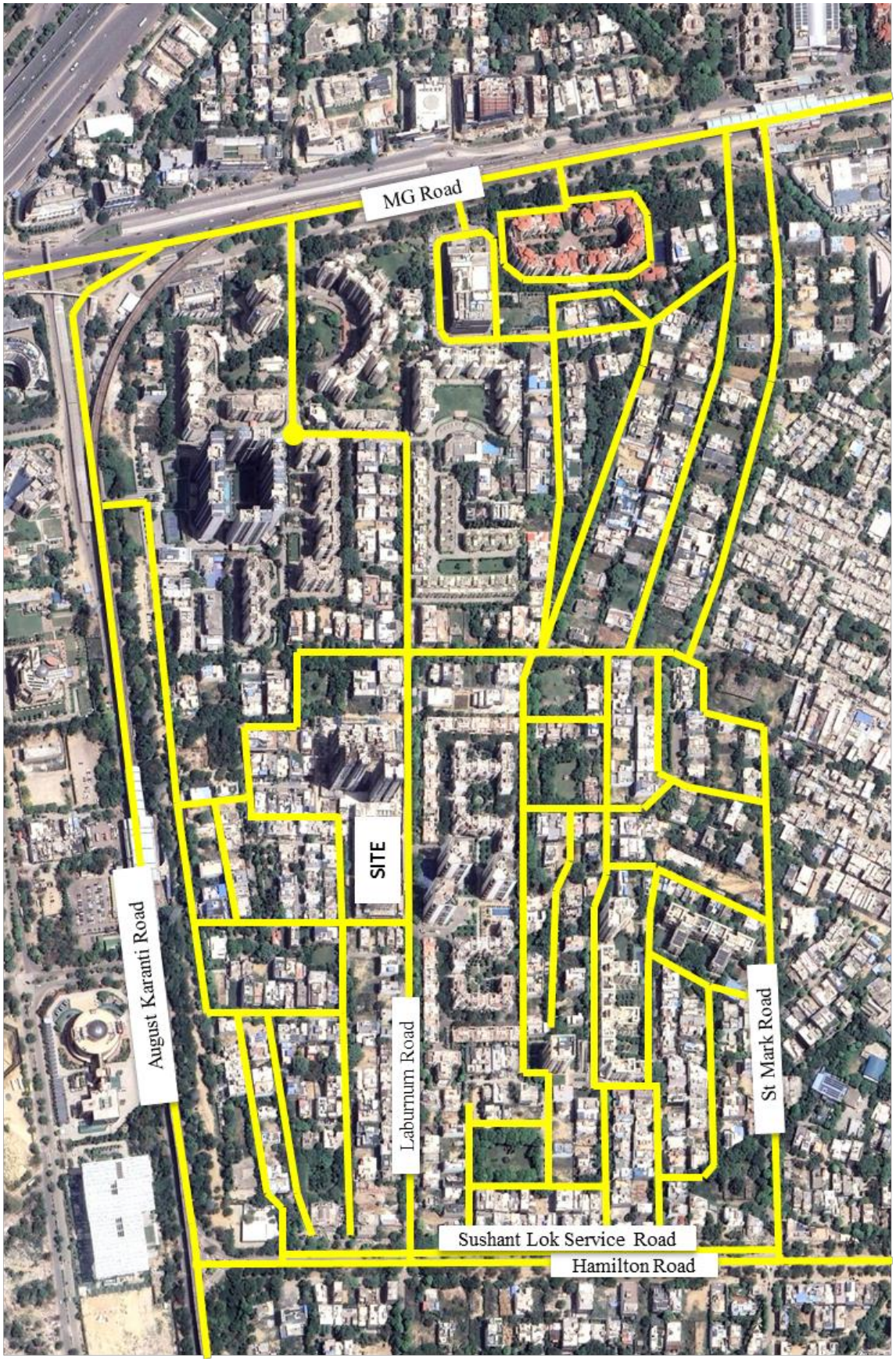
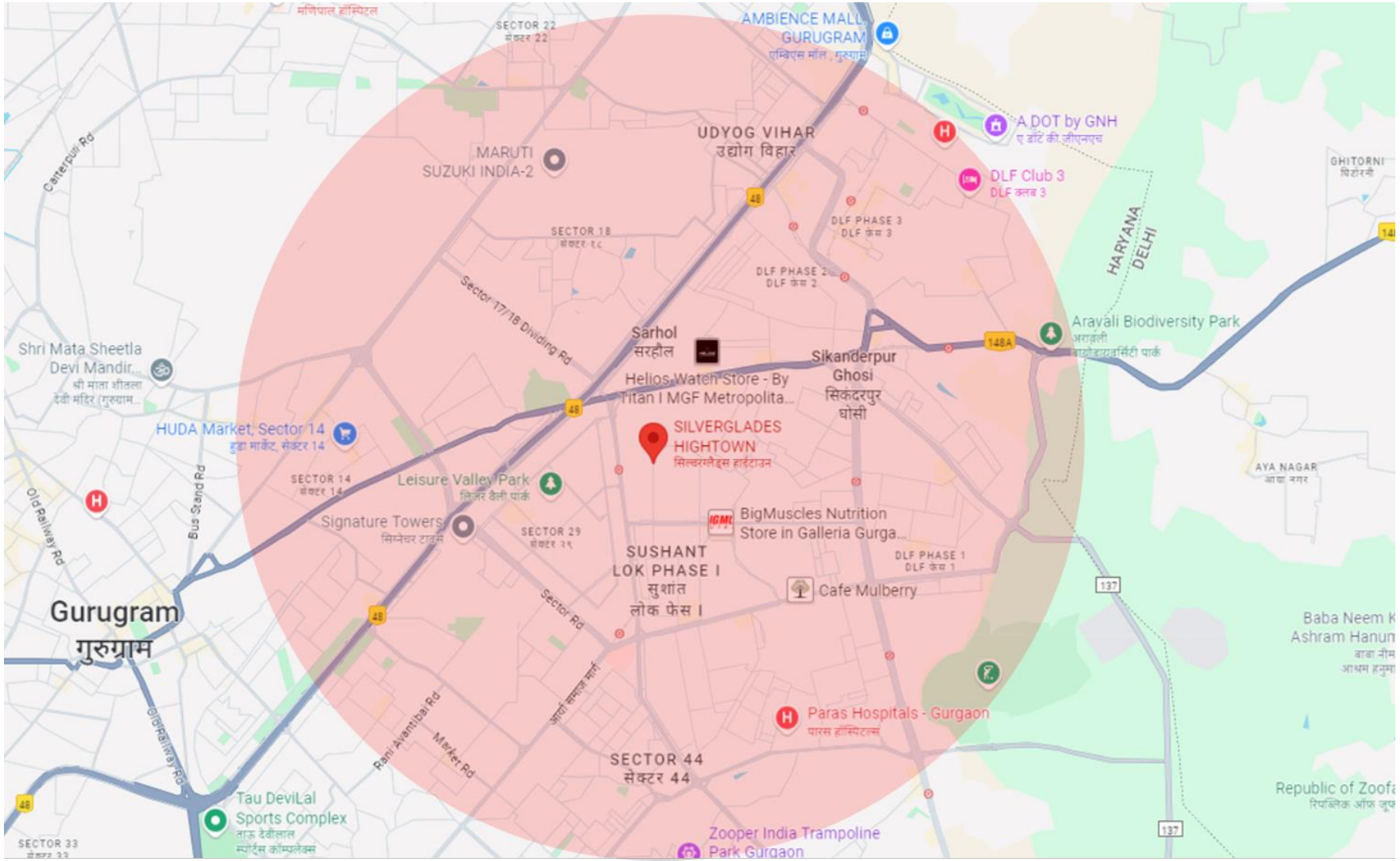


Figure 1–1: Location Map of site

Figure 1–2: Project Influence Area



1.2 Need for study

It is expected that the project site will contribute vehicular trips, especially more, during the peak hours. This will be in addition to the existing traffic along the road from the developmental traffic and normal traffic around the project site. The incremental traffic from site may lead to conflict at the access driveway outside the site, leading to congestion along the driveways of the site as well as affect the Up-Stream/Down-Stream Traffic along the Arterial roads around it. As the slowed/stopped traffic on the approach streets obstructs the access to the project site, it may cause delay to the road users, local as well as through, thereby lowering the attractiveness of properties around. The proposed design of the project site has been carefully planned by Silverglades to ensure that no queuing occurs along the approach road. The driveway leading to the basement is sufficiently long to accommodate multiple vehicles, thereby preventing any queuing or obstruction to traffic flow on the approach road, i.e., Laburnum Road.

Refer **Annexure 1** for the Layout Plan of project site.

A need exists to examine the likely **Traffic Impact due to the traffic demand generated from proposed development** and to suggest low cost **Mitigating Measures** to improve the accessibility to and from the site, thereby increasing the attractiveness of site for users and for alleviating the traffic impact.

1.3 Study Objectives

- To estimate the traffic impact due to the project site within five km of the project site or up to the major intersection, whichever is nearer, up to horizon Year 2040
- To quantify the impact of generated traffic from site on Level of Service of approach roads.
- To suggest mitigating measures to minimize the traffic impact.

1.4 Scope of Services

- Traffic Surveys on approaches closest to site.
- Use the secondary data (proposed land use) to estimate the trips generated from area within PIA.
- Quantification of Traffic impact on the Level of Services outside the site.
- Suggest Measures to mitigate the traffic impact due to project site.
- Carry out capacity analysis of approach roads adjacent to project site and suggest design interventions to minimize project impact.

2. DATA COLLECTION

2.1 Primary Data Collection

The consultant has carried out traffic volume count at 7 mid-block locations to assess the base year traffic volumes and existing operational condition at the intersection/ approach road. The survey locations are presented in **Figure 2-1.** Refer **Figure2-2 and 2-3** for RNI Locations and cross sections**.**

Figure 2–1 Traffic Survey Locations

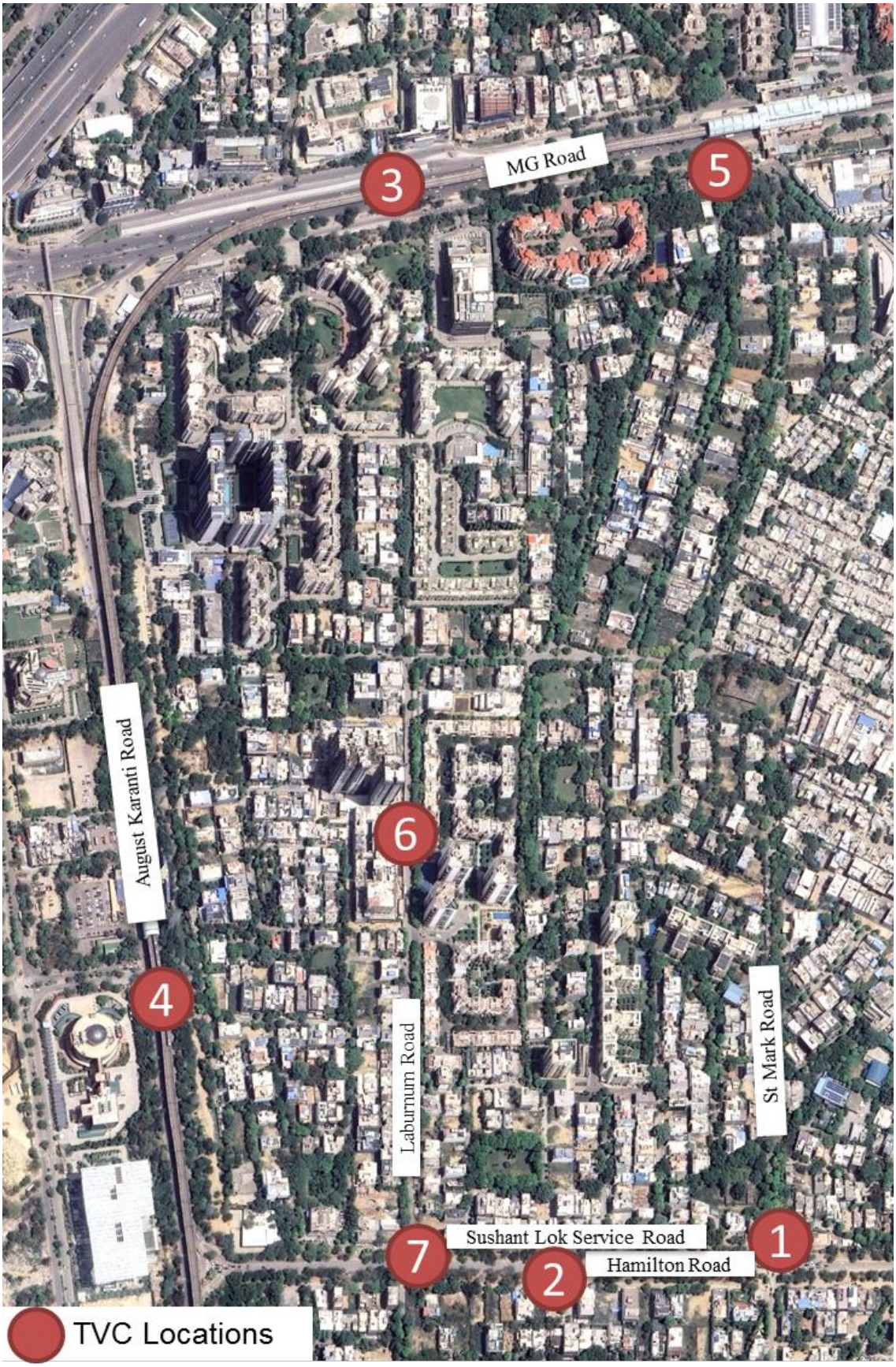
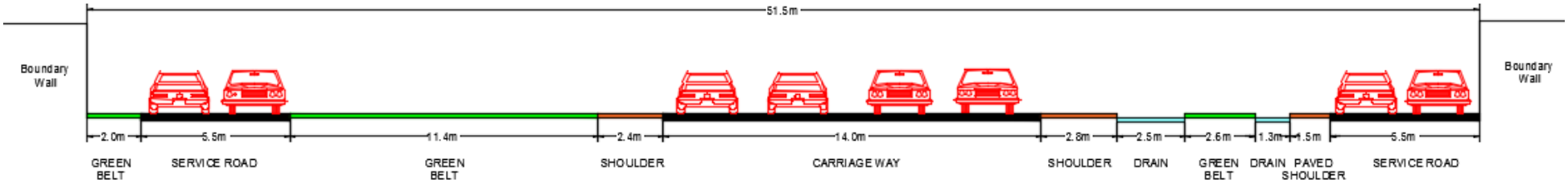
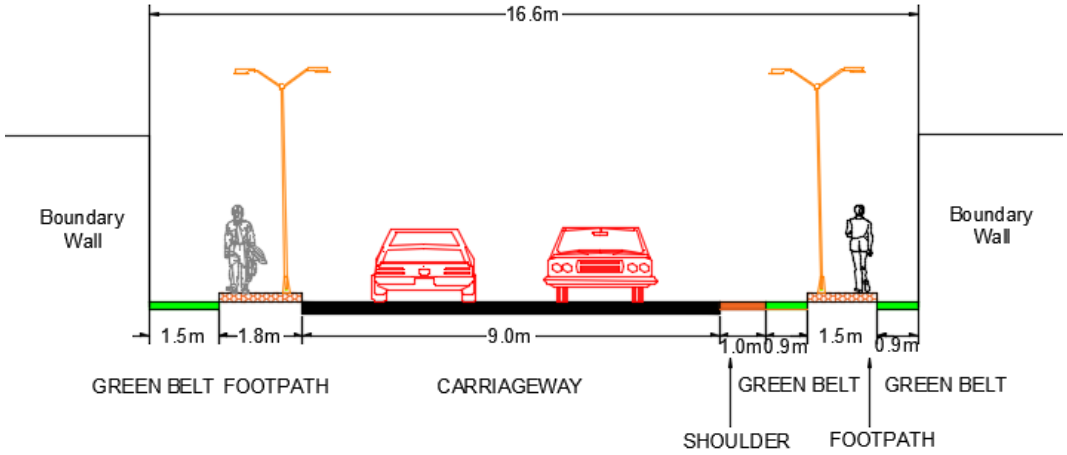


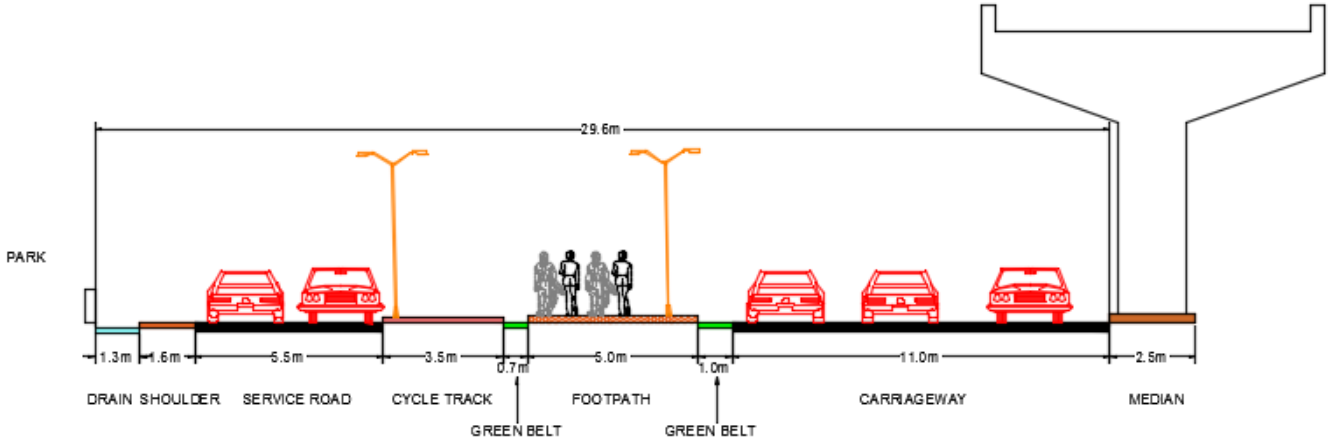
Figure 2–2 Cross-sections of the adjacent roads



Section AA' (Hamilton Ct Road)

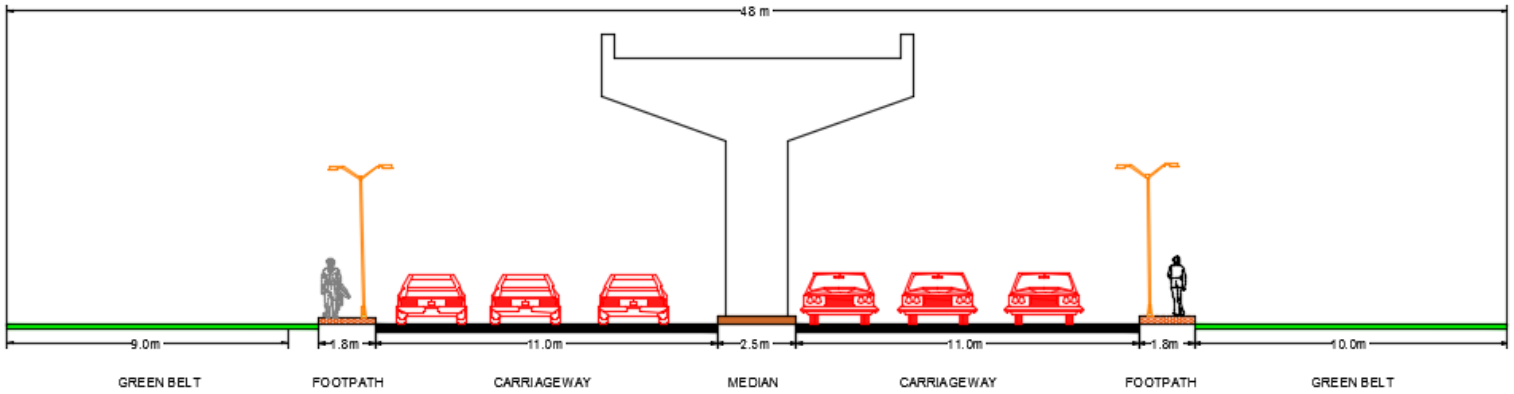


Section BB' (St Mark Road)

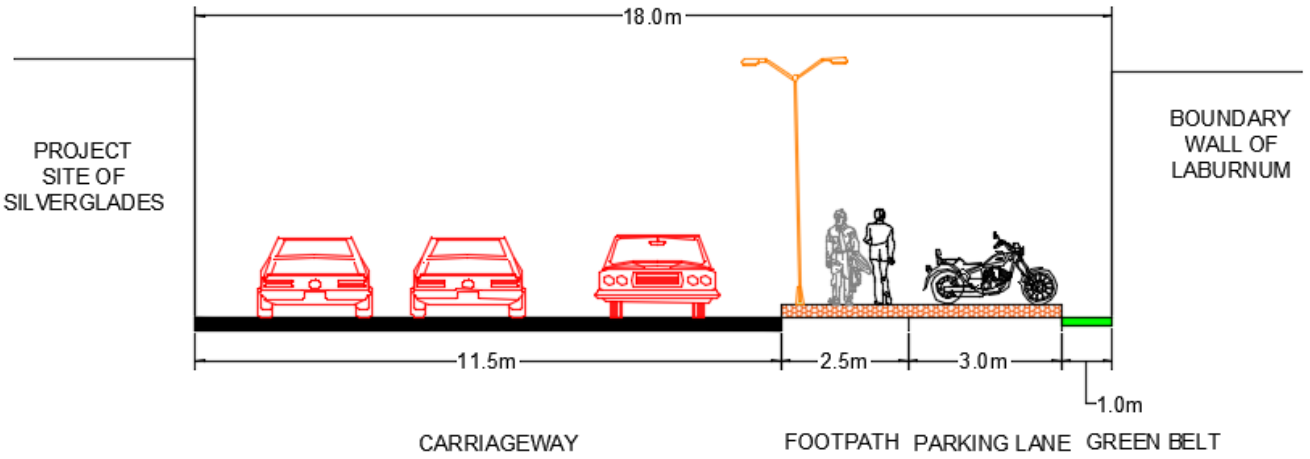


Section CC' (MG Road)

87



Section DD' (August Kranti Marg)



Section EE' (Laburnum Road)

88

As mentioned earlier, the approach road adjoining the project site, specifically Laburnum Road, has a designated Right of Way (ROW) measuring **18 metres**. This ROW represents the total width officially allocated for transportation and related infrastructure, including vehicular lanes, footpaths, green belts, and other public utilities.

However, actual on-ground conditions reveal that there is **encroachment along the approach road by Laburnum Complex**. Although 18 metres are legally available, only approximately **11.5 metres** are effectively usable for the movement of vehicles. The remaining width is taken up by various non-traffic elements such as:

- **Hard Footpaths**
- **Trees and hedges planted**
- **Illegal Two-wheeler parking zones**

These encroachments reduce the functional width of the carriageway, potentially impacting smooth vehicular flow. Site images are attached for reference. Refer Figure 2.3.

Figure 2–3 Encroachment along the approach road

The Zonal Plan is attached in Annuxure for reference.

An existing plot along the boundary of the proposed development reduces the carriageway width along the length of that particular plot. Further while moving ahead, the carriageway width increases as that particular plot occupies the carriageway and reduces the effective capacity of Laburnum Road during peak hours. In addition to this, while entering the Laburnum Road from Hamilton Road, the effective carriageway width available is 24 metres which eventually reduces to 18 metres while approaching the proposed development site. Refer Figure 2.4.

Figure 2–4 Existing plot occupying the carriageway

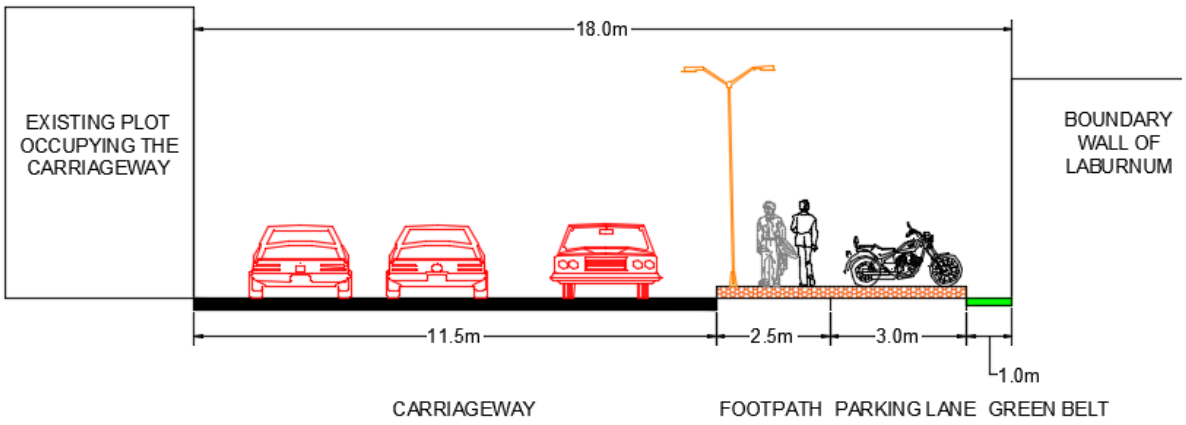


Figure 2–5 Cross Section of Laburnum Road across the encroached plot

The proposed development is accessible through multiple entry and exit gates. During on-site observation, it was noted that these gates are generally kept open for ease of access. In cases where a particular gate is closed, a security guard is stationed there. The guard's role is to inform approaching users about alternative gates that are open and available for use, ensuring uninterrupted access to the premises even when certain gates remain closed due to operational or security reasons.

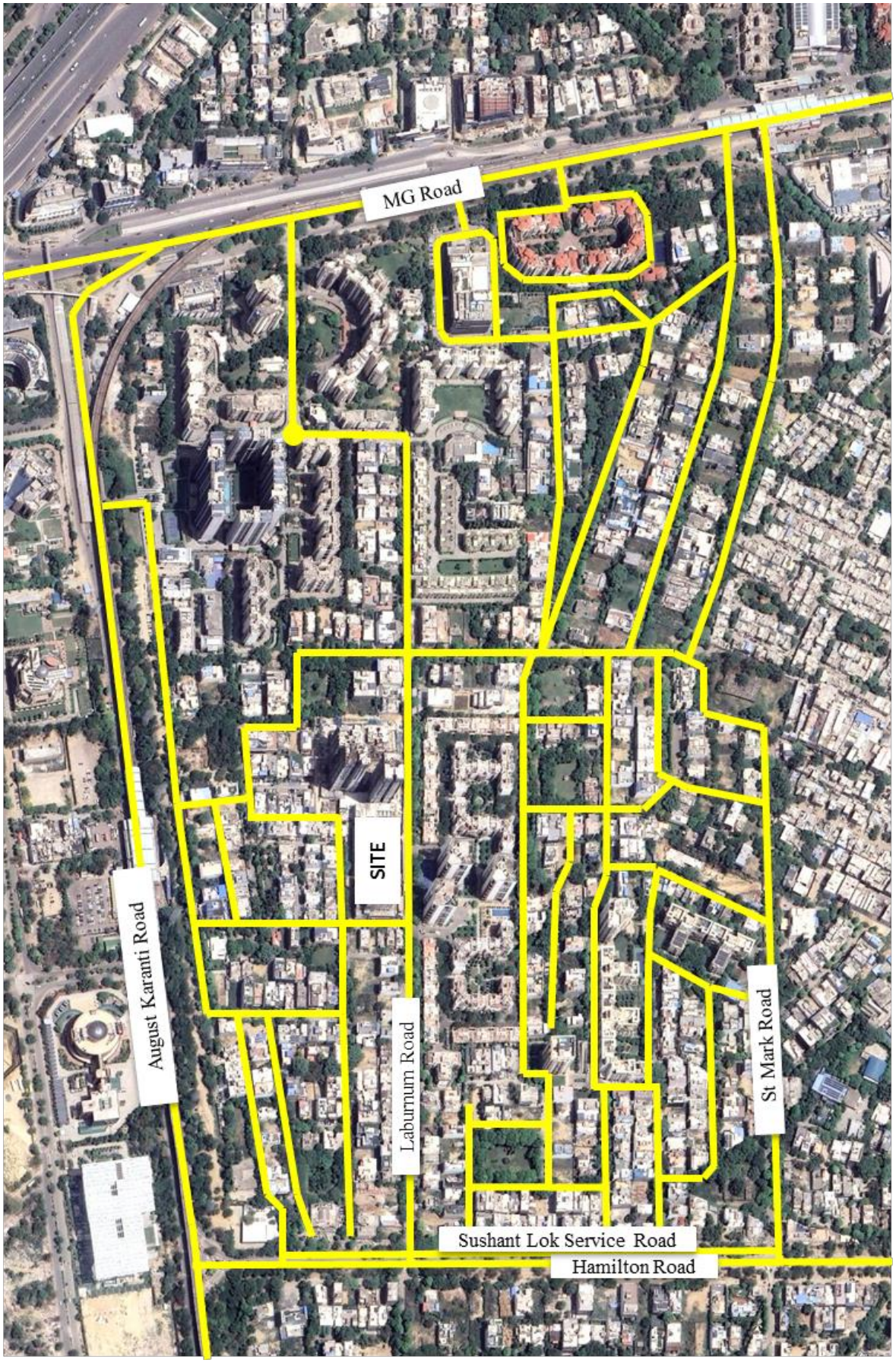


Figure 2–6 Connectivity of Laburnum Road with surrounding network

2.2 Secondary Data Collection.

- Trip Generation Rate from ITE (Institute of Transportation Engineers of America) 8th edition manual.
- Project Commissioning year and Zonal Development Plan.

3. DATA ANALYSIS

3.1 Volume Data Analysis

The consultant has conducted traffic Volume survey at 7 mid-block locations for 12 hours; locations are shown in **Figure 2-1**. Presently, the traffic density along approach road is insignificant during peak hour along the **Laburnum Road.** The analysis of traffic is presented in subsequent text.

3.2 Traffic Characteristics

The total approach traffic at **Leburnum Road** is **3510 PCU's** during entire day, **439** morning peak hour PCU's and **475** evening peak hour PCU's**. Refer Table 3-1** below.

Table 3–1-PCU value factors

INDO HCM PCU VALUES		
Category	**Modes**	**PCU Value**
Light Fast Passenger Vehicles	Bus	3.7
	Mini Bus	1.8
	Car/ Van/ Jeep/ Taxi	1
	3-Wheeler	0.73
	2-Wheeler	0.2
Goods Commercial Vehicles	LCV	2.3
	Truck	3.7
	3-Axle Truck	3.7
	MAV	4.5
	Tractor	1.5
	Trailor	4.5
Slow Vehicles	Cycle	0.39
	Cycle Rickshaw	1.8
	E-Rickshaw	0.73
	Animal/ Hand Drawn	3

Source: (Table 5, Chapter 5 Indo HCM-2017)

4. TRIP GENERATION

4.1 Project Highlights

The information regarding site area and floor plans was collected from client and by applying the trip generation rate, the consultant estimated vehicular trip from project site during peak hour. The project highlights and estimated population breakup are presented in **Table 4-1 & 4-2.**

4.2 Trip Generation

The consultant has estimated the total trip generation from the project site using trip generation rates from the ITE Trip Generation Manual (8th Edition) applicable to Public–Semi Public land use. Data related to site area, floor plans, and total parking provisions were collected from secondary sources. Based on this information, and by applying appropriate trip generation rates, the consultant estimated the number of vehicular trips generated during peak hours. For residential and commercial components, the number of dwelling units and commercial floor area were used as the basis for trip estimation. In line with the Transit-Oriented Development (TOD) Policy, which promotes higher density and mixed-use development near mass transit nodes to encourage public transport use and reduce reliance on private vehicles, the project's location and land use composition have been considered. Accordingly, trip generation estimates have accounted for potential modal shifts and reduced trip rates typically associated with TOD areas. The trip generation rates, Trip Generation from site and peak hour traffic generation is shown in **Table 4-3** below.

Table 4–1 Estimate for Trip Generation

Details	Silverglades Hightown, Sector – 28, Gurugram
Tower A	30298.834 sq. m.
Tower B	15686.219 sq. m.
Tower C	15686.219 sq. m.
Tower C (Commercial Block)	24961.992 sq. m.
Community Building	1292.505 sq. m.
EWS	1917.620 sq. m.
Basements	31984.309 sq. m.
Total Built Up Area	121827.697 sq. m.
No. of Dwelling Units	306
Total Number of Basement	3
Approach Road Width	18m

Source- Data Supplied by Client

Table 4–2 Generated Trips from Project Site (Daily and Peak Hour)

Type	Generated Trips from Project Site (Daily and Peak Hour)						
	Daily	AM	PM	AM In	AM Out	PM In	PM Out
Residential	2035	156	190	31	125	123	66
Business Park	3606	404	365	339	65	84	281
Total	**7317**	**560**	**554**	**371**	**190**	**207**	**347**

Source: Consultant Estimates

Table 4–3 Vehicular Trip Generation during Morning Peak Hour

Mode	Modal Split (% age)	Trip Generation in Morning Peak		PCU Factor	Traffic Volume in PCU's	
		Morning	Evening		Morning	Evening
Car	60%	336	333	1	336	333
Two Wheeler	30%	168	166	0.5	84	83
Auto/ Taxi/Metro	10%	56	55	1	56	55
Total	**100**	**560**	**554**		**476**	**471**

Source: Consultant Estimates

Trip Distribution

After estimation of vehicular trip from the project site the consultant has attempted to distribute the vehicular trips on surrounding networks using few assumptions. These are:

Assumptions:

- 100% of generated traffic will be loaded primarily loaded on Laburnum Road and further is likely to be directed towards right according to the ongoing existing traffic management scheme along Hamilton Road. Further, the traffic is assumed to be distributed in equal proportions towards IFFCO Chowk and HUDA City Centre Metro Station side. 25% of the total traffic going towards IFFCO Chowk will be directed towards MG Road.

5. TRAFFIC CHARACTERISTICS

5.1 Base Year Capacity

The consultant has estimated the traffic and the road capacity in terms of level of service. The ratio of traffic volume and ultimate capacity is considered to estimate the level of service for the service road that links the site with Laburnum Road. The capacity of this access road is projected individually for next group of 5 years subsequently. Presently the existing traffic is not significant and accordingly the consultant has carried out capacity analysis of road by combining the projected traffic on this service road (considering growth rate of 3 per cent) and the generated traffic from the proposed development. The consultant has taken ultimate capacity of 2 Lane (Collector Road) (as per Indo-HCM Highway Manual 2017) to carry out capacity analysis. The capacity figures and LOS determination are presented in **Table 5-1.**

Table 5–1: Capacity Figure and LOS Determination

Level of Service	Volume / Capacity Ratio	Two- Lane Undivided road Capacity	Four Lane Divided road Capacity	Six Lane Divided road Capacity
LOS A	<0.15	2400	5400	8400
LOS B	0.15-0.45			
LOS C	0.46-0.75			
LOS D	0.76-0.85			
LOS E	0.86-1.00			
LOS F	>1			

Source: Table 5.4, Chapter 5 (Indo HCM-2017)
Values are PCU factor

The Level of Service is a qualitative measure of traffic. While LOS A represents the best operating condition, while LOS “F” represents the worst traffic condition.

Hamilton Road shows significant traffic, with volumes reaching up to 2957 PCUs in the morning and slightly lower at 2629 in the evening. While the main segments of the road operate under LOS B and C, one particular segment with minimal traffic (5–11 PCUs) maintains LOS A. This reflects overall moderate congestion with an underutilized section operating efficiently. MG Road records the highest traffic volumes, with 5774 PCUs in the morning and 5430 in the evening. Both time periods are marked by LOS F, indicating severe congestion.

Augast Kranti Marg performs well under consistent volumes ranging from 1000 to 2150 PCUs. It maintains LOS B throughout both peak hours, suggesting smooth and stable traffic flow. A Block Main Road (One Way) experiences moderate volumes of around 474 to 535 PCUs and maintains a high LOS, with LOS A in the morning and a slight dip to LOS B in the evening. Laburnum Road records lower traffic volumes, between 105 and 475 PCUs, and retains good service levels with LOS A for the less busy sections and LOS B for segments with relatively higher traffic.

Sushant Lok Service Road has the lowest volumes, ranging from 110 to 307 PCUs, and consistently operates at LOS A during both morning and evening peaks. This indicates free-flowing traffic conditions with negligible delays.

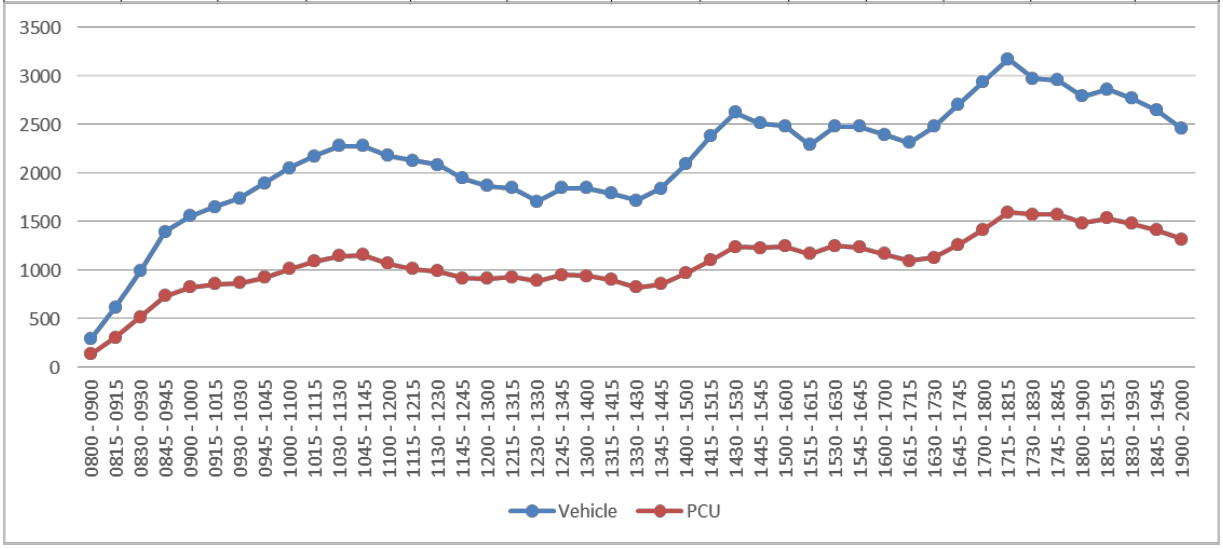
MG Road is the most congested corridor with LOS F in both peak periods, requiring urgent traffic management or capacity enhancement. On the other hand, Laburnum Road and Sushant Lok Service Road perform exceptionally well with consistently high service levels. Most roads experience a slight deterioration in LOS during the evening peak hour, likely due to increased outbound traffic, suggesting a need for better evening peak traffic management in select corridors. Refer **Table 5-2**.

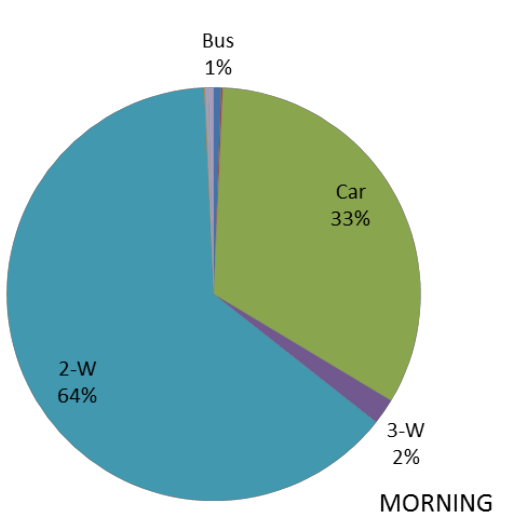
Table 5–2 Existing Morning and Evening Peak Hour PCU's

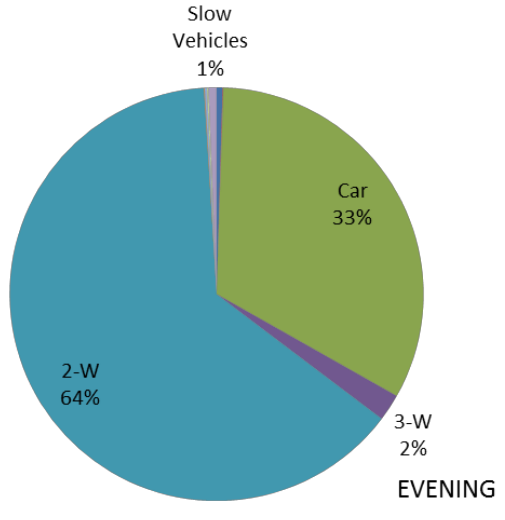
Survey Location	From	To	Morning Peak hour	Evening Peak hour
			PCUs	PCUs
MB 1	Hemilton Road	Sikandarpur Ghosi	636	879
	Sikandarpur Ghosi	Hemilton Road	520	717
	Both Direction		1156	1596
MB 2	Golf Course Road	Augast Karanti marg	2947	2624
	Augast Karanti marg	Golf Course Road	11	5
	Both Direction		2957	2629
MB 3	MG Road Metro Station	Gurugram Delhi Exp	5774	5430
	Gurugram Delhi Exp	MG Road Metro Station	0	0
	Both Direction		5774	5430
MB 4	Hemilton Road	MG Road	1062	1015
	MG Road	Hemilton Road	1086	1061
	Both Direction		2148	2076
MB 5	MG Road Metro Station	Chandralok Lane	474	535
	Chandralok Lane	MG Road Metro Station	0	0
	Both Direction		474	535
MB 6	Essel Tower	Hamilton Road	105	152
	Hamilton Road	Essel Tower	334	324
	Both Direction		439	475
MB 7	Laburnum road	Augast Karant marg	130	170
	Augast Karant marg	Laburnum road	110	137
	Both Direction		240	307

Golf Course Road

Mode	Bus	Mini Bus	Car	3-W	2-W	LCV	Truck	MAV	Tractors	Slow Vehicles	Total Veh.	Total PCU
ADT	123	23	8705	454	16854	20	44	0	16	156	**26394**	**13260**
% age	0.5%	0.1%	33.0%	1.7%	63.9%	0.1%	0.2%	0.0%	0.1%	0.6%	100.0%	
Morning Peak	13	3	750	46	1450	2	4	0	1	10	**2279**	**1156**
% age	0.6%	0.1%	32.9%	2.0%	63.6%	0.1%	0.2%	0.0%	0.0%	0.4%	100.0%	
Evening Peak	15	2	1037	67	2022	2	5	0	4	20	**3173**	**1596**
% age	0.5%	0.1%	32.7%	2.1%	63.7%	0.1%	0.2%	0.0%	0.1%	0.6%	100.0%	

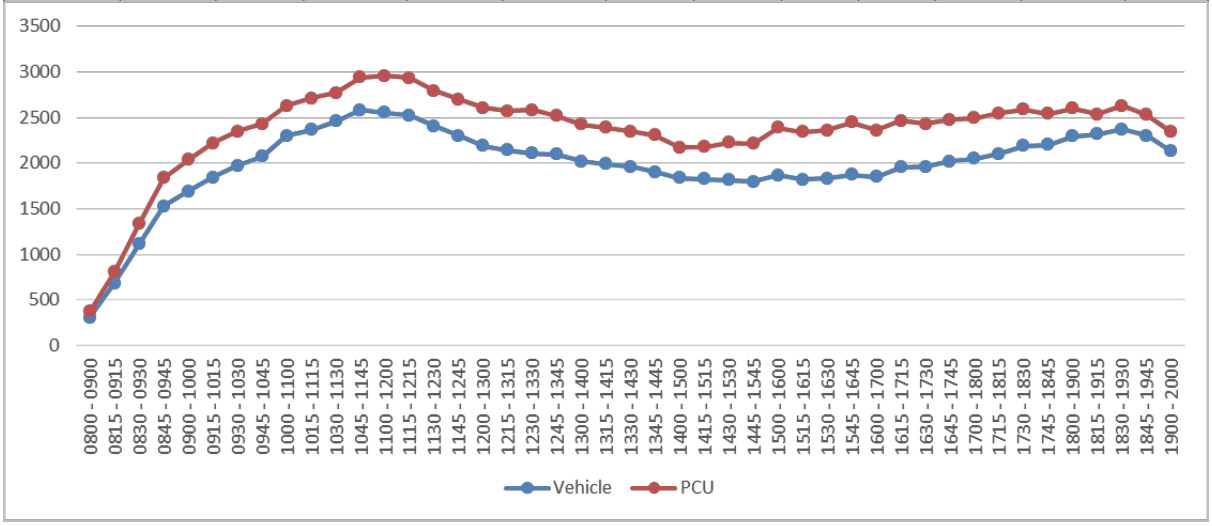


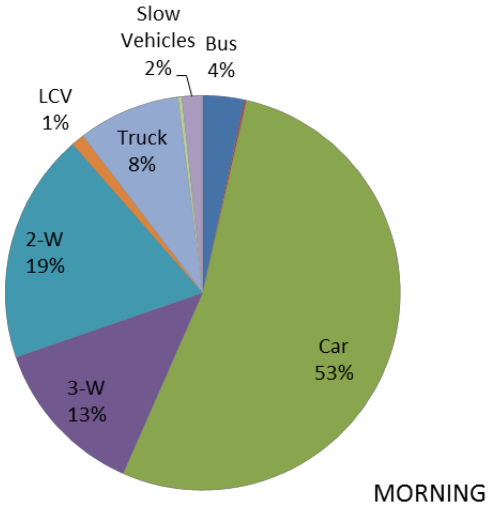




Hamilton Road

Mode	Bus	Mini Bus	Car	3-W	2-W	LCV	Truck	MAV	Tractors	Slow Vehicles	Total Veh.	Total PCU
ADT	1092	29	13130	2790	4350	422	1812	0	71	494	**24190**	**28508**
% age	4.5%	0.1%	54.3%	11.5%	18.0%	1.7%	7.5%	0.0%	0.3%	2.0%	100.0%	
Morning Peak	87	4	1355	335	482	27	214	0	8	43	**2555**	**2957**
% age	3.4%	0.2%	53.0%	13.1%	18.9%	1.1%	8.4%	0.0%	0.3%	1.7%	100.0%	
Evening Peak	75	0	1296	251	492	30	172	0	8	47	**2371**	**2629**
% age	3.2%	0.0%	54.7%	10.6%	20.8%	1.3%	7.3%	0.0%	0.3%	2.0%	100.0%	





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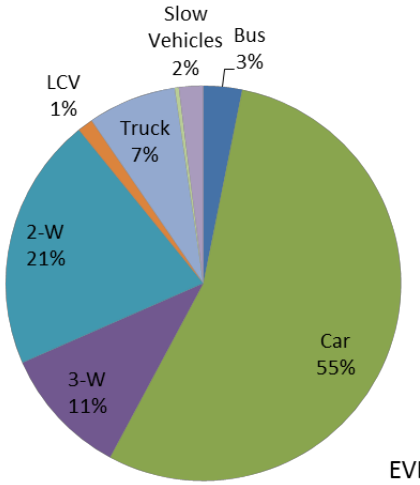
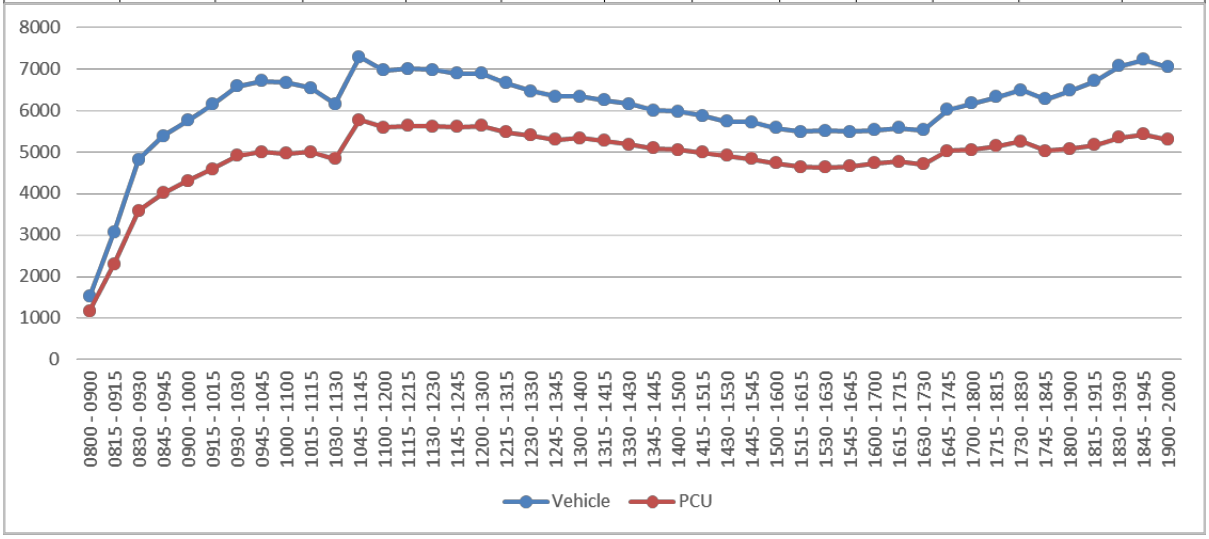
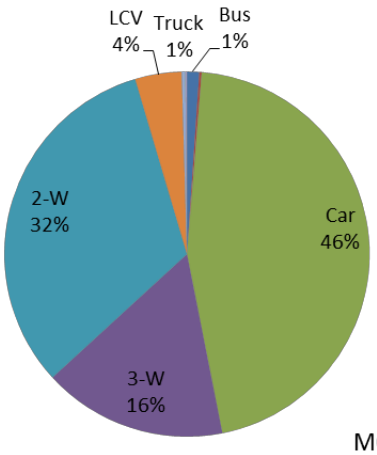


EVENING

MG Road

Mode	Bus	Mini Bus	Car	3-W	2-W	LCV	Truck	MAV	Tractors	Slow Vehicles	Total Veh.	Total PCU
ADT	867	150	36734	9456	25247	2868	474	0	23	79	**75898**	**60680**
% age	1.1%	0.2%	48.4%	12.5%	33.3%	3.8%	0.6%	0.0%	0.0%	0.1%	100.0%	
Morning Peak	79	15	3326	1188	2351	300	24	0	1	9	**7293**	**5774**
% age	1.1%	0.2%	45.6%	16.3%	32.2%	4.1%	0.3%	0.0%	0.0%	0.1%	100.0%	
Evening Peak	74	6	3431	503	2912	242	53	0	1	5	**7227**	**5430**
% age	1.0%	0.1%	47.5%	7.0%	40.3%	3.3%	0.7%	0.0%	0.0%	0.1%	100.0%	





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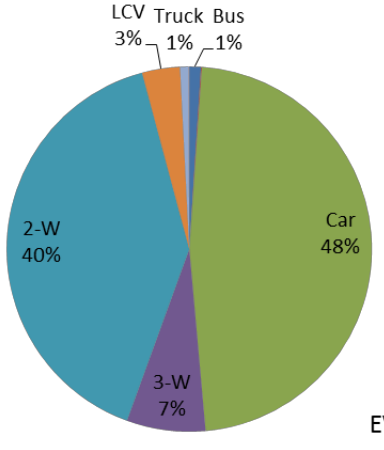
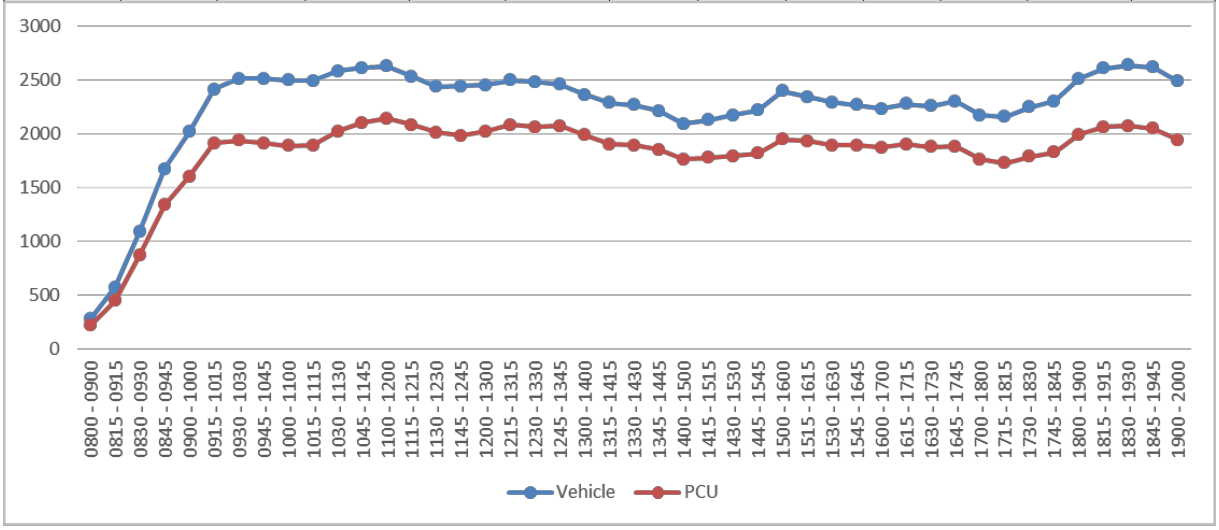
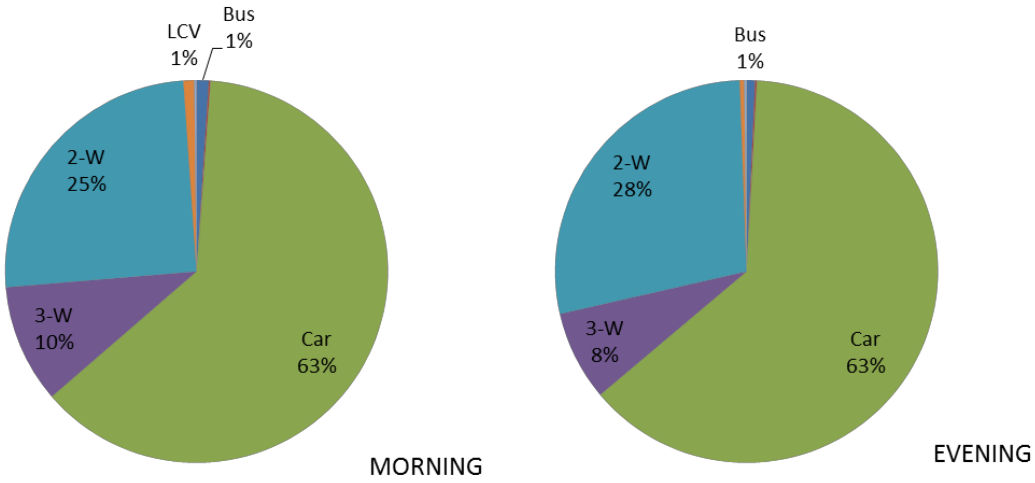


EVENING

Augast Kranti Marg

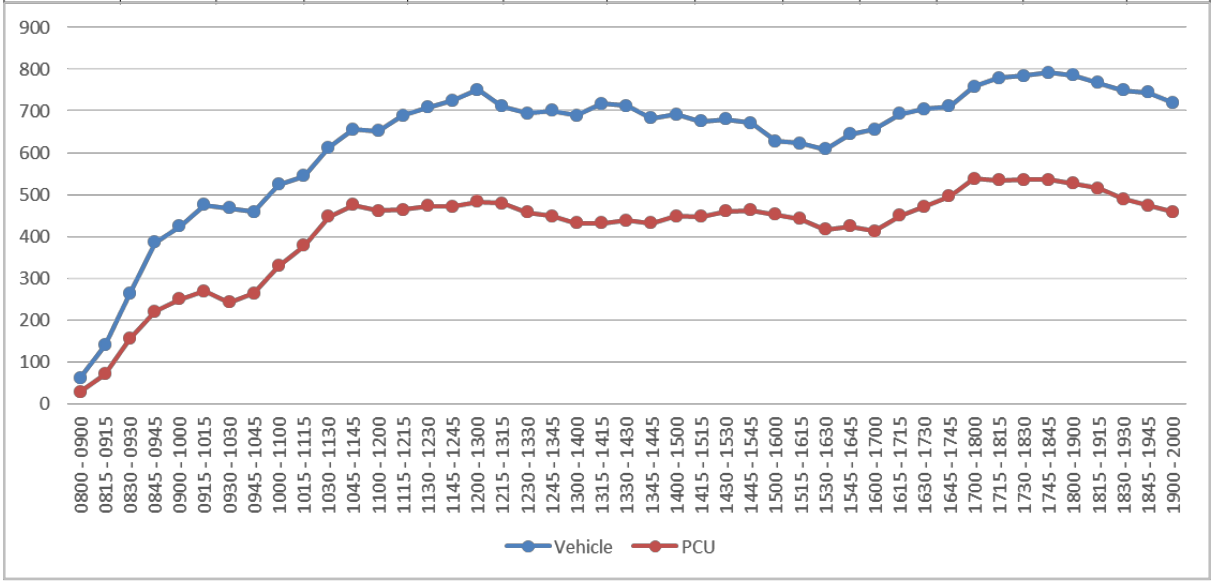
Mode	Bus	Mini Bus	Car	3-W	2-W	LCV	Truck	MAV	Tractors	Slow Vehicles	Total Veh.	Total PCU
ADT	258	64	17209	2321	7555	231	73	0	24	16	**27752**	**22406**
% age	0.9%	0.2%	62.0%	8.4%	27.2%	0.8%	0.3%	0.0%	0.1%	0.1%	100.0%	
Morning Peak	27	4	1645	264	664	24	4	0	0	1	**2633**	**2148**
% age	1.0%	0.2%	62.5%	10.0%	25.2%	0.9%	0.2%	0.0%	0.0%	0.0%	100.0%	
Evening Peak	19	4	1662	200	739	10	4	0	1	0	**2639**	**2076**
% age	0.7%	0.2%	63.0%	7.6%	28.0%	0.4%	0.2%	0.0%	0.0%	0.0%	100.0%	

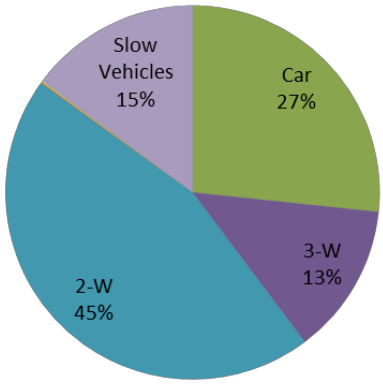




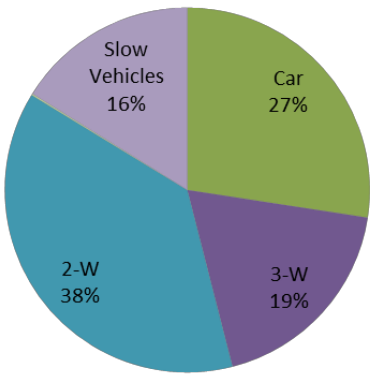
A Block main Road One Way

Mode	Bus	Mini Bus	Car	3-W	2-W	LCV	Truck	MAV	Tractors	Slow Vehicles	Total Veh.	Total PCU
ADT	0	0	2079	924	3607	9	5	0	4	1253	**7881**	**5197**
% age	0.0%	0.0%	26.4%	11.7%	45.8%	0.1%	0.1%	0.0%	0.1%	15.9%	100.0%	
Morning Peak	0	0	200	98	339	1	0	0	1	111	**750**	**482**
% age	0.0%	0.0%	26.7%	13.1%	45.2%	0.1%	0.0%	0.0%	0.1%	14.8%	100.0%	
Evening Peak	0	0	208	141	286	0	0	0	1	122	**758**	**538**
% age	0.0%	0.0%	27.4%	18.6%	37.7%	0.0%	0.0%	0.0%	0.1%	16.1%	100.0%	





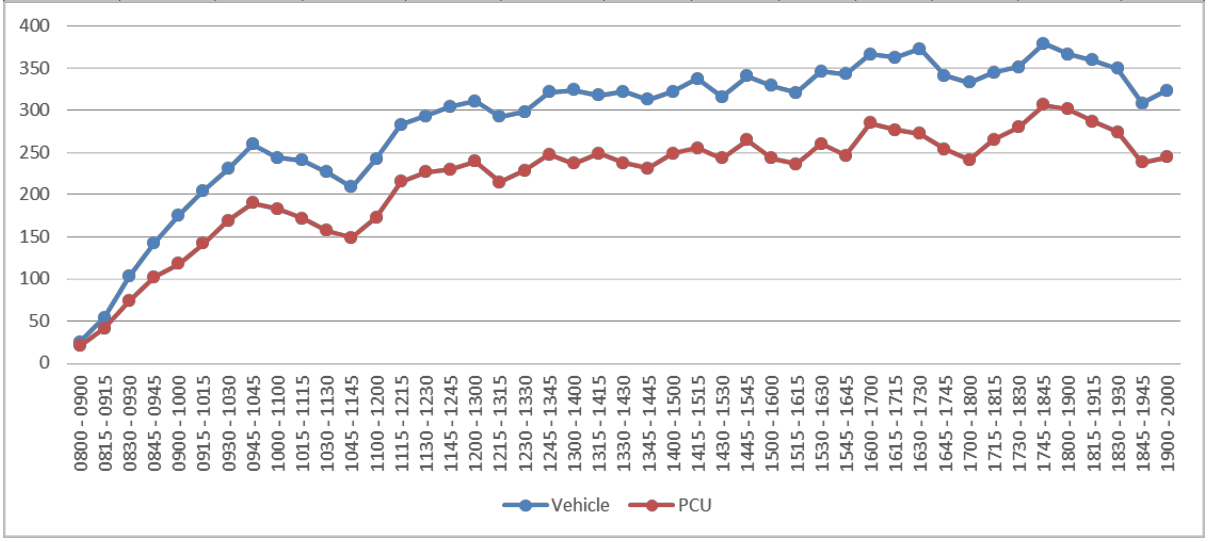
MORNING

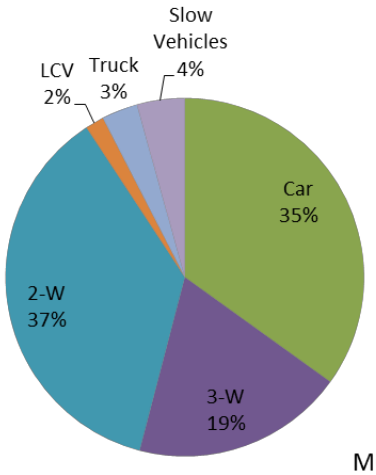


EVENING

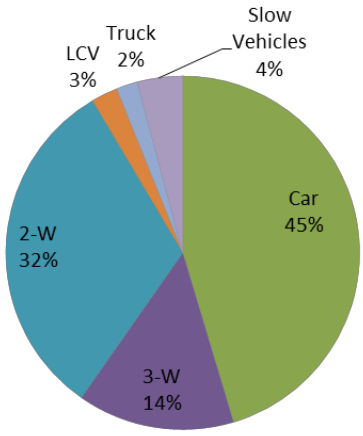
Sushantlok Service Road

Mode	Bus	Mini Bus	Car	3-W	2-W	LCV	Truck	MAV	Tractors	Slow Vehicles	Total Veh.	Total PCU
ADT	0	0	1461	591	1289	62	75	0	0	153	**3631**	**2747**
% age	0.0%	0.0%	40.2%	16.3%	35.5%	1.7%	2.1%	0.0%	0.0%	4.2%	100.0%	
Morning Peak	0	0	109	59	114	5	10	0	0	13	**311**	**240**
% age	0.0%	0.0%	34.9%	19.1%	36.7%	1.7%	3.2%	0.0%	0.0%	4.3%	100.0%	
Evening Peak	0	0	172	54	121	9	7	0	0	16	**379**	**307**
% age	0.0%	0.0%	45.4%	14.3%	31.8%	2.4%	1.9%	0.0%	0.0%	4.2%	100.0%	





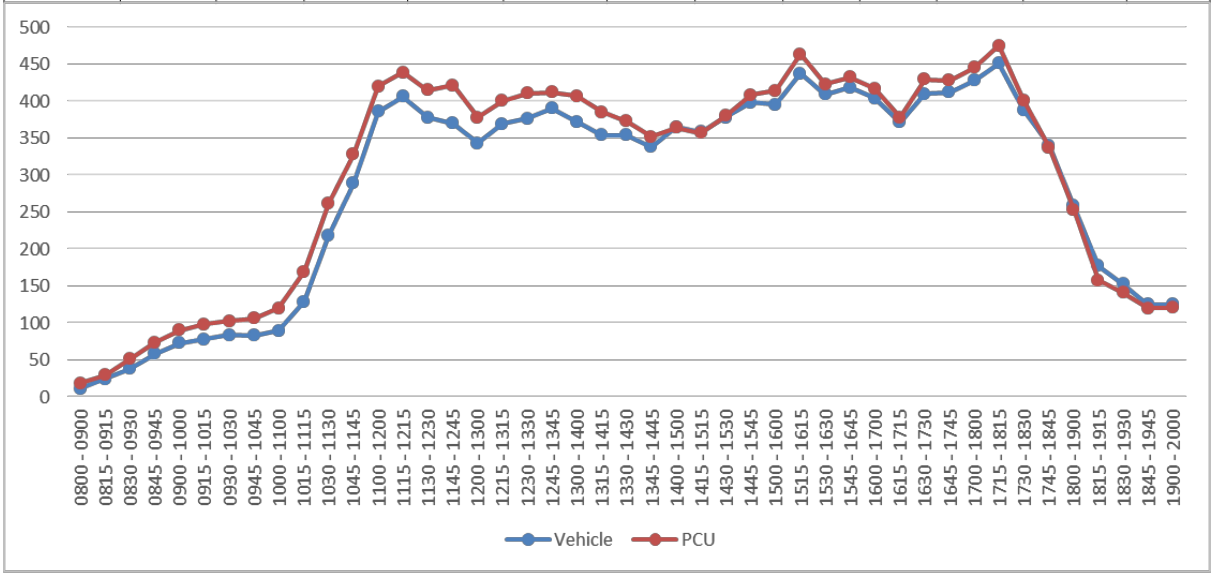
MORNING

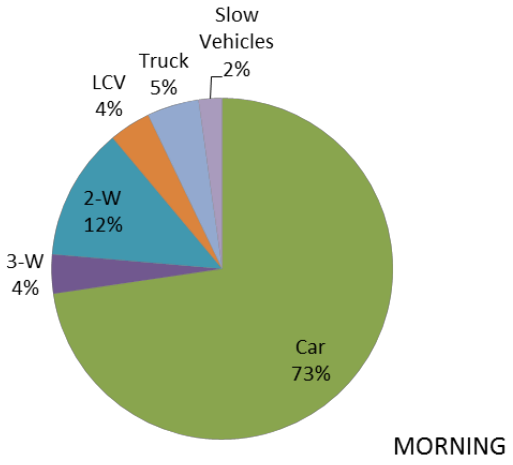


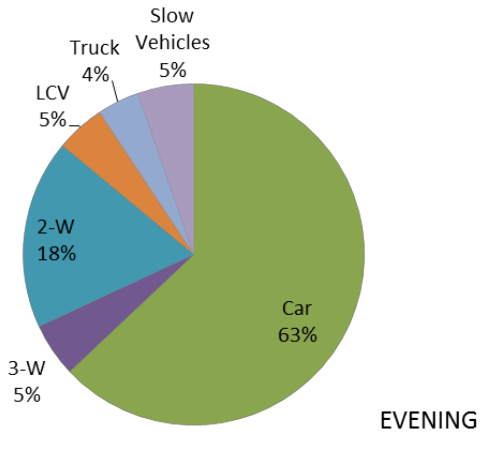
EVENING

Laburnum Road

Mode	Bus	Mini Bus	Car	3-W	2-W	LCV	Truck	MAV	Tractors	Slow Vehicles	Total Veh.	Total PCU
ADT	8	0	2013	171	659	167	155	0	0	144	**3317**	**3510**
% age	0.2%	0.0%	60.7%	5.2%	19.9%	5.0%	4.7%	0.0%	0.0%	4.4%	100.0%	
Morning Peak	0	0	295	15	51	16	20	0	0	9	**406**	**439**
% age	0.0%	0.0%	72.7%	3.7%	12.6%	3.9%	4.9%	0.0%	0.0%	2.2%	100.0%	
Evening Peak	0	0	284	23	81	21	18	0	0	24	**451**	**475**
% age	0.0%	0.0%	63.0%	5.1%	18.0%	4.7%	4.0%	0.0%	0.0%	5.3%	100.0%	







5.2 Base and Incremental Traffic Projection

The capacity analysis of the networks is done for the existing and situation and projected along the traffic generated from the project site to provide a clear data for the impact of the project site. The Traffic Impact Assessment has been carried out for the Base traffic plus incremental traffic due to the proposed development. The area in the vicinity of the project site is in the developing phase, so there is high scope for the development in the surrounding area, with this consideration traffic projections have been computed. **There is a lesser likely impact of the traffic generated on the adjacent road network, so to mitigate the impact of traffic different measures are proposed.**

Once the project site is fully constructed, there will be 476 PCU in the morning and 471 PCU in the evening.

Table 5–3 Existing LOS

Survey Location	Roads	From	To	Morning Peak hour	Evening Peak hour	Lane Configuration	Capacity of Lane	V/C Ratio		Level of Service	
				PCUs	PCUs			Morning	Evening	Morning	Evening
MB 1	Golf Course Road	Hemilton Road	Sikandarpur Ghosi	636	879	One Lane One Way	1357	0.47	0.65	LOS C	LOS C
		Sikandarpur Ghosi	Hemilton Road	520	717	One Lane One Way	1357	0.38	0.53	LOS B	LOS C
		Both Direction		1156	1596	Two Lane Undivided	2714	0.43	0.59	LOS B	LOS C
MB 2	Hamilton Road	Golf Course Road	Augast Karanti marg	2947	2624	Three Lane One Way	4143	0.71	0.63	LOS C	LOS C
		Augast Karanti marg	Golf Course Road	11	5	One Lane One Way	1357	0.01	0.00	LOS A	LOS A
		Both Direction		2957	2629	Four Lane Undivided	6857	0.43	0.38	LOS B	LOS B
MB 3	MG Road	MG Road Metro Station	Gurugram Delhi Exp	5774	5430	Three Lane One Way	5143	1.12	1.06	LOS F	LOS F
		Gurugram Delhi Exp	MG Road Metro Station	0	0	-	-	-	-	-	-
		Both Direction		5774	5430	Three Lane One Way	5143	1.12	1.06	LOS F	LOS F
MB 4	Augast Karanti Marg	Hemilton Road	MG Road	1062	1015	Three Lane One Way	5143	0.21	0.20	LOS B	LOS B
		MG Road	Hemilton Road	1086	1061	Three Lane One Way	5143	0.21	0.21	LOS B	LOS B
		Both Direction		2148	2076	Six Lane Divided	7714	0.28	0.27	LOS B	LOS B
MB 5	A Block Main Road One way	MG Road Metro Station	Chandralok Lane	474	535	Two Lane One Way	3429	0.14	0.16	LOS A	LOS B
		Chandralok Lane	MG Road Metro Station	0	0	-	-	-	-	-	-
		Both Direction		474	535	Two Lane One Way	3429	0.14	0.16	LOS A	LOS B

MB 6	Laburnum Road	Essel Tower	Hamilton Road	105	152	One Lane One Way	1357	0.08	0.11	**LOS A**	**LOS A**
		Hamilton Road	Essel Tower	334	324	One Lane One Way	1357	0.25	0.24	**LOS B**	**LOS B**
		Both Direction		439	475	Two Lane Undivided	2714	0.16	0.18	**LOS B**	**LOS B**
MB 7	Sushant lok Service Road	Laburnum road	Augast Karant marg	130	170	One Lane One Way	1357	0.10	0.13	**LOS A**	**LOS A**
		Augast Karant marg	Laburnum road	110	137	One Lane One Way	1357	0.08	0.10	**LOS A**	**LOS A**
		Both Direction		240	307	Two Lane Undivided	2714	0.09	0.11	**LOS A**	**LOS A**

Source: Consultant's Estimate

Table 5–4 Capacity Analysis with Out – Project

Without Project - 2030

Survey Location	Roads	From	To	Morning Peak hour	Evening Peak hour	Lane Configuration	Capacity of Lane	V/C Ratio		Level of Service	
				PCUs	PCUs			Morning	Evening	Morning	Evening
MB 1	Golf Course Road	Hemilton Road	Sikandarpur Ghosi	812	1122	One Lane One Way	1357	0.60	0.83	LOS C	LOS D
		Sikandarpur Ghosi	Hemilton Road	664	915	One Lane One Way	1357	0.49	0.67	LOS C	LOS C
		Both Direction		1476	2037	Two Lane Undivided	2714	0.54	0.75	LOS C	LOS D
MB 2	Hamilton Road	Golf Course Road	Augast Karanti marg	3761	3348	Three Lane One Way	4143	0.91	0.81	LOS E	LOS D
		Augast Karanti marg	Golf Course Road	13	7	One Lane One Way	1357	0.01	0.01	LOS A	LOS A
		Both Direction		3774	3355	Four Lane Undivided	6857	0.55	0.49	LOS C	LOS C
MB 3	MG Road	MG Road Metro Station	Gurugram Delhi Exp	7369	6930	Three Lane One Way	5143	1.43	1.35	LOS E	LOS E
		Gurugram Delhi Exp	MG Road Metro Station	0	0	-	-	-	-	-	-
		Both Direction		7369	6930	Three Lane One Way	5143	1.43	1.35	LOS F	LOS F
MB 4	Augast Karanti Marg	Hemilton Road	MG Road	1356	1296	Three Lane One Way	5143	0.26	0.25	LOS B	LOS B
		MG Road	Hemilton Road	1386	1353	Three Lane One Way	5143	0.27	0.26	LOS B	LOS B
		Both Direction		2741	2649	Six Lane Divided	7714	0.36	0.34	LOS B	LOS B
MB 5	A Block Main Road One way	MG Road Metro Station	Chandralok Lane	606	682	Two Lane One Way	3429	0.18	0.20	LOS B	LOS B
		Chandralok Lane	MG Road Metro Station	0	0	-	-	-	-	-	-
		Both Direction		606	682	Two Lane One Way	3429	0.18	0.20	LOS B	LOS B

MB 6	Laburnum Road	Essel Tower	Hamilton Road	134	193	One Lane One Way	1357	0.10	0.14	LOS A	LOS A
		Hamilton Road	Essel Tower	427	413	One Lane One Way	1357	0.31	0.30	LOS B	LOS B
		Both Direction		560	606	Two Lane Undivided	2714	0.21	0.22	LOS B	LOS B
MB 7	Sushant lok Service Road	Laburnum road	Augast Karant marg	166	217	One Lane One Way	1357	0.12	0.16	LOS A	LOS B
		Augast Karant marg	Laburnum road	140	175	One Lane One Way	1357	0.10	0.13	LOS A	LOS A
		Both Direction		306	391	Two Lane Undivided	2714	0.11	0.14	LOS A	LOS A

Without Project - 2035

Survey Location	Roads	From	To	Morning Peak hour	Evening Peak hour	Lane Configuration	Capacity of Lane	V/C Ratio		Level of Service	
				PCUs	PCUs			Morning	Evening	Morning	Evening
MB 1	Golf Course Road	Hemilton Road	Sikandarpur Ghosi	941	1300	One Lane One Way	1357	0.69	0.96	LOS D	LOS E
		Sikandarpur Ghosi	Hemilton Road	769	1061	One Lane One Way	1357	0.57	0.78	LOS D	LOS D
		Both Direction		1711	2361	Two Lane Undivided	2714	0.63	0.87	LOS C	LOS E
MB 2	Hamilton Road	Golf Course Road	Augast Karanti marg	4360	3882	Three Lane One Way	4143	1.05	0.94	LOS F	LOS E
		Augast Karanti marg	Golf Course Road	16	8	One Lane One Way	1357	0.01	0.01	LOS A	LOS A
		Both Direction		4375	3890	Four Lane Undivided	6857	0.64	0.57	LOS C	LOS C
MB 3	MG Road	MG Road Metro Station	Gurugram Delhi Exp	8543	8034	Three Lane One Way	5143	1.66	1.56	LOS E	LOS E
		Gurugram Delhi Exp	MG Road Metro Station	0	0	-	-	-	-	-	-
		Both Direction		8543	8034	Three Lane One Way	5143	1.66	1.56	LOS F	LOS F

MB 4	Augast Karanti Marg	Hemilton Road	MG Road	1571	1502	Three Lane One Way	5143	0.31	0.29	**LOS B**	**LOS B**
		MG Road	Hemilton Road	1607	1569	Three Lane One Way	5143	0.31	0.31	**LOS B**	**LOS B**
		Both Direction		3178	3071	Six Lane Divided	7714	0.41	0.40	**LOS B**	**LOS B**
MB 5	A Block Main Road One way	MG Road Metro Station	Chandralok Lane	702	791	Two Lane One Way	3429	0.20	0.23	**LOS B**	**LOS B**
		Chandralok Lane	MG Road Metro Station	0	0	-	-	-	-	-	-
		Both Direction		702	791	Two Lane One Way	3429	0.20	0.23	**LOS B**	**LOS B**
MB 6	Laburnum Road	Essel Tower	Hamilton Road	155	224	One Lane One Way	1357	0.11	0.17	**LOS A**	**LOS B**
		Hamilton Road	Essel Tower	494	479	One Lane One Way	1357	0.36	0.35	**LOS B**	**LOS B**
		Both Direction		649	703	Two Lane Undivided	2714	0.24	0.26	**LOS B**	**LOS B**
MB 7	Sushant lok Service Road	Laburnum road	Augast Karant marg	192	251	One Lane One Way	1357	0.14	0.18	**LOS A**	**LOS B**
		Augast Karant marg	Laburnum road	162	203	One Lane One Way	1357	0.12	0.15	**LOS A**	**LOS A**
		Both Direction		355	454	Two Lane Undivided	2714	0.13	0.17	**LOS A**	**LOS B**

Without Project - 2040

Survey Location	Roads	From	To	Morning Peak hour	Evening Peak hour	Lane Configuration	Capacity of Lane	V/C Ratio		Level of Service	
				PCUs	PCUs			Morning	Evening	Morning	Evening
MB 1	Golf Course Road	Hemilton Road	Sikandarpur Ghosi	1091	1507	One Lane One Way	1357	0.80	1.11	LOS D	LOS F
		Sikandarpur Ghosi	Hemilton Road	892	1230	One Lane One Way	1357	0.66	0.91	LOS C	LOS E
		Both Direction		1983	2737	Two Lane Undivided	2714	0.73	1.01	LOS C	LOS E
MB 2	Hamilton Road	Golf Course Road	Augast Karanti marg	5054	4500	Three Lane One Way	4143	1.22	1.09	LOS F	LOS F
		Augast Karanti marg	Golf Course Road	18	9	One Lane One Way	1357	0.01	0.01	LOS A	LOS A
		Both Direction		5072	4509	Four Lane Undivided	6857	0.74	0.66	LOS C	LOS C
MB 3	MG Road	MG Road Metro Station	Gurugram Delhi Exp	9903	9314	Three Lane One Way	5143	1.93	1.81	LOS F	LOS F
		Gurugram Delhi Exp	MG Road Metro Station	0	0	-	-	-	-	-	-
		Both Direction		9903	9314	Three Lane One Way	5143	1.93	1.81	LOS F	LOS F
MB 4	Augast Karanti Marg	Hemilton Road	MG Road	1822	1741	Three Lane One Way	5143	0.35	0.34	LOS B	LOS B
		MG Road	Hemilton Road	1863	1819	Three Lane One Way	5143	0.36	0.35	LOS B	LOS B
		Both Direction		3684	3560	Six Lane Divided	7714	0.48	0.46	LOS C	LOS C
MB 5	A Block Main Road One way	MG Road Metro Station	Chandralok Lane	814	917	Two Lane One Way	3429	0.24	0.27	LOS B	LOS B
		Chandralok Lane	MG Road Metro Station	0	0	-	-	-	-	-	-
		Both Direction		814	917	Two Lane One Way	3429	0.24	0.27	LOS B	LOS B

MB 6	Laburnum Road	Essel Tower	Hamilton Road	180	260	One Lane One Way	1357	0.13	0.19	**LOS A**	**LOS B**
		Hamilton Road	Essel Tower	573	555	One Lane One Way	1357	0.42	0.41	**LOS B**	**LOS B**
		Both Direction		753	815	Two Lane Undivided	2714	0.28	0.30	**LOS B**	**LOS B**
MB 7	Sushant lok Service Road	Laburnum road	Augast Karant marg	223	291	One Lane One Way	1357	0.16	0.21	**LOS B**	**LOS B**
		Augast Karant marg	Laburnum road	188	235	One Lane One Way	1357	0.14	0.17	**LOS A**	**LOS B**
		Both Direction		411	526	Two Lane Undivided	2714	0.15	0.19	**LOS B**	**LOS B**

Source: Consultant's Estimate

Table 5–5 Capacity Analysis with Project

With Project - 2025

Survey Location	Roads	From	To	Morning Peak hour	Evening Peak hour	Lane Configuration	Capacity of Lane	V/C Ratio		Level of Service	
				PCUs	PCUs			Morning	Evening	Morning	Evening
MB 1	Golf Course Road	Hemilton Road	Sikandarpur Ghosi	1112	1350	One Lane One Way	1357	0.82	0.99	LOS D	LOS E
		Sikandarpur Ghosi	Hemilton Road	996	1188	One Lane One Way	1357	0.73	0.88	LOS C	LOS E
		Both Direction		1632	2067	Two Lane Undivided	2714	0.60	0.76	LOS C	LOS D
MB 2	Hamilton Road	Golf Course Road	Augast Karanti marg	3423	3095	Three Lane One Way	4143	0.83	0.75	LOS D	LOS C
		Augast Karanti marg	Golf Course Road	487	476	One Lane One Way	1357	0.36	0.35	LOS B	LOS B
		Both Direction		3433	3100	Four Lane Undivided	6857	0.50	0.45	LOS C	LOS C
MB 3	MG Road	MG Road Metro Station	Gurugram Delhi Exp	6250	5901	Three Lane One Way	5143	1.22	1.15	LOS F	LOS F
		Gurugram Delhi Exp	MG Road Metro Station	476	471	-	-	-	-	-	-
		Both Direction		6250	5901	Three Lane One Way	5143	1.22	1.15	LOS F	LOS F
MB 4	Augast Karanti Marg	Hemilton Road	MG Road	1538	1486	Three Lane One Way	5143	0.30	0.29	LOS B	LOS B
		MG Road	Hemilton Road	1562	1532	Three Lane One Way	5143	0.30	0.30	LOS B	LOS B
		Both Direction		2624	2547	Six Lane Divided	7714	0.34	0.33	LOS B	LOS B
MB 5	A Block Main Road One way	MG Road Metro Station	Chandralok Lane	951	1006	Two Lane One Way	3429	0.28	0.29	LOS B	LOS B
		Chandralok Lane	MG Road Metro Station	476	471	-	-	-	-	-	-
		Both Direction		951	1006	Two Lane One Way	3429	0.28	0.29	LOS B	LOS B

MB 6	Laburnum Road	Essel Tower	Hamilton Road	105	152	One Lane One Way	1357	0.08	0.11	LOS A	LOS A
		Hamilton Road	Essel Tower	334	324	One Lane One Way	1357	0.25	0.24	LOS B	LOS B
		Both Direction		439	475	Two Lane Undivided	2714	0.16	0.18	LOS B	LOS B
MB 7	Sushant lok Service Road	Laburnum road	Augast Karant marg	130	170	One Lane One Way	1357	0.10	0.13	LOS A	LOS A
		Augast Karant marg	Laburnum road	110	137	One Lane One Way	1357	0.08	0.10	LOS A	LOS A
		Both Direction		240	307	Two Lane Undivided	2714	0.09	0.11	LOS A	LOS A

With Project - 2030

Survey Location	Roads	From	To	Morning Peak hour	Evening Peak hour	Lane Configuration	Capacity of Lane	V/C Ratio		Level of Service	
				PCUs	PCUs			Morning	Evening	Morning	Evening
MB 1	Golf Course Road	Hemilton Road	Sikandarpur Ghosi	1288	1593	One Lane One Way	1357	0.95	1.17	LOS E	LOS F
		Sikandarpur Ghosi	Hemilton Road	1140	1386	One Lane One Way	1357	0.84	1.02	LOS D	LOS F
		Both Direction		1952	2508	Two Lane Undivided	2714	0.72	0.92	LOS C	LOS E
MB 2	Hamilton Road	Golf Course Road	Augast Karanti marg	4237	3820	Three Lane One Way	4143	1.02	0.92	LOS F	LOS E
		Augast Karanti marg	Golf Course Road	490	478	One Lane One Way	1357	0.36	0.35	LOS B	LOS B
		Both Direction		4250	3826	Four Lane Undivided	6857	0.62	0.56	LOS C	LOS C
MB 3	MG Road	MG Road Metro Station	Gurugram Delhi Exp	7845	7401	Three Lane One Way	5143	1.53	1.44	LOS F	LOS F
		Gurugram Delhi Exp	MG Road Metro Station	476	471	-	-	-	-	-	-
		Both Direction		7845	7401	Three Lane One Way	5143	1.53	1.44	LOS F	LOS F

MB 4	Augast Karanti Marg	Hemilton Road	MG Road	1832	1767	Three Lane One Way	5143	0.36	0.34	LOS B	LOS B
		MG Road	Hemilton Road	1862	1825	Three Lane One Way	5143	0.36	0.35	LOS B	LOS B
		Both Direction		3218	3120	Six Lane Divided	7714	0.42	0.40	LOS B	LOS B
MB 5	A Block Main Road One way	MG Road Metro Station	Chandralok Lane	1082	1153	Two Lane One Way	3429	0.32	0.34	LOS B	LOS B
		Chandralok Lane	MG Road Metro Station	476	471	-	-	-	-	-	-
		Both Direction		1082	1153	Two Lane One Way	3429	0.32	0.34	LOS B	LOS B
MB 6	Laburnum Road	Essel Tower	Hamilton Road	134	193	One Lane One Way	1357	0.10	0.14	LOS A	LOS A
		Hamilton Road	Essel Tower	427	413	One Lane One Way	1357	0.31	0.30	LOS B	LOS B
		Both Direction		560	606	Two Lane Undivided	2714	0.21	0.22	LOS B	LOS B
MB 7	Sushant lok Service Road	Laburnum road	Augast Karant marg	166	217	One Lane One Way	1357	0.12	0.16	LOS A	LOS B
		Augast Karant marg	Laburnum road	140	175	One Lane One Way	1357	0.10	0.13	LOS A	LOS A
		Both Direction		306	391	Two Lane Undivided	2714	0.11	0.14	LOS A	LOS A

With Project - 2035

Survey Location	Roads	From	To	Morning Peak hour	Evening Peak hour	Lane Configuration	Capacity of Lane	V/C Ratio		Level of Service	
				PCUs	PCUs			Morning	Evening	Morning	Evening
MB 1	Golf Course Road	Hemilton Road	Sikandarpur Ghosi	1418	1771	One Lane One Way	1357	1.04	1.31	LOS F	LOS F
		Sikandarpur Ghosi	Hemilton Road	1246	1532	One Lane One Way	1357	0.92	1.13	LOS E	LOS F
		Both Direction		2187	2832	Two Lane Undivided	2714	0.81	1.04	LOS D	LOS F

MB 2	Hamilton Road	Golf Course Road	Augast Karanti marg	4836	4353	Three Lane One Way	4143	1.17	1.05	LOS F	LOS F
		Augast Karanti marg	Golf Course Road	492	479	One Lane One Way	1357	0.36	0.35	LOS B	LOS B
		Both Direction		4851	4361	Four Lane Undivided	6857	0.71	0.64	LOS C	LOS C
MB 3	MG Road	MG Road Metro Station	Gurugram Delhi Exp	9019	8505	Three Lane One Way	5143	1.75	1.65	LOS F	LOS F
		Gurugram Delhi Exp	MG Road Metro Station	476	471	-	-	-	-	-	-
		Both Direction		9019	8505	Three Lane One Way	5143	1.75	1.65	LOS F	LOS F
MB 4	Augast Karanti Marg	Hemilton Road	MG Road	2048	1973	Three Lane One Way	5143	0.40	0.38	LOS B	LOS B
		MG Road	Hemilton Road	2083	2040	Three Lane One Way	5143	0.40	0.40	LOS B	LOS B
		Both Direction		3654	3542	Six Lane Divided	7714	0.47	0.46	LOS C	LOS C
MB 5	A Block Main Road One way	MG Road Metro Station	Chandralok Lane	1178	1262	Two Lane One Way	3429	0.34	0.37	LOS B	LOS B
		Chandralok Lane	MG Road Metro Station	476	471	-	-	-	-	-	-
		Both Direction		1178	1262	Two Lane One Way	3429	0.34	0.37	LOS B	LOS B
MB 6	Laburnum Road	Essel Tower	Hamilton Road	155	224	One Lane One Way	1357	0.11	0.17	LOS A	LOS B
		Hamilton Road	Essel Tower	494	479	One Lane One Way	1357	0.36	0.35	LOS B	LOS B
		Both Direction		649	703	Two Lane Undivided	2714	0.24	0.26	LOS B	LOS B
MB 7	Sushant lok Service Road	Laburnum road	Augast Karant marg	192	251	One Lane One Way	1357	0.14	0.18	LOS A	LOS B
		Augast Karant marg	Laburnum road	162	203	One Lane One Way	1357	0.12	0.15	LOS A	LOS A
		Both Direction		355	454	Two Lane Undivided	2714	0.13	0.17	LOS A	LOS B

With Project - 2040

Survey Location	Roads	From	To	Morning Peak hour	Evening Peak hour	Lane Configuration	Capacity of Lane	V/C Ratio		Level of Service	
				PCUs	PCUs			Morning	Evening	Morning	Evening
MB 1	Golf Course Road	Hemilton Road	Sikandarpur Ghosi	1567	1979	One Lane One Way	1357	1.16	1.46	LOS F	LOS F
		Sikandarpur Ghosi	Hemilton Road	1368	1701	One Lane One Way	1357	1.01	1.25	LOS F	LOS F
		Both Direction		2459	3209	Two Lane Undivided	2714	0.91	1.18	LOS E	LOS F
MB 2	Hamilton Road	Golf Course Road	Augast Karanti marg	5530	4971	Three Lane One Way	4143	1.33	1.20	LOS F	LOS F
		Augast Karanti marg	Golf Course Road	494	480	One Lane One Way	1357	0.36	0.35	LOS B	LOS B
		Both Direction		5548	4980	Four Lane Undivided	6857	0.81	0.73	LOS D	LOS C
MB 3	MG Road	MG Road Metro Station	Gurugram Delhi Exp	10379	9785	Three Lane One Way	5143	2.02	1.90	LOS F	LOS F
		Gurugram Delhi Exp	MG Road Metro Station	476	471	-	-	-	-	-	-
		Both Direction		10379	9785	Three Lane One Way	5143	2.02	1.90	LOS F	LOS F
MB 4	Augast Karanti Marg	Hemilton Road	MG Road	2298	2212	Three Lane One Way	5143	0.45	0.43	LOS B	LOS B
		MG Road	Hemilton Road	2339	2290	Three Lane One Way	5143	0.45	0.45	LOS C	LOS B
		Both Direction		4160	4031	Six Lane Divided	7714	0.54	0.52	LOS C	LOS C
MB 5	A Block Main Road One way	MG Road Metro Station	Chandralok Lane	1290	1388	Two Lane One Way	3429	0.38	0.40	LOS B	LOS B
		Chandralok Lane	MG Road Metro Station	476	471	-	-	-	-	-	-
		Both Direction		1290	1388	Two Lane One Way	3429	0.38	0.40	LOS B	LOS B

MB 6	Laburnum Road	Essel Tower	Hamilton Road	180	260	One Lane One Way	1357	0.13	0.19	**LOS A**	**LOS B**
		Hamilton Road	Essel Tower	573	555	One Lane One Way	1357	0.42	0.41	**LOS B**	**LOS B**
		Both Direction		753	815	Two Lane Undivided	2714	0.28	0.30	**LOS B**	**LOS B**
MB 7	Sushant lok Service Road	Laburnum road	Augast Karant marg	223	291	One Lane One Way	1357	0.16	0.21	**LOS B**	**LOS B**
		Augast Karant marg	Laburnum road	188	235	One Lane One Way	1357	0.14	0.17	**LOS A**	**LOS B**
		Both Direction		411	526	Two Lane Undivided	2714	0.15	0.19	**LOS B**	**LOS B**

Source: Consultant's Estimate

5.3 Conclusion

During most intense peak hour, the incremental traffic from the proposed expansion is insignificant and its contribution to existing network is quite minimal. Hence it could be said that **the project site will contribute insignificant traffic to surrounding road network and will cause no impact on the adjacent road network.**

The existing traffic flow along MG Road is already operating under heavily congested conditions, as indicated by the current Level of Service (LOS F) during both morning and evening peak hours. This means that the road is functioning at or beyond its designed capacity, with slow-moving traffic, frequent delays, and reduced overall efficiency. In such a scenario, the additional traffic generated from the proposed project is expected to be marginal in comparison to the overall traffic volume already present on this corridor.

Given that the number of Passenger Car Units (PCUs) added by the project is relatively low, their contribution to the total traffic load will be minimal. The percentage increase in traffic due to the project would be small enough that it is unlikely to cause any significant further deterioration in traffic conditions. Essentially, while MG Road is already facing congestion, the project's traffic will not substantially worsen the situation. Therefore, the traffic impact from the project on MG Road can be considered negligible in practical terms.

Traffic distribution on the surrounding road network is not expected to cause significant congestion or delays because the peak hours for school students and office-going employees occur at different times. Typically, school-related traffic peaks earlier in the morning and in the early afternoon when students are picked up and dropped off. In contrast, office traffic generally peaks slightly later in the morning and during the evening when employees commute to and from work. This natural separation in peak periods helps to spread out the traffic load on the surrounding roads, preventing excessive crowding or bottlenecks at any single time.

5.4 Mitigation Measures

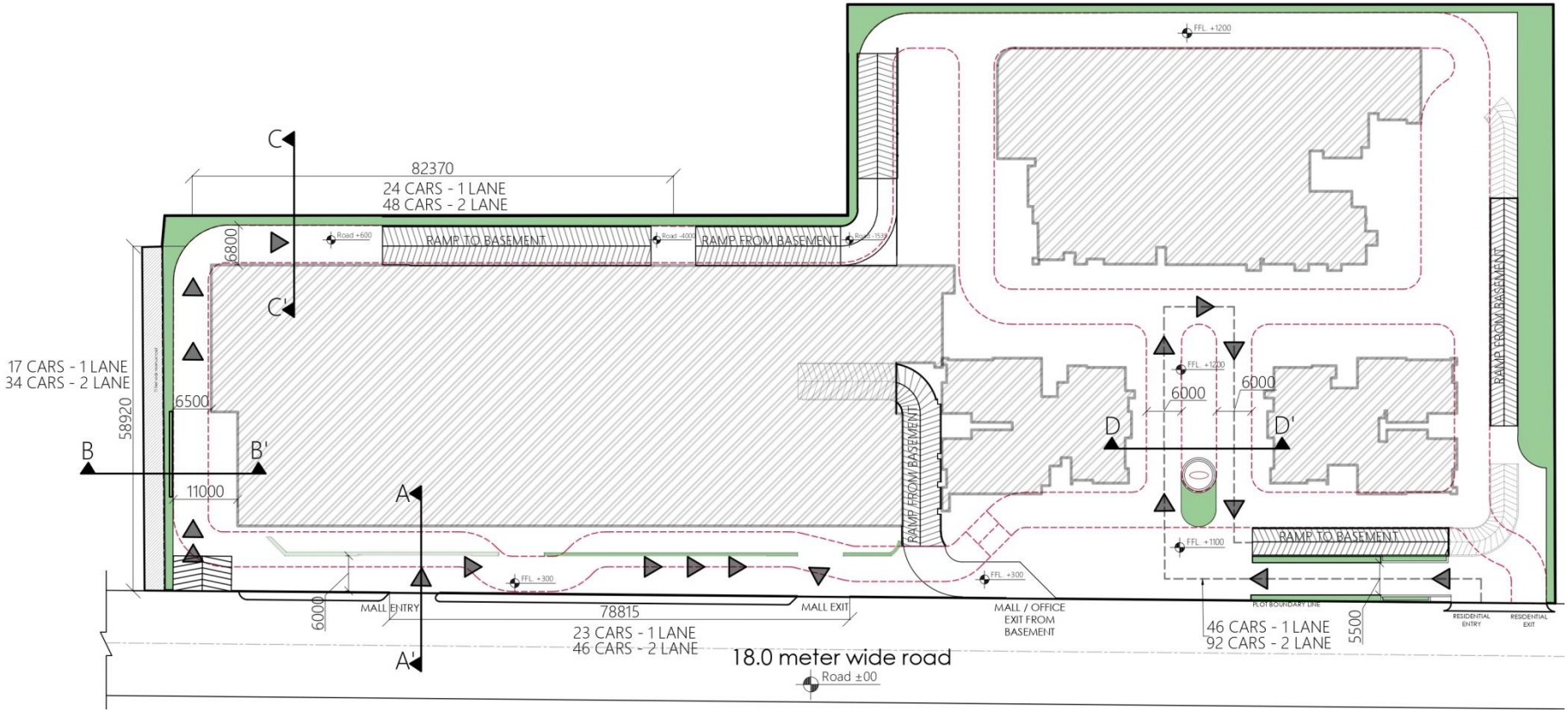
The Traffic impacts of the Proposed Project Site could be mitigated by adopting few measures.

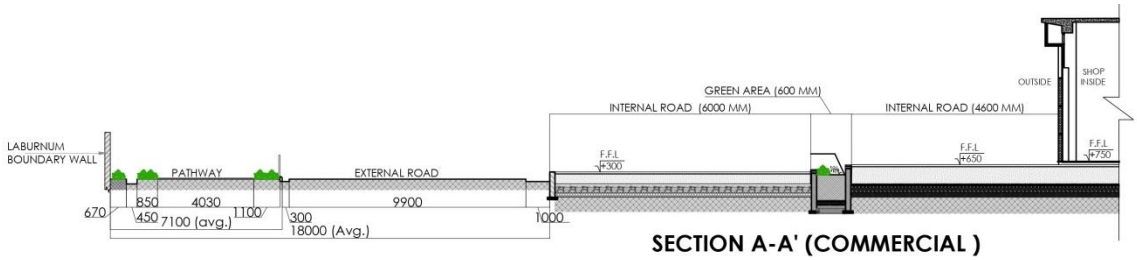
1. Along the entry gates of project site, parking must be strictly prohibited to facilitate easy entry and maintain adequate sight distance for entering traffic.
2. The signage in the proximity of the site should be coordinated to provide a streamline flow of the traffic.
3. The On Street Parking has to be strictly prohibited along the approach road through signs and with help of security staff.
4. The pedestrian flow needs to be channelized on the footpath which is at a level of 150 mm above the main road level and access to the footpath for specially-able person is facilitated by ramps having slope of 1:12 and crossing the road facilities through table-tops which are at the same levels as the footpath and which also preform the duel function of speed breaker.
5. Caution signs are proposed to be installed ahead of the speed breaker/Tabletops to warm the approaching traffic to reduce speed and allow pedestrian traffic to cross by selecting suitable gap.
6. The vehicular movement and proposed parking layout has been planned to provide adequate vehicle accommodation within the site, thereby preventing any queuing or congestion at the entry and exit gates during vehicle movement in and out of the premises.

Refer **Annexure 1** for the internal circulation plan and movement plan of cars/ vehicles within the site.

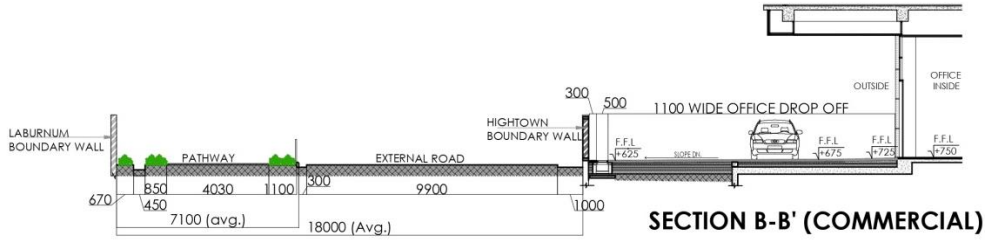
ANNEXURE 1

INTERNAL TRAFFIC CIRCULATION





SECTION A-A' (COMMERCIAL)



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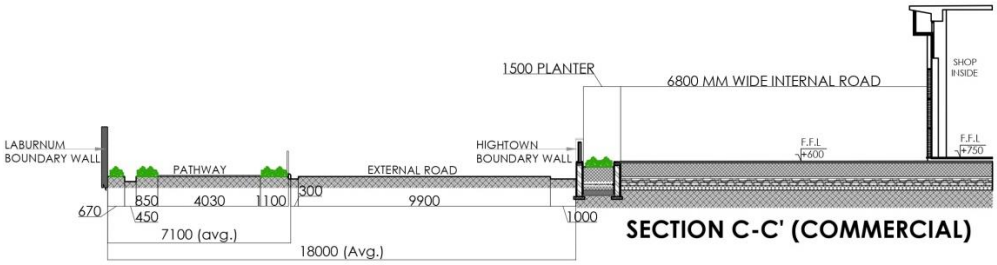

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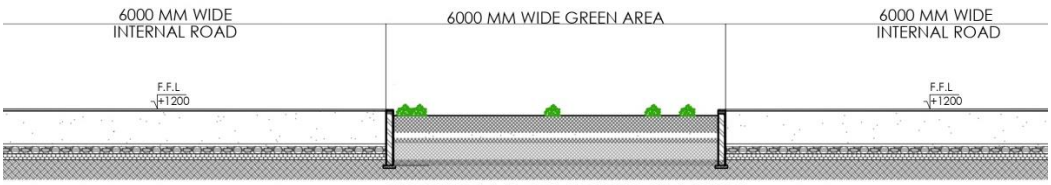
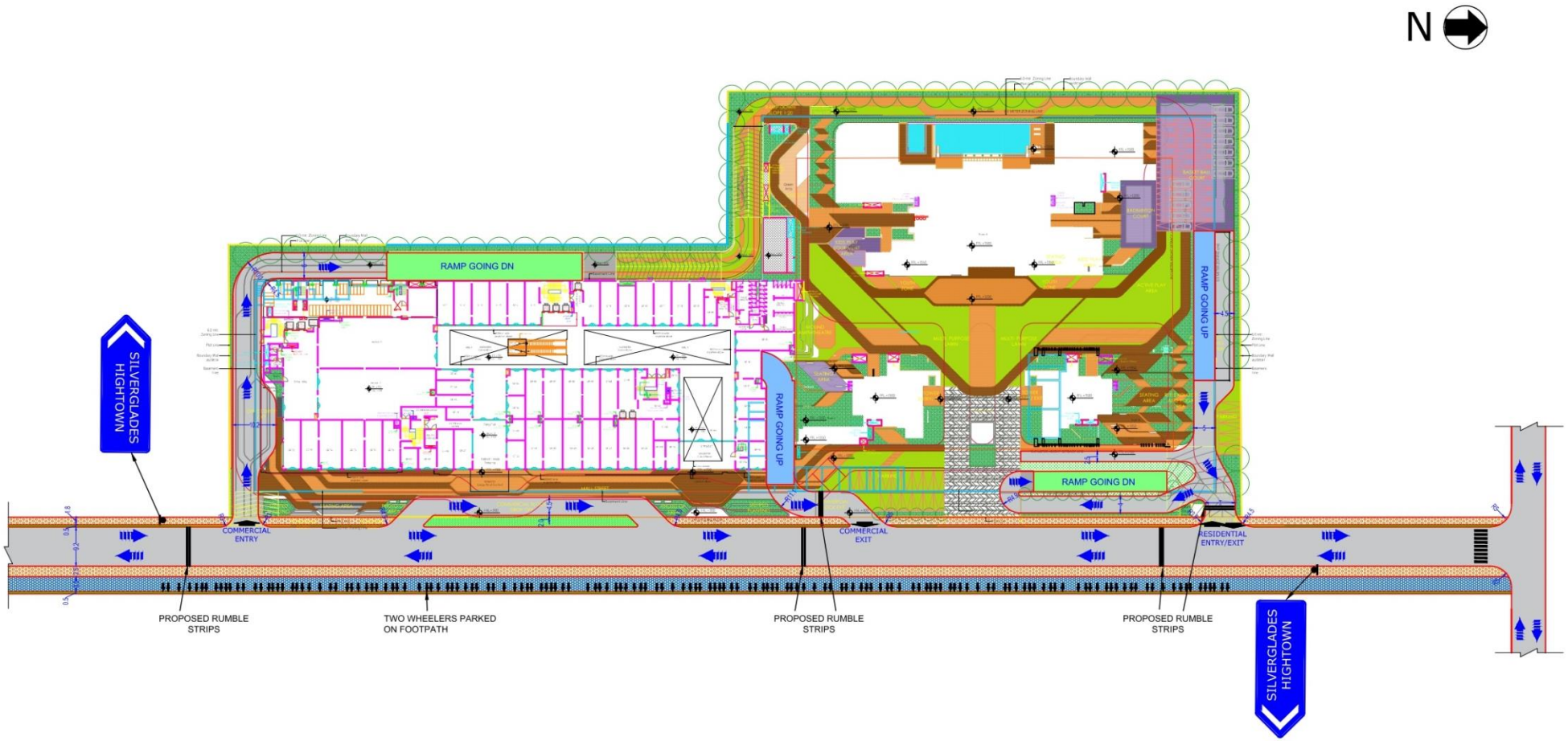
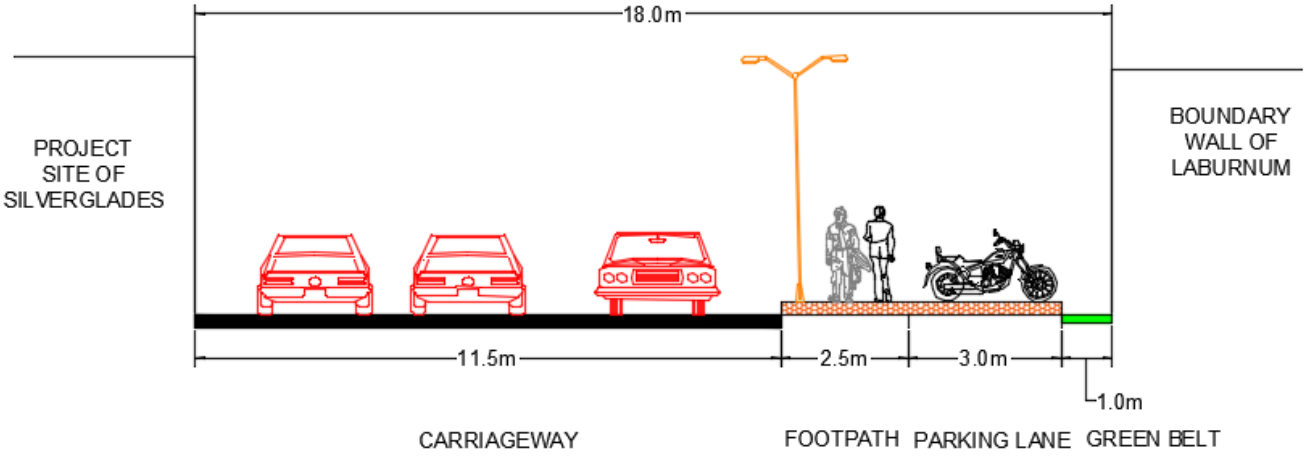


SECTION D-D' (RESIDENTIAL)

SITE CIRCULATION PLAN AS PER EXISTING AVAILABLE CARRIAGEWAY WIDTH OF 11.5 METRES OF 18 METRES OF APPROACH ROAD



CROSS SECTION AS PER EXISTING AVAILABLE CARRIAGEWAY WIDTH OF 11.5 METRES OF 18 METRES OF APPROACH ROAD



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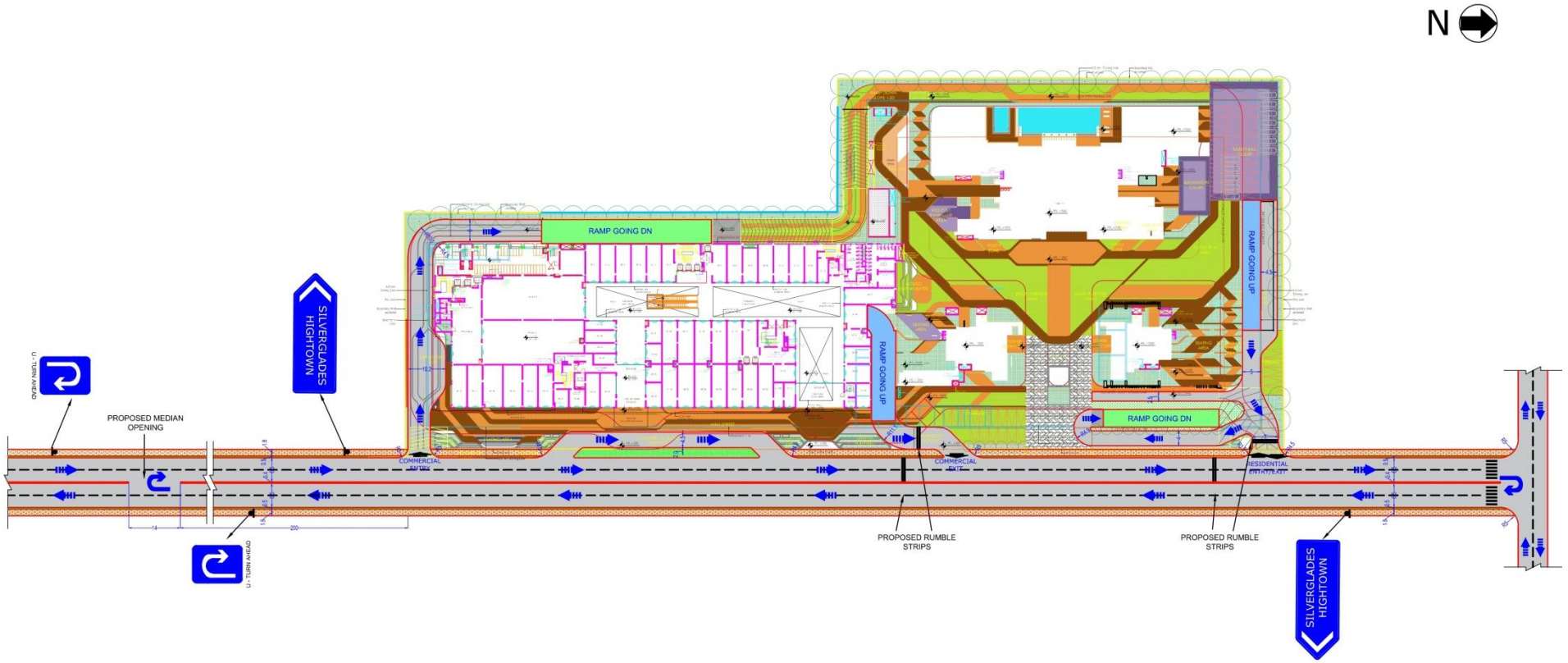
SITE CIRCULATION PLAN AS PER PROPOSED CARRIAGEWAY WIDTH OF 18 METRES OF APPROACH ROAD



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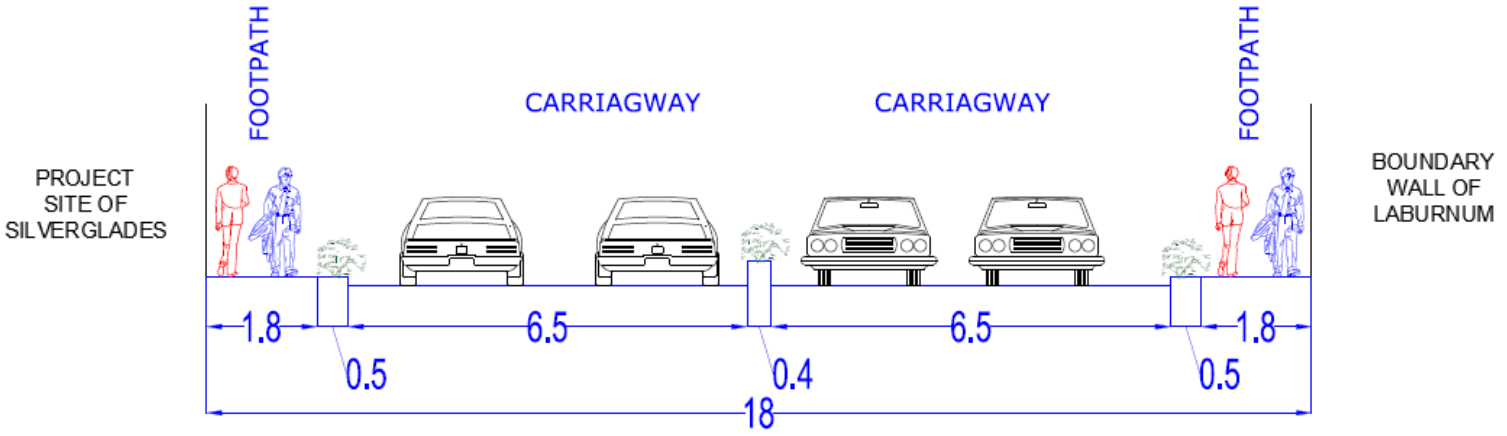
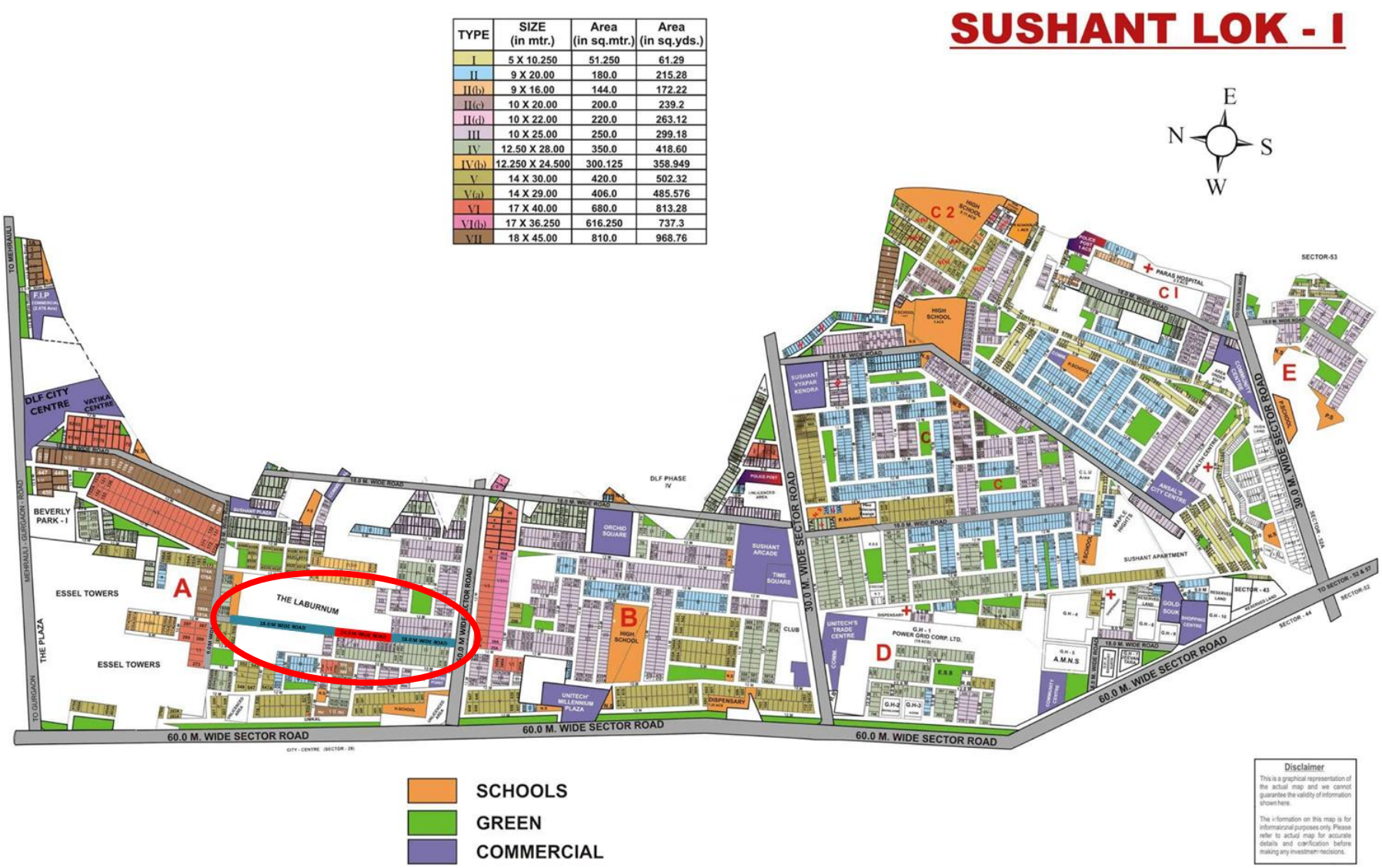
407

CROSS SECTION AS PER PROPOSED CARRIAGEWAY WIDTH OF 18 METRES OF APPROACH ROAD



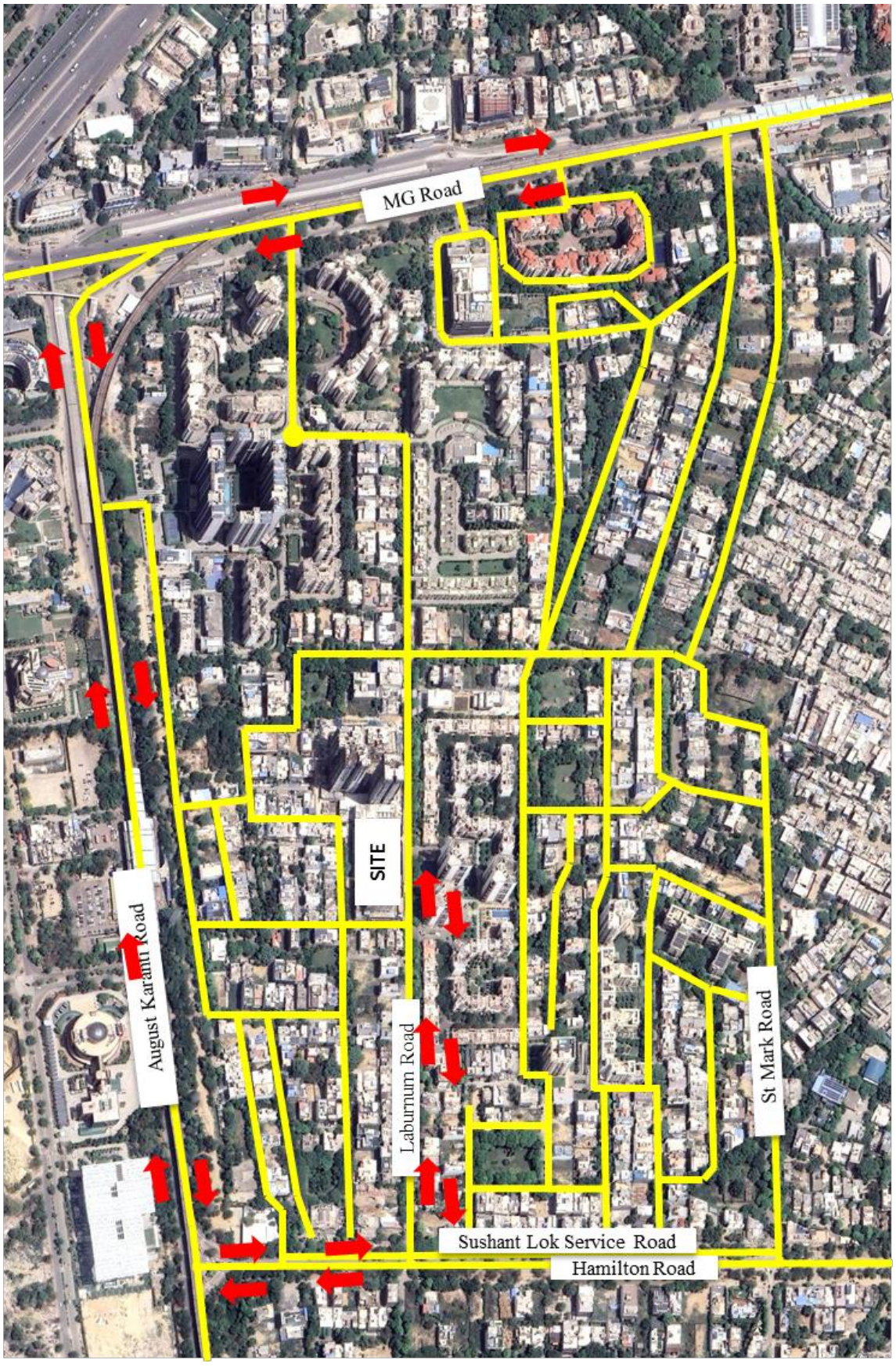
ZONAL PLAN OF SUSHANT LOK

TYPE	SIZE (in mtr.)	Area (in sq.mtr.)	Area (in sq.yds.)
I	5 X 10.250	51.250	61.29
II	9 X 20.00	180.0	215.28
II(b)	9 X 16.00	144.0	172.22
II(c)	10 X 20.00	200.0	239.2
II(d)	10 X 22.00	220.0	263.12
III	10 X 25.00	250.0	299.18
IV	12.50 X 28.00	350.0	418.60
IV(b)	12.250 X 24.500	300.125	358.949
V	14 X 30.00	420.0	502.32
V(a)	14 X 29.00	406.0	485.576
VI	17 X 40.00	680.0	813.28
VI(b)	17 X 36.250	616.250	737.3
VII	18 X 45.00	810.0	968.76



BLOW UP OF LABURNUM ROAD

MOVEMENT PLAN OF VEHICLES



CONNECTIVITY MAP

Gurugram Metropolitan Development Authority

Plot No. 3, Sector 44, Gurugram, Haryana, Pin: 122003
Web site gmda.gov.in

To

Harish Kumar Gupta
Sliverglades Infrastructure Pvt. Ltd.5th Floor,
Time Square Building, B
Block,Gurugram-122002, Haryana

Subject:

Storm Water Drainage connection of 400 mm dia for Project "High Town (by Silverglades Infrastructure Pvt. Ltd." an area measuring 19627.2536 sqm, License No. 110 of 2013 in Sector No. 28, Gurugram.

Date - Fri, 26 Sep 2025

Reference: Your application SWDC-1757604157089 dated 11-Sep-2025 for the subject as above.

On above cited subject, as per your application for Storm Water Drainage connection to above premises to connect your intake Strom Water Drainage System of GMDA is approved as per plan subject to the following conditions:-

1. The connection will be given only from GMDA existing storm water Drain subject to availability of storm water drainage system and further connection will be made by you at your own expenses.
2. Road cut fees will be deposited in future if required as per GMDA by laws. In case of road crossing required for connecting with GMDA line, permission for trenchless connection is to be seek from Infra-I, GMDA by applying online on GMDA portal and additional charges will be applicable as per GMDA by laws.
3. The connection will be made by the colonizer at their own expenses without disturbing Master Storm Water Drainage system in presence of representative of GMDA Dept. During making connection if any damage to GMDA service is occurred, the colonizer will be the whole responsible for repair of the same in good condition. If, the colonizer is failed to repair, repair shall be carried by the Dept. and expenditure involved on this account shall be paid by the colonizer otherwise the connection shall be cancelled and disconnected.
4. Storm Water Drainage connection should not be made at site before issuing the required permissions.
5. Information regarding the installation of Storm Water Connection shall be given to this office in writing and installation of Storm Water Drainage connection shall be considered from the date of receipt of written information by GMDA.
6. The Maintenance of storm water connection and special repair shall be the colonizers responsibility at his own cost.
7. For any dispute in the connection with the release of storm water drainage connection, Maintenance and disconnection with the said storm water drainage connection, the matter shall be referred by any of the two parties to the concerned Superintending Engineer (Infra-II), GMDA of

Vikram Singh
Executive Engineer, Drainage Division,
Gurugram Metropolitan Development Authority

the area where the land/ colony is situated and his decision in the matter shall be final and legally binding on both the parties.

8. Colonizer will inform about increase / decrease of discharge if any in advance.
9. Checking of actual assessment of discharge and verification shall be made jointly by the representative of Dept. and colonizer based on discharge of pipes / area.
10. The sanction of storm water drainage connection is for disposal of storm water only, if sewerage flow is observed at any point of time, legal action by HSPCB under the provision of environmental protection act,1986 amended up to date and water (prevention and abatement of pollution act 1973) will be taken.
11. GMDA will at the liberty to revise the rates of drainage charges and colonizer will be liable to pay the revised charges as and when decided by GMDA.
12. You may also ensure that the guide lines of N.G.T. as per Honble Supreme Court will be followed.
13. This approval is issued subject to the condition that you will abide by all the rules & regulations for disposal of Storm Water/Rain Water.

A copy of the above is forwarded to the following for information and further necessary action:-

i) Draftsman Division-III, Drainage, GMDA, Gurugram

Vikram Singh
Executive Engineer, Drainage Division,
Gurugram Metropolitan Development Authority

//TRUE COPY//

Gurugram Metropolitan Development Authority

Plot No. 3, Sector 44, Gurugram, Haryana, Pin: 122003
Web site gmda.gov.in

To

Harish Kumar Gupta, Sliverglades Infrastructure Pvt. Ltd
Sliverglades Infrastructure Pvt. Ltd.5th Floor,
Time Square Building, B
Block,Gurugram-122002, Haryana

9810131943
www.silverglades.com

Date - Wed, 10 Sep 2025

Subject:

Water supply connection of 80 mm dia for Residential Project "High Town (by Silverglades Infrastructure Pvt. Ltd." an area measuring 19627.2536 sqm, License No. 110 of 2013 in Sector No. 28, Gurugram.

Reference: Your application WC-1756220611792 dated 27-Aug-2025 for the subject as above.

In this context, as per your application for water connection to above premises to connect your intake system of boosting /water works through 80 mm i/d pipe line to withdraw potable water as per approved service estimate at one point mentioned in approved plan is hereby sanctioned subject to the following conditions:-

1. The K Number allocated is '25091109', henceforth please use this number for any future correspondence.
2. The connection will be given only from GMDA existing water supply line subject to availability of water in pipe line. Further intake and boosting arrangement will be made by the colonizer at their own expenses.
3. The connection is hereby authorized for supply of bulk water supply in UGT only. Further, arrangement for water supply to individual unit will be made by the colonizer at their own cost as per approved system.
4. The water bill will be raised by Executive Engineer-I, W/S Division, GMDA, Gurugram and the applicant / firm will be whole responsible for the full payment regularly within stipulated period.
5. Installation of self recording electronic water meter and its good performance will be the colonizers responsibility. Total Rs 200000 has been received in GMDA account on dated 09/09/2025 vide reference no GMDAWC68541757145500556 and Rs 200000 has been received in GMDA account on dated 09/09/2025 vide reference no GMDAWC820581757145188319 (Rs. 2,00,000 as water connection security + Rs. 2,00,000 as water connection fees) .
6. ROW permission will be granted by Infra-I, GMDA as per the procedure thereunder with additional charges, if applicable.
7. The connection will be made by the colonizer at their own expenses without disturbing Master

Abhinav Verma
Executive Engineer-I, W/S Division,
Gurugram Metropolitan Development Authority

W/S system in presence of representative of GMDA. During making connection if any damage to GMDA service is occurred, the colonizer will be the whole responsible for repair of the same in good condition. If, the colonizer is failed to repair, repair shall be carried by the GMDA and expenditure involved on this account shall be paid by the colonizer otherwise the connection shall be cancelled and disconnected.

8. Water connection should not be already made at site before issuing the permission, failing which will have to pay the previous bills which will be generated as per approved service estimate with imposed penalty. Otherwise, the connection will disconnected without serving any Notice.
9. The electronic as per mechanical water meter alongwith RTU of approved make alongwith power back-up, for remote connection with ICCC of GMDA of reputed make shall be purchased by the colonizer at their own level and got tested from approved lab/ Institution under intimation to GMDA after OK testing, the electronic water meter and its report shall have to be submitted to the Bill Branch, Plot No. 3, Sector-44, GMDA Office, Gurugram for obtaining its clearance to install at site duly sealed by the GMDA in the presence of representative of GMDA.
10. Installation of water meter should in direct approach and be liable to the official deputed for taking / recording reading shown by the water meter.
11. Information regarding the installation of water meter shall be given to the Bill Branch Sec-44, Gurugram in writing and installation of water meter shall be considered from the date of receipt of written information by GMDA.
12. The land cost, Development charges/ Mtc. charges for such colonies shall be liable as per GMDA policy as fixed and decided by GMDA time to time shall be bound for payment of the same well in time.
13. The Mtc. of intake pipes and special repair shall be the colonizers responsibility and his own cost.
14. The water shall be given at the ground level and GMDA will not be responsible for low pressure.
15. The water connection will be utilized and limited for facilities to the land/ area in possession only. The water connection is liable to be disconnected, if any unauthorized connection released from the intake / connection pipe.
16. For any dispute in the connection with the release of water connection, Mtc and disconnection with the said water connection, the matter shall be referred by any of the two parties to the concerned Superintending Engineer (Infra-II), GMDA of the area where the land/ colony is situated and his decision in the matter shall be final and legally binding on both the parties.
17. Colonizer will inform about increase / decrease of discharge, if any in advance.
18. SDE will verify discharge monthly or as deemed fit for verification and water bill shall raised monthly and monthly payment shall be made by the colonizer.
19. In absence of installation of water meter, checking of actual assessment of discharge and verification of the consumption of water shall be made jointly by the representative of GMDA and colonizer based on discharge of pipes and working hours of plants as per entries recorded in log book and water bills so prepared shall be binding upon the colonizer for payment and in case of going water meter out of order, the assessment of discharge and consumption of water shall be made on the basis of average reading of water meter given during previous two months till the replacement of water meter in good performance. If, the defective water meter is not replaced within two months, the connection shall be disconnected without serving any Notice.

Abhinav Verma
Executive Engineer-I, W/S Division,
Gurugram Metropolitan Development Authority

20. No Booster/ Suction will be installed directly on the line carrying from GMDA mains and no other connection will be made from the connection main to water storage tank and in case it is ever found, the water connection shall be disconnected without serving any Notice by Executive Engineer-I concerned.
21. GMDA will at the liberty to revise the rates of water charges and colonizer will be liable to pay the revised charges as and when decided by GMDA.
22. You may also ensure that follow the guide lines of N.G.T. as per Honble Supreme Court.
23. This approval is issued subject to the condition that water & adequate water and adequate pressure in line will be available after commissioning of W/S line in that area.
24. It must be ensured that connection at site be done within 90 days from the date of issuing of this letter. After expiry of the date, a fresh application / file for water connection will have to be submitted by the colonizer / licence holder and security and water connection fees will be forfieted.
25. The payment due against the monthly water and sewerage charges towards GMDA may be mdae within upto due date. After non-payment of dues, the water supply can be stopped and the connection though released can be disconnected without notice.
26. It shall be ensured by the applicant / firm / builder that water consumption shall be as per approved service estimate, if consumption found abruptly on higher side, the connection is liable to be disconnection and security deposited will be forfieted.

A copy of the above is forwarded to the following for information and further necessary action:-

i) Bill Branch, GMDA, Sec-44, Gurugram

Abhinav Verma
Executive Engineer-I, W/S Division,
Gurugram Metropolitan Development Authority

//TRUE COPY//