



GOVERNMENT OF PAKISTAN
CAPITAL DEVELOPMENT AUTHORITY
Islamabad

Environmental Impact Assessment (EIA) Report

Of Sector **I-14, ISLAMABAD**



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FINAL



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EXECUTIVE SUMMARY

Just after few years CDA came into being on June 14, 1960; it was seriously felt by the CDA authorities that CDA would not be able to cope the increased residential requirements at a high residential speed due to complicated land acquisition problems and subsequent litigation. Therefore it is decided to invite private sector for the development of a substantial part of Islamabad. For this purpose CDA in exercise of power conferred by section 51 of CDA ordinance 1960 (XXIII of 1960) read with the section II there of got introduced the Islamabad Capital Territory Zoning Regulations 1992. Under this regulation, Islamabad was divided into five zones and the private sector was allowed to purchase/acquire land and develop residential scheme in zone II and zone V. The development was allowed under certain conditions, in accordance with the pattern of residential sectors planned in zone I in the light of modalities and procedure framed under ICT (zoning) Regulation 1992.

This document presents the findings of the Environmental Impact Assessment of the proposed Sector I-14 Development, Main entrance of sector I-14 from GT Road to onward SR (North) of sector I-14. I-14 is ideally located at in front of GT Road. In addition to that this project is also affiliated with Hajj Complex, Ripah University, sector I-15 and I-16 Islamabad etc. environmental compliance cell of Zeeruk International Pvt. Ltd ZIPL signed agreement with road V of Capital development Authority CDA to carry out the Environmental Impact Assessment, as part of the permitting requirements fixed by the Pakistan environmental Protection agency (PEPA) in respect of the proposed development. According to Islamabad capital territory ICT (zoning) regulation 1992, ICT divided all sectors in to 5 different zones, sector I-14 comes under the vicinity of zone 1. CDA has Planned to develop I-14 sector into further 4 sub sectors, namely I-14/1, I-14/2, I-14/3, I-14/4, every sub sector include Residential and commercial plots, number of school, collages, shopping centre, Grade 3 flats, graveyard and parks for the residents. Already 35% residential development has been done, estimated total cost of the project is 2620.984 Million Rupees, in which cost of Water supply system, Sanitary sewerage system, Strom sewer system, Proportionate cost of the Trunk sewer, Sewage treatment plant, Road, bridges and attached structure and landscaping of Markaz I-14 and its class III shopping center, Landscaping works, Differential cost of underground and over-head electrification and Provision of gas pipelines are also included. On completion of the project, and after taking NOC from Environmental protection agency (EPA), allottees of the residential & commercial plots would be able to initiate complete construction.

The Master Planning, detailed designing of infrastructure and buildings in the Zone-V have been designed in compliance to the Master Planning in conformity with the "Modalities and Procedures framed under ICT (Zone) Regulations 1992" issued by Capital Development Authority (CDA) and Building designs are in conformity with the building bye-laws of CDA

The Pakistan Environmental Protection Act, 1997 makes it mandatory for the project proponents to carry out an Environmental Impact Assessment (EIA) of development projects and incorporate environmental and social mitigation measures as part of the project planning and obtain clearance from the Pak-EPA before the project is implemented.

The approach adopted for carrying out EIA study include review of proposed master plan, environmental baseline survey of the project which includes baseline information related to physical, ecological & social environment, analysis of collected data, impact identification and suggesting mitigation measures and preparation of environmental management plan based on identified impacts and suggested mitigation measures.

The main objectives of the Environmental Impact Assessment (EIA) study are as follows:

- Determine pre-project state of affair to assess post-project condition if they have changed for better or worse;
- Document all the resources likely to be affected due to the implementation of the proposed project.
- Provide maximum information to the proponent and other stakeholder about the exiting environmental conditions and the implication of the proposed project;
- Allow planners to alleviate potential impacts of the proposed project on different environmental condition such as physical environment, biological environment and socio-economic environment; and
- Aid decision makers to take informed decisions.

At the end an Environmental Management and Monitoring Plan (EMMP) have been developed. EMMP provides an overall approach for managing and monitoring the environment related issues and describes the institutional framework and reporting mechanism to implement the EMMP for the proposed development.

The EMMP consists of the following sections:

- Legislations, guidelines and Environmental Standards
- Organizational structure and roles and responsibilities
- Mitigation Management Matrix (MMM)
- Environmental monitoring program
- Communication and documentation
- Change management plan
- Training program

Based on the findings an environmental mitigation management plan and a comprehensive monitoring program has been proposed. Monitoring protocol provides details of parameters to be monitored, frequency, and location of sampling and monitoring points for ambient air stack emissions, soil contamination, surface-

water, wastewater and groundwater. The environmental monitoring at pre-construction stage and other in-house monitoring to be carried out by the Contractor(s) will be the part of his contract agreement.

The main conclusions of the EIA study includes solid waste and soil contamination problems Pollution of existing surface water resources and disruption to infrastructure facilities. Quality of life will be improved due to improved socioeconomic conditions in the project area. Ecological disturbance of the area due to cutting of trees may be an adverse impact during the construction of the Project but the green areas provided in the project along with Nullah Banks will definitely improve the overall environment. The moderate impact will be on air quality due to generation of dust and exhaust gases and generation of high noise levels during the project construction and operation.