

**LIST OF CONDITIONS – PROPOSED CONSTRUCTION OF A SECOND
CARRIAGEWAY TO THE PAMPLEMOUSSES-GRAND BAIE ROAD A13
FROM PAMPLEMOUSSES TO SOTTISE BY THE ROAD
DEVELOPMENT AUTHORITY (ENV/12/1438)**

1. All other necessary permits/clearances from the relevant authorities shall be obtained and all the conditions attached therewith shall be scrupulously observed. A copy of all the permits/clearances obtained shall be submitted to the Director of Environment.
2. The development shall be undertaken as per the mitigating measures stated in the EIA report and additional information submitted unless as otherwise advised herein.
3. A detailed programme of work shall be submitted to the Department of Environment for monitoring purposes.
4. In accordance with Environment Protection Act 2002, Section 18 (2) (J), the proponent shall submit to the Department of Environment an Environmental Monitoring Plan for approval. The proponent shall thereafter submit the reports on the implementation, accordingly.
5. The proposed project shall comply fully with all the provisions of the Rivers and Canals Act and the Groundwater Act. Necessary authorization from the Supreme Court shall be obtained for construction of any kind across and in a natural watercourse as stipulated in the Rivers and Canals Act, Part I, Section 25.
6. As regards the culvert crossing of the proposed second carriageway on the natural watercourse at Bois Rouge, the proponent shall submit the following in accordance with the Rivers and Canals Act to the Central Water Authority and Water Resources Unit for vetting of hydrological aspects:-
 - (a) dimensions of the proposed and existing water way of the culvert including the river bed level;

- (b) position of the culvert (s) in the water channel;
- (c) slope of the river bed at the culvert(s) site;
- (d) finish conditions of the river channel at the proposed and existing culvert(s); and
- (e) carrying capacity of the river channel both upstream and downstream of the culvert(s).

7. Given, the risk of flooding at the "Canal de la Ville Bague" crossing, the proposed extended crossing shall be designed to cater for the existing flow in the natural watercourse and surface runoff generated from the proposed development. The "concrete covered drain" found downstream of the road crossing and which flows towards village of Bois Rouge shall be upgraded to cater for the additional surface run off generated from the proposed development.

8. The development shall not impede flow of storm water within the vicinity of the proposed alignment. Natural drains found within the road alignment shall be restored and upgraded.

9. In order to prevent accumulation of water and flooding along the road alignment, the proponent shall consider high surface runoff during high intensity rainfall in designing their proposed drainage network and absorption drain. Absorption drain for surface runoff shall be adequately designed and shall be located far from the existing natural watercourse.

10. All precautions/measures shall be taken to avoid pollution of groundwater. The proponent shall make provision for an appropriate means of discharging storm water through mud/silts traps and hydrocarbon separators to the drainage/road drainage network prior to open discharge to the receiving environment. The open drain, mud/silts traps and hydrocarbon separators shall be regularly maintained by the Road Development Authority.

11. Roadside drains outlet including road crossings for storm water emanating from surface runoff on the road shall be located at least 200 metres away from the nearby boreholes and its convergence shall not be towards the existing boreholes in consultation with the Water Resources Unit.
12. A pre and post-Road Safety Audit shall be carried out to analyse the road safety amenities to be implemented in the project. Diversion schemes regarding the connections with existing road networks shall be submitted to the Traffic Management & Road Safety Unit.
13. A green buffer shall be used to act as natural noise barrier along both sides of the road to abate noise from vehicular movements, more particularly in residential agglomerations. The noise level during construction shall be within the permissible limits as per the Standards for Noise promulgated under the Environment Protection Act 2002 (Standard for Noise).
14. Necessary measures shall be taken during construction and operation phase so as not to cause any form of nuisance including dust pollution to the public and surrounding environment. During construction phase, regular sprinkling of water shall be carried out to avoid any dust nuisances.
15. All domestic wastewater shall be disposed via septic tank and absorption pit. The septic tank shall be watertight and accessible at all times for inspection and maintenance. The septic tank shall be minimum capacity of 6.8 m^3 . The absorption pit shall have a total minimum wall surface-area of 30 m^2 . Every 3 years or at a higher frequency as required, the septic tank shall be desludged by licensed wastewater carriers.
16. Solid wastes including construction debris shall be properly collected and disposed of to the satisfaction of the Local Authority.

17. Any proposed deviation shall be subject to an application to the Director of Environment. No deviation or part thereof shall be executed prior to the determination of the application by the Director.