

SCHEDULE-VII
DECISION ON EIA

1. **Name, address of proponent:** Dr. Rubina Kausar,
Deputy Director (Environment),
National Highways Authority (NHA),
28- Mauve Area, G 9/2 Islamabad.
2. **Description of project.** The proposed project is widening of the existing Road from Peshawar (Chamkani) to Nowshera by adding extra lanes on each side of N-5 stretching to length of 32 Km. The main objective of the project is to facilitate the traffic flow. He further stated that Chamkani - Nowshera section of N-5 has become a point of congestion with slower speed, longer trip times and increased vehicular queuing due to very dense urbanization in this area along N-5 especially at the locations of Pabbi, Tarru Jabba and Amangarh. The traffic of Nowshera-Chitral road (N-45) also uses Nowshera Chamkani Section of N-5. After the launch of CPEC project, Rashakai town of Nowshera is now economic Zone of Khyber Pakhtunkhwa (KP) which has also drawn additional traffic load. NHA intends to provide additional lanes on each side of N-5 (32 Km approximately) between Chamkani to Nowshera which will eliminate traffic problem, allow smooth traffic flow, reduce accidents, time saving and improved operating cost.
3. **Location of project.** District Peshawar & Nowshera.
4. **Date of filing of EIA.** 05/08/2022
Ref. (EPA Diary No. 879)
5. **GPS Coordinates and Map.**

Start point: (Nowshera)

Northing: 34°0'16.19"

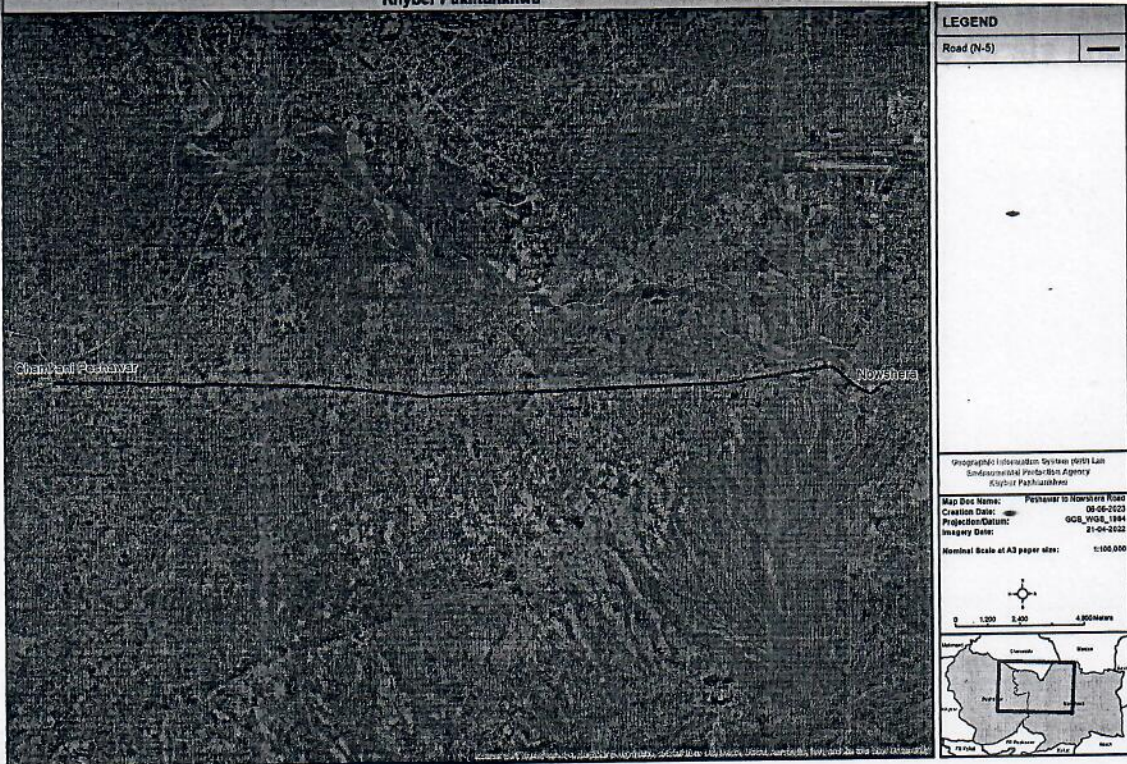
Easting: 71°58'15.86"

End point: (Chamkani)

Northing: 34°1'10.31"

Easting: 71°39'0.34"





6. After careful review, the Environmental Protection Agency, Govt. of Khyber Pakhtunkhwa has decided to accord approval of the **PESHAWAR (CHAMKANI) TO NOWSHERA, ADDITION OF EXTRA LANES ON EACH SIDE OF N-5(32 KM)** in line with Khyber Pakhtunkhwa Environmental Protection Act, 2014 and Khyber Pakhtunkhwa Environmental Assessment (KPEA) Rules, 2021, subject to the following terms & conditions: --
- The proponent shall adopt all precautionary and mitigation measures identified in EIA Report, replies submitted to this Agency in response of observations as well as any unanticipated impacts during the construction and operation phase of the project.
 - All conflicting issues regarding acquisition and compensation of land, trees and lease agreements, etc. shall be settled down before executing or commencing of the project activities and a certificate from concerned revenue office in this regard shall be submitted to this Agency.
 - Non-technical jobs shall be provided to the local people in the area.
 - Separate approval shall be obtained for the installation/operation of Asphalt Plant or Crush Plant (if any).
 - Site camps and concrete batching plants shall be located away from the residential area and finalization of sites selection for said activities shall be done after consultation with EPA.
 - Safety fencing shall be provided on both sides of road to protect wildlife and prevent the access of tourists to wildlife hotspots.
 - To avoid habitat fragmentation, structures for wildlife movement like culverts, underpasses and vegetative bridges shall be constructed at different spots along the road.
 - Water supply schemes, mini HPPs and other public utilities along the road shall be rehabilitated and maintained properly during construction period.
 - Debris/ cutting materials of the hill shall not be thrown in the water/river and residential area and may be disposed of in a proper dumping site. The location of disposal sites along with coordinates shall be provided to this Agency.

- j) The proponent shall build / construct underpasses, overhead bridges and pedestrian crossings keeping in view the demands of the locals and traffic density of the area.
 - k) Two (02) number of flyovers, as committed and proposed in reply letter No. 4342/102/ISB/2197 at Serial No. 02. shall be constructed to avoid heavy traffic congestion at Taru Jabba (21+400 to 23+700), and pedestrian bridges at Pabbi, Kala Mandi and Fruit Mandi.
 - l) Prior to the commencement of the construction activities, the contractor should submit a construction camp development/management plan to the Engineer-in charge and KP EPA.
 - m) The grievances redress mechanism as mentioned in EIA report shall be established and implemented in true letter and spirit.
 - n) The project proponent shall facilitate EPA staff for compliance checking visits during construction phase of the project.
 - o) The EMP, mitigation measures and monitoring programs contained in the EIA report shall be included within bidding documents/contract agreement with the Contractor.
 - p) Break down of budget allocated for Environment protection shall be submitted to EPA before Commencement of construction activities and its utilization progress shall be part of the compliance report.
7. The proponent shall be liable for correctness and validity of the information supplied by the environmental consultant.
 8. The proponent shall be liable for compliance of Regulations 14, 15, 19 & 20 of Khyber Pakhtunkhwa Environmental Assessment Rule, 2021, regarding approval, confirmation of compliance, entry, inspections and monitoring.
 9. Any change in the approved project shall be communicated to EPA, Khyber Pakhtunkhwa and shall be commenced after obtaining the approval.
 10. **This approval shall be treated as null and void if all or any of the conditions mentioned above is/are not complied with.**
 11. This approval does not absolve the proponent of the duty to obtain any other approval or clearance that may be required under any law in force.
 12. In exercise of the power under Section-13 of the Khyber Pakhtunkhwa, Environmental Protection Act, 2014 the undersigned is pleased to approve the EIA Report of the said project with above mentioned terms and conditions.

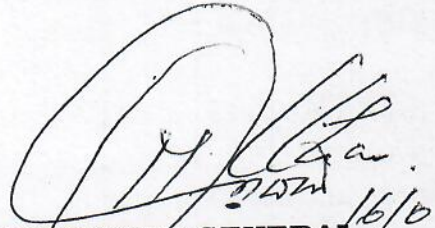
Dated: Peshawar 16/6/2023

Tracking/File. No. EPA/EIA/Roads-Bridges/Nowshera-ExtraLanes/23/405-07

Tracking Code:



<https://epakp.gov.pk/environmental-approvals/>


16/6
**DIRECTOR GENERAL,
EPA, KHYBER PAKHTUNKHWA,
3RD FLOOR, S.D.U. BUILDING,**