Outline Planning Scheme for
Pamplemousses Rivière du Rempart District
Council Area

September 2006
(as subsequently modified August 2011)

Prepared by the Planning Division of the Ministry responsible for Housing and
Lands on behalf of the Town and Country Planning Board

Approved Version
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1 Purpose of the Outline Planning Scheme

1.1 Boundaries of Pamplemousses Rivière du Rempart District Council Area
This Outline Planning Scheme covers Pamplemousses Rivière du Rempart District Council Area (DCA). The boundaries of the Scheme which are illustrated in Figure 1.1 have been drawn in accordance with the Local Government Act 1989 (as subsequently amended by proclamation No 25 of 2001).

Figure 1.1 Pamplemousses Rivière du Rempart District Outline Scheme Boundaries

1.2 Functions of the Outline Planning Scheme
This Outline Planning Scheme has been prepared in accordance with the provisions of the Town and Country Planning Act 1954. Section 11 of the Act places an obligation on the Town and Country Planning Board (TCPB) to prepare an Outline Planning Scheme (OPS) for each declared planning area. The area under the administrative jurisdiction of the Pamplemousses Riviere du Rempart District Council has been declared as Planning Area No. 8 as per Government Notice No. 110 of 2005. It is shown in Figure 1.1.
There are three functions of this OPS:

- To provide guidance to scheme promoters, developers and individuals contemplating a development project and the subsequent submission of a building and land use permit application;
- To assist Government officers at Ministry and local authority levels when offering advice to developers and when subsequently assessing permit applications; and
- To provide the physical development focus for programmes and projects from the variety of Ministries and agencies, as well as the private and non-governmental sectors which have an interest in land development.

The 1954 Act provides for approved Schemes to be used as the main reference against which building and land use permit applications are judged. Moreover, the provisions of an approved Scheme will be key factors when considering appeals against refusal to grant a building and land use permit.

1.3 Timeframe of Outline Planning Scheme

This Outline Planning Scheme is principally concerned with development up to the year 2015. However, modifications can be effected under Section 24 of the Town and Country Planning Act 1954.

1.4 Planning and Development Act 2004


Because the new Planning and Development Act has yet to be fully proclaimed and changes will occur to the 1989 Local Government Act through the Local Government Act 2003 once it is also fully proclaimed, existing Acts and terminology prevail and thus the terms District Council and Outline Planning Scheme have been retained for use in this document.

1.5 Strategic Environmental Appraisal and Monitoring

A Strategic Environmental Appraisal (SEA) is required under the Environment Protection Act 2002 for an Outline Planning Scheme.

For this Outline Planning Scheme, given the database, resources available and timescale for completion, a modified version of the SEA process has been adopted.
1.6 Implementation

Pamplemousses Rivière du Rempart District Council is the main agency responsible for implementation of this Scheme through the development control provisions of the Town and Country Planning Act 1954 and the Local Government Act 2003.

The Planning and Development Act 2004 once fully proclaimed will provide for the transfer of building and land use permitting powers to the Ministry responsible for Housing and Lands for state-significant developments, as well as some other forms of development as prescribed under s.25 of the Act. The District Council will retain responsibility for processing non-state-significant permit applications. The Local Government Act 2003 also makes District Councils (and Municipalities) responsible for processing all building permit applications.

Other Ministries such as those with responsibilities for Environment, Agro-Industry and Fisheries, Public Infrastructure and Public Utilities, as well as the Ministry responsible for Housing and Lands will also have an important role to play in the Scheme’s implementation.

1.7 Planning Policy Guidance

In this context it should be noted that the Planning and Development Act 2004 also makes provision for the introduction of Planning Policy Guidance (PPG) which shall prevail to the extent of any inconsistency, over a development plan. PPG therefore has the status of state (national) planning policy and will be a material consideration in assessing applications for building and land use permits.

The first PPG issued covers Design Guidance which replaces the Planning Guidelines on Residential Development, Industrial Development and Coastal Zone Development which were previously bound into the Outline Planning Schemes.

It should be understood however that the granting of a building and land use permit by a permit authority does not override obligations under any other legislation relating to the proposal or its site.

1.8 Structure of this Deposit Draft Outline Scheme

The Outline Scheme is in two parts:

The Text section which includes:

- The Development Context for the Scheme which outlines key development trends, constraints, issues and objectives
The Policies and Proposals, which are written in bold, followed by their reasoned justification. The policies are grouped together according to particular subject matter or by land use type; and

The Map section showing:

- The Development Strategy Map, covering major proposals for the whole of the District and
- The Development Management Map, which shows settlements and zones where development is likely to be permitted and other areas where there are various constraints to development.
- The Inset Map covering in this District:
  - Irrigation Zones

*If there are any discrepancies or omissions between the Maps and the text of the Policies and Proposals, then the provisions of the Policies and Proposals should prevail.*
2 Development Context

2.1 National Development Trends

The National Development Strategy (NDS) was approved by Government in March 2003. The NDS comprises a range of policies for nationally significant development and provides guidance for developing residential, tourism, a range of employment uses and major transport and infrastructure proposals. The NDS also provides guidance on where land should be protected or where caution should be exercised when determining if strategic development should go ahead. It covers the period up to 2020.

The NDS identified the following broad trends:

- Major changes in primary and secondary sectors of the economy due to rationalisation in the sugar and textile industries, in response to pressures from global competition and trade liberalisation;
- Significant land use changes as a result of a variety of Government-inspired and sophisticated land conversion and land redistribution schemes, including the 1:2 and 1:3 Sugar Industry Efficiency Act (SIE) deals, the related Voluntary Retirement Scheme (VRS) and Sugar Investment Trust (SIT) schemes;
- Growing demand for quality residential morcellements (sub-divisions) involving provision of higher standards of amenity and the adoption of cahier des charges, as consumers demand better environments and quality of life;
- More complex tourism projects as the Mauritian resort market continues to evolve and respond to global trends for increasingly specialised tourism products, for example, Integrated Resort Schemes (IRS) which may include housing, golf courses and/or marina facilities, on attractive and sensitive coastal sites; and
- Government-led diversification into knowledge-driven industries such as Information and Communications Technology (ICT)/High Tech/Research and Development (R&D) which usually include well-landscaped business parks, often with waterside settings or features and new forms of building technologies to attract multi-national organisations and regional headquarters offices.

2.2 District Development Characteristics - Pamplemousses

2.2.1 Land Use, Population and Housing

The population of Pamplemousses District increased by nearly 20% from around 100,000 in 1990 to 120,000 in 2000, an increase of 20,000 people. This rate of growth was higher than any other District except Black River and
is well above the national and rural growth rates achieved during the same period (see Table 2.1). The same is true for the growth in households and housing units which increased by 38% and 46% respectively over the same period. Households and housing units increased faster than population due to decreasing household size, reduced household/housing unit ratios and increases in the number of unoccupied dwellings. Vacancy rates are slightly higher than those prevailing elsewhere in the country.

Table 2.1 Population and Housing Trends, 1990-2000

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Pamplemous.</td>
</tr>
<tr>
<td>Population</td>
<td>100,380</td>
<td>120,366</td>
<td>19,986</td>
<td>1.8%</td>
</tr>
<tr>
<td>Households</td>
<td>21,709</td>
<td>29,886</td>
<td>8,177</td>
<td>3.2%</td>
</tr>
<tr>
<td>Total housing units</td>
<td>20,756</td>
<td>30,328</td>
<td>9,572</td>
<td>3.9%</td>
</tr>
<tr>
<td>Vacancy Rate</td>
<td>5%</td>
<td>9%</td>
<td>4%</td>
<td>9%</td>
</tr>
</tbody>
</table>

NB. Some changes have been made to NDS population and housing data to ensure consistency with the District boundary areas envisaged under The Local Government Act 2003.

Source: 1990 and 2000 Censuses, CSO.

There are substantial variations in growth rates between different parts of the District with slow or little growth in the inland areas but rapid growth in the coastal areas; the growth rates for population and housing in the Baie du Tombeau/Terre Rouge area were amongst the highest in the country due to their proximity and easy access to Port Louis – in many ways this area functions as an integral part of the conurbation (see Table 2.2). In this area the number of housing units increased by almost two thirds between 1990 and 2000.

The Terre Rouge area contains over a quarter of the District’s population: Triolet however, with a population in excess of 20,000, is the largest settlement. Both are designated Growth Zones in the NDS as is Pamplemousses and the main tourist area, Grand Baie.
Table 2.2 Sub-Areas: Population and Housing Trends, 1990-2000

<table>
<thead>
<tr>
<th>DISTRICT SUB-AREAS</th>
<th>Population 1990</th>
<th>Housing Units 1990</th>
<th>AGR (%)</th>
<th>Population 2000</th>
<th>Housing Units 2000</th>
<th>AGR (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Terre Rouge, Baie du Tombeau, Le Hochet</td>
<td>24,259</td>
<td>33,622</td>
<td>3.3%</td>
<td>5,413</td>
<td>8,914</td>
<td>5.1%</td>
</tr>
<tr>
<td>Creve Coeur, Long Mountain, Notre Dame</td>
<td>11,994</td>
<td>13,299</td>
<td>1.0%</td>
<td>2,354</td>
<td>3,176</td>
<td>3.0%</td>
</tr>
<tr>
<td>Congomah, Villebague, D'Epinay, Piton West</td>
<td>10,449</td>
<td>10,711</td>
<td>0.2%</td>
<td>1,981</td>
<td>2,447</td>
<td>2.1%</td>
</tr>
<tr>
<td>Calebasses, Pamplemousses, Mapou, Plaine des Papayes</td>
<td>16,811</td>
<td>18,944</td>
<td>1.2%</td>
<td>3,397</td>
<td>4,448</td>
<td>2.7%</td>
</tr>
<tr>
<td>Grand Baie, Fond du Sac, Morc St. André</td>
<td>11,604</td>
<td>13,524</td>
<td>1.5%</td>
<td>2,542</td>
<td>3,793</td>
<td>4.1%</td>
</tr>
<tr>
<td>Arsenal, Triolet, Pte aux Piments</td>
<td>25,263</td>
<td>30,266</td>
<td>1.8%</td>
<td>5,069</td>
<td>7,550</td>
<td>4.1%</td>
</tr>
<tr>
<td>Pamplemousses District</td>
<td>100,380</td>
<td>120,366</td>
<td>1.8%</td>
<td>20,756</td>
<td>30,328</td>
<td>3.9%</td>
</tr>
</tbody>
</table>

NB. 1990-2000 comparisons are not exact due to changes in Enumeration District boundaries.

Source: 1990 and 2000 Censuses, CSO.

2.2.2 Employment and Economic Activity

Around 41% (49,000 people) of the population of Pamplemousses District are employed. Unemployment, at just under 10%, is slightly higher than the rural average of just over 9%. Table 2.3 and Figure 2.1 show the distribution of employment (i.e. workplaces) in Pamplemousses District by sector and makes comparisons to the national and all-District distributions.

Table 2.3 Employment Structure, 2000

<table>
<thead>
<tr>
<th>Industrial Sector</th>
<th>Pamplemousses</th>
<th>Mauritius</th>
<th>All Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agric./ For. / Fishing</td>
<td>5,168</td>
<td>11.1%</td>
<td>11%</td>
</tr>
<tr>
<td>Mining/ Manufacturing</td>
<td>17,192</td>
<td>37.1%</td>
<td>30%</td>
</tr>
<tr>
<td>Construction (incl. EGW)</td>
<td>5,447</td>
<td>11.7%</td>
<td>10%</td>
</tr>
<tr>
<td>Trade</td>
<td>4,104</td>
<td>8.8%</td>
<td>13%</td>
</tr>
<tr>
<td>Hotels/ Restaurants</td>
<td>3,889</td>
<td>8.4%</td>
<td>5%</td>
</tr>
<tr>
<td>Transport</td>
<td>2,225</td>
<td>4.8%</td>
<td>7%</td>
</tr>
<tr>
<td>Finance/ Business</td>
<td>1,081</td>
<td>2.3%</td>
<td>5%</td>
</tr>
<tr>
<td>Public Admin./ Defence</td>
<td>1,249</td>
<td>2.7%</td>
<td>6%</td>
</tr>
<tr>
<td>Health/ Education</td>
<td>3,934</td>
<td>8.5%</td>
<td>8%</td>
</tr>
<tr>
<td>Other Services</td>
<td>2,084</td>
<td>4.5%</td>
<td>6%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>46,373</td>
<td>100%</td>
<td>100%</td>
</tr>
</tbody>
</table>

Source: Derived from 2000 Census.
Over 37% of employment in Pamplemousses District is provided in mining and manufacturing reflecting its proximity to Port Louis and the level of industrial development in the Terre Rouge/ Baie du Tombeau area. The low level of employment in agriculture (a little more than half the all District average) also reflects the District’s urbanisations trends being close to the capital where alternative sources of employment are available. In other respects, the employment structure in Pamplemousses District differs little from that in other Districts.

Nevertheless, the District still contains large amounts of land under sugar cane and given the lack of rivers north of Pamplemousses there has been heavy investment in irrigation schemes to assist the sugar industry. Water for agriculture is mostly provided via a series of canals from the La Nicolière dam. Running north from Long Mountain, Mount Deux Mamelles and Nicolière Mountains are Tombeau, Labourdonnais, Calebasses and Citrons Rivers all of which empty into the lagoon in the District’s lower west coast reaches.

The Belle Vue Harel sugar factory remains open but the mill at The Mount near Pamplemousses has already closed as part of the rationalisation of milling in the sugar industry. Most of the agricultural land around Piton, Pamplemousses, Belle Vue Harel, Long Mountain, Plaine des Papayes, Fond du Sac, Triolet and Mon Choisy is classified as highly suitable to moderately suitable agricultural land by MSIRI.
Hotel development has clustered around the northern coastline from Grand Baie to Pointe aux Cannoniers and along the north-western coast at Trou aux Biches, Baie aux Tortues and Baie du Tombeau - primarily those sections of the coastline with sandy beaches. Part of the Northern Tourism Zone stretching from Baie aux Tortues to Grand Baie is located in the District.

Over the last 8 years, over a quarter of new non-residential floorspace built outside the conurbation has been constructed in Pamplemousses District – higher than in any other District. Over the last 4 years, this proportion has exceeded 30% indicating a rapid expansion of industrial, commercial and business activity. Major non-residential developments include retailing (supermarket) and further industrial developments in the Riche Terre/Terre Rouge area as well as new and consolidated tourism, commercial and office developments along the Grand Baie/Pointe aux Cannoniers coastal road and within Triolet.

Unsurprisingly given its proximity to Port Louis, Pamplemousses District experiences net out-commuting. However, the actual level (5.3%) is much lower than in most other Districts indicating that it has a higher and more varied level of economic activity. The wide distribution and variety of economic activity help explain the absence of significant net in or out-commuting from most of the District sub-areas, except Long Mountain, as shown in Table 2.4.

Table 2.4 Commuting Levels by Sub-Area, 2000

<table>
<thead>
<tr>
<th>DISTRICT SUB-AREAS</th>
<th>Resident Workers</th>
<th>Workplaces/ Jobs</th>
<th>Balance</th>
<th>Net Commuting Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Terre Rouge, Baie du Tombeau, Le Hochet</td>
<td>14,588</td>
<td>13,579</td>
<td>-1,009</td>
<td>-2%</td>
</tr>
<tr>
<td>Creve Coeur, Long Mountain, Notre Dame</td>
<td>5,488</td>
<td>3,533</td>
<td>-1,955</td>
<td>-4%</td>
</tr>
<tr>
<td>Congomah, Villebague, D'Epinay, Piton West</td>
<td>4,254</td>
<td>2,740</td>
<td>-1,514</td>
<td>-3%</td>
</tr>
<tr>
<td>Calebasses, Pamplemousses, Mapou, Plaine des Papayes</td>
<td>7,287</td>
<td>8,286</td>
<td>999</td>
<td>2%</td>
</tr>
<tr>
<td>Grand Baie, Fond du Sac, Morc St. André</td>
<td>5,373</td>
<td>5,140</td>
<td>-233</td>
<td>-0.5%</td>
</tr>
<tr>
<td>Arsenal, Triolet, Pte aux Piments</td>
<td>11,899</td>
<td>13,022</td>
<td>1,123</td>
<td>2%</td>
</tr>
<tr>
<td>Pamplemousses District</td>
<td>48,889</td>
<td>46,300</td>
<td>-2,589</td>
<td>-5%</td>
</tr>
</tbody>
</table>

Source: 1990 and 2000 Censuses, CSO.
2.2.3 Environment

Pamplemousses District is relatively flat and has extensive coastal frontage along the north-west and northern coasts of Mauritius extending from Grande Baie/ Pointe aux Cannoniers on its northern boundary to Roche Bois on its western boundary. The ridgelines and upper portions of Long Mountain, Mount Deux Mamelles and Nicolière Mountains are protected Mountain Reserves and provide a spectacular natural boundary to Port Louis and Moka District to the south. The Balaclava Marine Park is located near Turtle Bay and is protected under the Fisheries and Marine Reserves Act 1998. Terre Rouge Bird Sanctuary is a protected Nature Reserve proclaimed under the Forests and Reserves Act and this sanctuary is a vital feeding ground for a large number of birds which migrate across the Indian Ocean.

The coastline is a principal asset in the District yet it is also vulnerable to development pressures, containing a number of Environmentally Sensitive Areas (ESAs) including mangroves, wetlands, the coral reef and undeveloped islets and coastline. Some coastal erosion has occurred particularly in Grand Baie and mitigation measures are being implemented to protect the shoreline.

2.2.4 Highways and Transport

Pamplemousses District is located directly to the north of Greater Port Louis: Terre Rouge and Baie du Tombeau are contiguous with the built-up area and contain significant urban fringe activities, including port-related uses (such as container storage, etc). These areas experience traffic congestion during the morning and evening peaks. Aside from these areas there are three other main settlements – Triolet, Pamplemousses and Grand Baie – plus a number of other smaller village centres and significant rural areas including the Labourdonnais Valley. Access to Port Louis is via the Northern Motorway (M2) which passes through the District. The other settlements are connected by a network of main and secondary roads, which include the A4 through Triolet to Grand Baie and the A2 and A5 joining at Pamplemousses.

Triolet is a linear settlement that has developed along the A4 Trunk Road. Despite the construction of the Northern Motorway (M2), the centre is still congested at peak times and there are proposals to construct a bypass to the east of the centre, together with link roads to the coast at Trou aux Biches.

Pamplemousses village has grown up along the A2 Highway and the A5 which link to the Motorway. Traffic to Goodlands and the north now avoids the Pamplemousses centre but traffic on A2 (carrying vehicles towards the east primarily to Rivière du Rempart and Centre de Flacq) passes through the town.
The Government has proposals to construct an East Coast Trunk Route, which will link the main strategic centres in the east of the island towards the Airport in the south and with the northern approaches to the Port and Port Louis. The proposal also contains a potential direct link to the Northern Tourist Zone (Grand Baie) and it is proposed to safeguard this route for future construction. In Pamplemousses, the scheme will involve the improvement and upgrading of Highway A2 and the construction of a Pamplemousses Bypass.

2.2.5 Infrastructure and Utilities

A large proportion of the potable water supplied to the Pamplemousses District (currently over 60%) is supplied from groundwater abstracted from the aquifer that extends across the District. There are few streams north of Pamplemousses and rainfall recharges the aquifer directly by percolation through the highly permeable soil. Additional potable water is obtained from the La Nicolière dam, located in the southeast of the District and treated at the recently extended La Nicolière water treatment works. The water supply network to the District is reasonably robust with a network of large diameter water pipes serving the main communities.

A dam to provide water for irrigation purposes is proposed to be constructed on the Calebasses River to the south of the B20, west of Ilot. The Water Resources Unit (WRU) has indicated that this dam will need to be constructed by 2010 to meet the demand for irrigation water in the north of Mauritius.

Currently the only settlement in the District that is served by mains sewers is La Cocoterie/Roche Bois although the sewerage system is being extended to cover most of the Baie du Tombeau, Terre Rouge and Bois Marchand area. A sewage treatment works has been constructed at Roche Bois; this treats sewage from the Port Louis area as well as Baie du Tombeau, with the treated effluent being discharged to sea. Under the Wastewater Management Authority's (WMA) Sewerage Master plan there are plans also to expand the sewerage system at Grand Baie to include the Cannoniers Point to Trou aux Biches area.

The District is well served by electricity being close to some of the main power stations in the country (Port Louis). There is now only one private power generating station in the District, at Belle Vue Harel, which uses bagasse when available and coal at other times. With the main 66/132kV transmission cables encircling Pamplemousses and extending up to the outskirts of Grand Baie it should be possible to meet any likely future demands for electricity in the District.
All solid waste is disposed of at the Mare Chicose managed landfill site in the south of Mauritius, via the waste transfer station at Roche Bois. The old landfill site at Roche Bois is intended to be environmentally rehabilitated in the near future.

2.2.6 Summary of Development Constraints, Opportunities and Issues

Pamplemousses District continues to absorb further development pressures due to its strategic location: in effect it acts as a northern commercial, industrial and residential suburb for Greater Port Louis. By 2020 it is projected that there will be a requirement for 20,600 more dwellings to accommodate the population increase and changes in household structure. With the continued rationalisation of facilities in the sugar industry, further evolution of the textile industry and growth of value-added products, as well as market-specialisation in the tourism sector, employment is likely to continue to move out of agriculture and some forms of traditional industry to the service sector (including commercial, retail, light industry/SMEs and ICT and tourism).

Commuting to the conurbation for some specialized jobs is likely to increase given the anticipated further growth of financial services in and around Port Louis CBD, the expansion of Cybercity and the knowledge hub at Réduit to the south and improvements to highway networks and public transport facilities. Intra-district movements are also likely to increase as both residents and businesses find the area an attractive and convenient alternative location compared with towns in the main conurbation to the south. Further development pressures for industrial/warehouse and commercial development around Terre Rouge and Roche Bois will continue given their strategic locational advantage to Port Louis, the Port, the conurbation and the main north/south motorway.

Proposals for integrated resorts, some increase in tourism establishments and the development of offices/commercial development around Grand Baie/Pointe aux Cannoniers down to Trou aux Biches and beyond should also generate more employment towards the Northern Tourism Zone. However such pressures on the key coastal settlements of Grand Baie/Pointe aux Cannoniers and Baie du Tombeau will require careful management given the series of coastal wetlands which have been haphazardly infilled creating localised flooding problems on the mainland and lowering of water quality in the lagoon.

Because of the highly permeable nature of the ground, particularly in the areas north of Pamplemousses, it is critically important to ensure that pollution of the aquifer does not occur and this consideration may limit the type and location of industrial uses that should be permitted. If pollution of the groundwater from industrial chemicals, dyes or heavy metals occurs it will be impossible to
satisfactorily treat the water to potable standards without resorting to expensive advanced water treatment techniques.

The proposed dam site on the Calebasses River will have some impact on development in the immediate vicinity but the dam is intended for irrigation purposes and consequently the catchment area will not require as high a level of protection from development as would be the case if the dam were to be used to provide potable water.

The recently constructed sewage treatment works and the waste transfer station, both near to Roche Bois, are considered “bad neighbour” developments (as is the closed waste tip site at Roche Bois) and because they will consequently impact upon other uses in the area, a buffer zone has been established to constrain nearby sensitive land uses such as housing and community facilities. The Belle Vue Harel power station is also considered a bad neighbour development and will have a constraining effect on other development nearby. The closed power stations and related building clusters at The Mount and Beau Plan may offer opportunities for redevelopment and regeneration.

2.2.7 The Vision for Pamplemousses District

The vision for the District needs to balance the competing needs of urbanisation pressures and tourism growth with the protection of the sensitive coastal environment and long term agricultural resource. In doing so priority should be afforded to consolidating and enhancing clustered development in the key District growth centres – Grand Baie/Pointe aux Cannoniers, Triolet, Pamplemousses, Terre Rouge and Baie du Tombeau/Roche Bois. Clustering tourism developments to link with the key coastal settlements of Grand Baie/Pointe aux Cannoniers and Trou aux Biches to ensure efficient provision of public infrastructure and services is essential for the economic vitality of the District.

Some flexibility is also required to accommodate likely future needs such as large scale/large floorplate industrial development and storage, warehousing and distribution uses associated with improved strategic highway links in the Baie du Tombeau/Terre Rouge area which should provide better accessibility to the airport, port and the Port Louis-Plaines Wilhems conurbation. Potential for small and medium sized enterprises, including light industry workshops should also be accommodated. Adequate utilities infrastructure, particularly water treatment to support employment and residential demands is also needed.

With increasing global competition in the tourism market and innovative responses required by the Mauritian tourism industry to maintain its well-earned competitive edge, some flexibility is also required in fostering tourism developments often in areas that are the most environmentally sensitive. Balancing the needs of the tourism industry and increasing preference for
residential development on the coast with sensitive coastal environments is an important mission for the revised Scheme. Residential pressures in sensitive coastal locations will require more sophisticated design solutions particularly with regard to density, whilst ensuring infrastructure provision (particularly sewerage) is carefully monitored and maintained and public access to the coast is enhanced.

Acknowledging the important links between the District’s settlements and tourism centres and Port Louis and the conurbation will need to be addressed through improvements to main roads and complementary public transport services. Given the rural base upon which some settlements have previously prospered, access to alternative employment bases in Greater Port Louis should be planned for including over the longer term, the possible extension of the proposed alternative mode of transport - AMT as urbanisation trends continue northwards.

Through the creation of a development strategy and management framework this Scheme should aim to facilitate development whilst respecting and enhancing the amenity and quality of life of the area and ensuring that new growth evolves in a sustainable and integrated way. By providing planning guidance on future action areas and priorities for development, the Scheme can also assist in focusing initiatives which promote socio-economic development in accordance with Government and private sector objectives and which fosters effective public-private and community partnerships.

2.3 District Development Characteristics – Rivière du Rempart

2.3.1 Land Use, Population and Housing

The population of Rivière du Rempart District increased by nearly 20% from around 86,000 in 1990 to 98,000 in 2000, an increase of 12,000 people. This rate of growth was slightly above the national growth rate achieved during the same period but was similar to that achieved by all rural Districts (see Table 2.5).

The same is essentially true for the growth in households and housing units which increased by 31% and 37% respectively over the same period. Households and housing units increased faster than population due to decreasing household size, reduced household/housing unit ratios and increases in the number of unoccupied dwellings. Vacancy rates are significantly higher than those prevailing elsewhere in the country.
Table 2.5 Population and Housing Trends, 1990-2000

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Rivière du Rempart</td>
</tr>
<tr>
<td>Population</td>
<td>86,025</td>
<td>97,962</td>
<td>11,937</td>
<td>1.3%</td>
</tr>
<tr>
<td>Households</td>
<td>18,716</td>
<td>24,442</td>
<td>5,726</td>
<td>2.7%</td>
</tr>
<tr>
<td>Total housing units</td>
<td>18,098</td>
<td>24,751</td>
<td>6,653</td>
<td>3.2%</td>
</tr>
<tr>
<td>Vacancy Rate</td>
<td>8%</td>
<td>10%</td>
<td></td>
<td>10%</td>
</tr>
</tbody>
</table>

NB. Some changes have been made to NDS population and housing data to ensure consistency with the district areas envisaged under The Local Government Act 2003. Source: 1990 and 2000 Censuses, CSO.

There is relatively little variation in growth rates between different parts of the District although the area nearest the conurbation and that with the biggest concentration of tourist activity (Grand Baie) has grown at a significantly faster rate than other parts of the District as shown in Table 2.6 below. In this area, the number of housing units increased by over 40% between 1990 and 2000.

Table 2.6 Sub-Areas: Population and Housing Trends, 1990-2000

<table>
<thead>
<tr>
<th>DISTRICT SUB-AREAS</th>
<th>Population</th>
<th>Housing Units</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1990</td>
<td>2000</td>
</tr>
<tr>
<td>Grand Baie, Petit Raffray, Cap Malheureux, The Vale</td>
<td>20,264</td>
<td>24,397</td>
</tr>
<tr>
<td>Roche Terre, Goodlands, Grand Gaube</td>
<td>24,819</td>
<td>28,580</td>
</tr>
<tr>
<td>Poudre D’Or, Poudre D’Or, Hamlet, Cottage, Esperance Trébuchet, Piton, Mapou</td>
<td>14,853</td>
<td>16,259</td>
</tr>
<tr>
<td>Riv du Rempart, Roches Noires, Plaine des Roches, Amitié, B. Vue Maurel, Amaury, Villebague</td>
<td>26,089</td>
<td>28,726</td>
</tr>
<tr>
<td>Rivière du Rempart District</td>
<td>86,025</td>
<td>97,962</td>
</tr>
</tbody>
</table>

NB. 1990-2000 comparisons are not exact due to changes in Enumeration District boundaries. Source: 1990 and 2000 Censuses, CSO.

2.3.2 Employment and Economic Activity

Just under 40% (39,000 people) of the population of Rivière du Rempart District are employed. Unemployment at 9.5% is slightly higher than the rural
average of just over 9.2%. **Table 2.7** and **Figure 2.2** show the distribution of employment (i.e. workplaces) by sector and make comparisons to the national and all-District distributions.

**Table 2.7 Employment Structure, 2000**

<table>
<thead>
<tr>
<th>Industrial Sector</th>
<th>Rivière du Rempart</th>
<th>Mauritius</th>
<th>All Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agric./ For. / Fishing</td>
<td>4,024</td>
<td>12.5%</td>
<td>11%</td>
</tr>
<tr>
<td>Mining/ Manufacturing</td>
<td>11,784</td>
<td>36.7%</td>
<td>30%</td>
</tr>
<tr>
<td>Construction (incl. EGW)</td>
<td>3,628</td>
<td>11.3%</td>
<td>10%</td>
</tr>
<tr>
<td>Trade</td>
<td>3,110</td>
<td>9.7%</td>
<td>13%</td>
</tr>
<tr>
<td>Hotels/ Restaurants</td>
<td>2,413</td>
<td>7.5%</td>
<td>5%</td>
</tr>
<tr>
<td>Transport</td>
<td>1,741</td>
<td>5.4%</td>
<td>7%</td>
</tr>
<tr>
<td>Finance/ Business</td>
<td>574</td>
<td>1.8%</td>
<td>5%</td>
</tr>
<tr>
<td>Public Admin./ Defence</td>
<td>751</td>
<td>2.3%</td>
<td>6%</td>
</tr>
<tr>
<td>Health/ Education</td>
<td>1,958</td>
<td>6.1%</td>
<td>8%</td>
</tr>
<tr>
<td>Other Services</td>
<td>2,114</td>
<td>6.6%</td>
<td>6%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>32,097</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

Source: Derived from 2000 Census.

**Figure 2.2 Employment (Workplaces) Structure, Rivière du Rempart 2000**

Source: Derived from 2000 Census

Compared to most other Districts, Rivière du Rempart has a higher proportion of manufacturing employment and a correspondingly lower proportion in agriculture. In other respects, the employment structure in Rivière du Rempart
District differs little from those in other Districts. This pattern, which is similar to that for Pamplemousses, reflects to some extent its location close to Port Louis and the conurbation and that within the District there are a number of textile-producing Export Processing Zones (EPZs).

The area still contains large amounts of land under sugar cane: – water for agriculture being provided via a series of canals from the only river in the District – Rivière du Rempart. As a consequence, there has been heavy investment in irrigation systems to service the sugar industry. However, the St Antoine sugar factory near Goodlands has already closed and Mon Loisir will close in the next few years as part of the rationalisation of milling in the sugar industry. Most of the agricultural land around Goodlands, Rivière du Rempart, Belle Vue Maurel, Piton and Petit Raffray is classified as highly suitable to moderately suitable agricultural land by MSIRI. Sand mining has now ceased in the lagoon and fishing communities along the east coast, particularly Poudre D’Or, are exploring new opportunities to provide a stable economic base.

Two Tourism Zones exist in the District – part of the Eastern Tourism Zone including Roche Noire and that part of the Northern Tourism Zone stretching from Grand Gaube to Grand Baie. Hotel development has clustered around the northern coastline from Grand Gaube, Cap Malheureux, and Pereybère to Grand Baie - primarily those sections of the coastline with sandy beaches. Grand Baie has the most intense clustering of hotels and resorts of any tourism zone in Mauritius.

Over the last 8 years, 16% of new non-residential floorspace built outside the conurbation has been constructed in Rivière du Rempart District – higher than all other Districts except Pamplemousses and Black River. This proportion has however declined substantially (from 22% to 11%) since 2000 compared to 1996 - 1999 suggesting a decline in the amount of new development activity. Major recent projects within the District include a new supermarket and associated commercial development including a business park constructed at Grand Baie, office/business redevelopment in Goodlands and new community facilities – traffic centre, new youth centre and swimming pool in Rivière du Rempart.

Rivière du Rempart District experiences a high degree (18%) of out-commuting reflecting both reasonable accessibility to Port Louis but also a vulnerability to recent changes in agriculture and manufacturing employment (see Table 2.8); this imbalance is also reflected in Flacq and Savanne Districts. Although all sub-areas experience net out-commuting, this is lower in the north western areas where tourism-related employment is concentrated.
Table 2.8 Commuting Levels by Sub-Area, 2000

<table>
<thead>
<tr>
<th>DISTRICT SUB-AREAS</th>
<th>Resident Workers</th>
<th>Workplaces/ Jobs</th>
<th>Balance</th>
<th>Net Commuting Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grand Baie, Petit Raffray, Cap Malheureux, The Vale</td>
<td>9,462</td>
<td>8,388</td>
<td>-1,074</td>
<td>-3%</td>
</tr>
<tr>
<td>Roche Terre, Goodlands, Grand Gaube</td>
<td>11,043</td>
<td>10,064</td>
<td>-979</td>
<td>-3%</td>
</tr>
<tr>
<td>Poudre D’Or, Poudre D’Or Hamlet, Cottage, Esperance Trébuchet, Piton, Mapou</td>
<td>7,133</td>
<td>5,306</td>
<td>-1,827</td>
<td>-5%</td>
</tr>
<tr>
<td>Riv du Rempart, Roches Noires, Plaine des Roches, Amitié, B. Vue Maurel, Amaury, Villebague</td>
<td>11,376</td>
<td>8,241</td>
<td>-3,135</td>
<td>-8%</td>
</tr>
<tr>
<td>Rivière du Rempart District</td>
<td>39,014</td>
<td>31,999</td>
<td>-7,015</td>
<td>-18%</td>
</tr>
</tbody>
</table>

Source: 1990 and 2000 Censuses, CSO.

2.3.3 Environment

Rivière du Rempart District is relatively flat and has extensive coastal frontage along the east and northern coasts of Mauritius extending from Pointe de Roche Noire on its eastern boundary to Grand Baie on its northern boundary.

The coastline is the District’s main natural asset yet it is also vulnerable to development pressures, containing a number of Environmentally Sensitive Areas (ESAs) including mangroves, wetlands, the coral reef and undeveloped islets and coastline. Some coastal erosion has occurred particularly in Grand Baie and Pereybère and mitigation measures are being implemented to protect the shoreline and popular public beaches in the District.

A series of islets is found within the lagoon with the largest being Ile D’Ambre; this islet and Pigeon House Rock now forms part of a proposed new National Park (June 2004) declared under the National Park and Wildlife Act, 1993. The offshore islands outside the lagoon namely Gunners Quoin, Gabriel, Flat, Round and Serpent Islands are also included in the District’s jurisdiction but responsibility for the management of the islands is vested in the Ministry responsible for Agriculture’s National Park Conservation Service. These islands are Nature Reserves designated under the Forests and Reserves Act and are benefiting from a series of conservation management projects to preserve their nationally significant ecological assets and, in some instances, to accommodate eco-tourism projects.
2.3.4 Highways and Transport

Rivière du Rempart District contains three main urban centres – Grand Baie/Pereybère, Goodlands and Rivière du Rempart – plus a number of other smaller village centres. Access to Port Louis is via the Northern Motorway (M2) which terminates on the approaches to Grand Baie and forms part of the western boundary of the District. The other settlements are connected by a network of main and secondary roads, which include the A6 to Rivière du Rempart, via Pamplemousses and Piton. The B13/B15 secondary road follows the coast and links the coastal settlements.

The Grand Baie/Pereybère cluster is a major tourist centre at the heart of the Northern Tourism Zone with significant development: there are proposals to improve traffic conditions along sections of the coast road through the construction of a Northern Distributor Road whilst also stimulating development in the coastal belt.

Goodlands is a thriving commercial centre and the main street is presently frequently congested. There are proposals to ease the congestion through management measures and the provision of relief roads around the centre which should also contribute towards the growth and regeneration of the inner urban areas. The Government has proposals to construct an East Coast Trunk Road which will link the main strategic centres in the east of the island towards the Airport in the south and with the northern approaches to the Port and Port Louis. The scheme also contains a potential direct link to the Northern Tourist Zone to Grand Baie.

2.3.5 Infrastructure and Utilities

The District has a reasonably robust network of large diameter water mains and is supplied with surface water from La Nicolière Dam. Numerous boreholes also exist and are a key component of water supply in the District – around 60% of potable water supply is from groundwater sources. The District contains an important water supply aquifer and the highly permeable soil and lack of rivers means that recharge of the aquifer is direct from rainfall.

The protection of groundwater and aquifers in the District is thus important. Water treatment works also exist in the District but reticulated sewerage to settlements is limited. Currently the only settlement in the District that is served by mains sewers is the waterfront and centre of Grand Baie. However, the WMA’s Sewerage Master plan has recognised the importance of protecting the groundwater resources from the pollution threats brought about from increasing development pressure and there are plans to provide sewerage networks and sewage treatment facilities in the following areas:
- North east of Grand Baie (Pereybère and Cap Malheureux);
- Goodlands; and
- Rivière du Rempart.

The District is reasonably served by electricity with the main 66/132kV transmission cables located in or close to the west of the District. It should be possible to meet any likely demands for electricity, although major power requirements along the coastal fringe may require the installation of new feeder cables. All solid waste is disposed of at the Mare Chicose managed landfill site in the south of Mauritius, via the waste transfer station at Poudre D'Or.

2.3.6 Summary of Development Constraints, Opportunities and Issues

Rivière du Rempart District benefits from a range of economic activities which have evolved from its relatively advantageous location close to the Greater Port Louis conurbation. By 2020 it is projected that there will be a requirement for 14,100 more dwellings to accommodate the population increase and changes in household structure. With the continued rationalisation of facilities in the sugar industry, changes in markets and end products in manufacturing and in particular textile industries and continued growth and specialisation in the tourism sector, employment is likely to continue to move out of primary and secondary economic activities to the tertiary services sector (including offices, some ICT, retailing, SMEs and workshops and tourism).

Commuting to the conurbation is likely to continue given the further growth of office space in and around Port Louis and improvements to highway networks, unless new job opportunities are created in the District to balance flows. Proposals for integrated resorts and some increase in tourism establishments in the Northern and Eastern Tourism Zones should help offset any negative tendencies in other economic sectors.

However these tourism pressures on coastal settlements such as Grand Baie/ Pereybère and Grand Gaube will require careful management given the series of coastal wetlands that have been haphazardly infilled creating localised flooding problems on the mainland and lowering of water quality in the lagoon. Rivière du Rempart and Goodlands are also experiencing pressures to provide additional residential land on the edge of settlement boundaries, whilst at Goodlands demand for industrial and commercial/ retail development is creating additional pressures. Overall given their strategic locational advantage to Port Louis and the Northern and Eastern Tourism Zones, these two settlements in particular are likely to continue experiencing development pressures.
The highly permeable nature of the ground makes it important to ensure that pollution of the aquifer does not occur. Where potentially polluting industrial developments are being promoted relevant authorities need to be satisfied that the proposed methods of effluent treatment and disposal are satisfactory to prevent pollution occurring. If pollution of the groundwater from industrial chemicals, dyes or heavy metals occurs it will be impossible to satisfactorily treat the water to potable standards without resorting to expensive advanced water treatment techniques. Given the vulnerability of the important aquifer to pollution it should be seen as essential for these sewerage schemes to be implemented as soon as possible and then to encourage clustered development in the areas served by them.

2.3.7 The Vision for Rivière du Rempart District

The vision for Rivière du Rempart District needs to address the planning needs of the key District settlements – Rivière du Rempart, Goodlands and Grand Baie/ Pereybère as well as the Northern and Eastern Tourism Zones in order to sustain growth. Clustering tourism developments to link with the key settlements so that upgraded public infrastructure can be provided more efficiently is essential for the continued economic vitality of the District.

Some flexibility is also required to accommodate likely future industrial uses which are changing, as well as storage, warehousing and distribution associated with improved strategic highway links via the East Coast Trunk Road and provide better accessibility to the port, the Port Louis-Plaines Wilhems conurbation and towards the SSRI airport. Ensuring adequate infrastructure particularly water treatment and electricity is available to support tourism and other employment and residential demands is also needed.

With increasing global competition in the tourism market and innovative responses required by the Mauritian tourism industry to maintain its well-earned competitive edge, some flexibility will also be required in accommodating tourism developments generally in areas that are the most environmentally sensitive. Balancing the needs of the tourism industry with the protection of sensitive coastal environments will be an important component of the revised Scheme. Residential developments in coastal locations will need to reflect more sophisticated consumer and Government concerns particularly with regard to ensuring density is commensurate with the sensitivity of the site, infrastructure provision (particularly sewerage) is strictly controlled and public access to beaches and the coast is maintained and enhanced.

Acknowledging the important links from the District to Port Louis and the conurbation and the continued growth of the Tourism Zones, road improvements and strengthened public transport links will be required over the plan period; for those rural communities undergoing transition away from
sugar agriculture, provision of improved access to alternative employment bases (some of which may be located out of the District) should be an important consideration.

Through the creation of a development strategy and management framework this Scheme should aim to show how land can be developed whilst respecting and enhancing the amenity and quality of life of the area and ensuring that development evolves in a sustainable and integrated way. Pressures for development will need to be balanced with sustaining local economies and the natural character and ambience of the area, so that new opportunities for existing communities, tourist resorts and newly located or relocated businesses and industries are created.

By providing planning guidance on future action areas and priorities for development, the Scheme can also assist in focusing initiatives which promote socio-economic development in accordance with Government and private sector objectives and which fosters effective public-private and community partnerships.
3  

Strategic Development Principles and Objectives

3.1  

Approach

This Scheme represents a major departure from previous plans which broadly advocated a prescriptive approach to development planning during a period of relative economic stability. By providing detailed forecasts for future land uses and areas, the previous Scheme then allocated uses to specific sites, in an attempt to manage and control development.

This approach is no longer appropriate given the pace of economic and related land use changes that are now taking place in Mauritius and which are likely to continue for the foreseeable future. In addition the previous prescriptive method of planning has led to large areas of land within zones designated for development or within settlement boundaries remaining undeveloped, largely as a result of land ownership complexities, market pressures for different sites and conflicting priorities for land development amongst some Government Ministries and Agencies.

As a consequence a more flexible and responsive development management and control system is needed to facilitate much-needed growth and help sustain the country’s competitiveness on the world stage. The dynamic economic shifts need to find expression in the land use planning system both at the national and at the local levels.

3.2  

Key Development Principles and Objectives

Synthesizing the key development principles contained in the NDS and building on the extensive consultation processes adopted, this Scheme lays the foundation for a more flexible and responsive pattern of land use planning by promoting the following key action-oriented goals and objectives:

3.2.1  

Goals

- The efficient development and sustainable use of land which allows for the protection, conservation and enhancement of natural and man-made assets
- A dynamic and flexible approach to land development which facilitates coordination, integration and inclusivity for all stakeholders.
3.2.2 Key Objectives

- **Clustering new development** in and around existing settlements and especially identified growth zones, by making more efficient use of existing facilities and services and strengthening the economic and social linkages between them; clustering homes, jobs and leisure opportunities also assists in alleviating expensive public infrastructure costs; and improves the integration of land use and transport including reducing dependency on the private car (especially for journeys to work);

- **Using a sequential approach** to site development which supports the clustering principle, by seeking to ensure that sites and land parcels in and around already built-up areas and defined settlement boundaries have been looked at before trying to convert more valuable agricultural land or developing quality landscape and environmentally-sensitive ‘greenfield’ sites;

- **Stimulating development which contributes to a sustainable future** by recognising that well-designed schemes can contribute to employment creation and environmental management and by involving key stakeholders in development implementation, operation and maintenance; and

- **Enhancing the design quality and image** of new developments by carefully considering the impact the proposals are likely to have on their surroundings and on the existing transport and utilities networks and determining whether they are making the most appropriate use of the site.

3.3 A New Approach - Revised Settlement Boundaries

Because of the new planning approach laid down in the National Development Strategy that responds to the economic shifts and challenges now taking place in Mauritius, this revised Scheme proposes a more flexible and pro-active planning vocabulary.

Under the new approach a range of criteria for project acceptability is now proposed with the emphasis on facilitating rather than restricting development: this approach is deemed more responsive to scheme objectives than that of previous schemes which mainly judged a project’s acceptability on whether it lay within or outside a defined settlement boundary (settlement ‘limit’).

As one practical example of the new approach, the restrictive term “Limits of Permitted Development” used in previous Schemes has been replaced with the more flexible “Settlement Boundaries”. In this context revisions to some growth zone boundaries have been made based on TCPB rezoning.
approvals\(^1\); these mainly resulted from SIE Act-related commitments such as land conversion schemes and VRS. Some amendments were also made as a result of written representations from the Public Consultation process. Criteria for including sites in revised boundaries were:

- The site lay contiguous to settlement boundaries and was considered to contribute to improved settlement structure, rounding off or infilling;
- Connections from the site to transport and utility networks could be made without undue public expense, and
- The site had been cleared and had already been provided with roads and utilities or where development had been completed, as at 31 December, 2005.

Note: *The rezoning approval implied a land conversion certificate had been obtained from the Ministry responsible for Agro-Industry and Food Security.

In and around growth zones where building and land use permit applications had been approved but were found to be some distance away from settlement boundaries and did not appear to be rounding off settlement structure or complementing transport and utility networks, boundaries were not adjusted. In all other cases settlement boundaries remain unchanged as in previous Schemes.

### 3.4 Process for the Generation and Use of Policies

In formulating policies and programmes to assist in implementing the vision for the District, the planning process adopted the following approach:

- Reviewing existing Schemes and policies;
- Conducting site visits and ground-truthing of new major strategic developments;
- Carrying out consultations, workshops and focus group sessions with key stakeholders to update and verify policy and issue assumptions;
- Applying the strategic development principles framework derived from the NDS to the level of the District;
- Consolidating and updating district-wide generic policies and formulating more detailed policies for managing and controlling development for specific uses, settlements and areas of land;
- Identifying mechanisms for implementation, action area planning and monitoring;
- Preparing revised Schemes for statutory planning procedures, Public Deposit and Modification; and
- Finalisation of revised Scheme following approval of Modifications.

\(^1\) The rezoning approval implied a land conversion certificate had been obtained from the Ministry responsible for Agro-Industry and Food Security.
To aid understanding and application, the Policies generated through this process have been grouped as follows:

- **Strategic Development (SD) policies** (refer to section 4.1), which are generic to a variety of development types and have district-wide application;

- **Detailed Development policies** (refer to sections 4.2-4.12), which mainly apply to a particular land use type, settlement or area.

Strategic policies should be used to determine if the development, in principle, is likely to be given approval given a range of specified criteria. Once the ‘in-principle’ decision has been taken to proceed, the detailed policies and related Design Guidance for specific land use types should be used to prepare or assess key elements of the proposal, such as its likely impacts on adjoining uses, the local community and amenity and the natural and built environment.

The policies should be used not only to aid central and local Government officers in providing advice and assessing development proposals but also to guide project promoters, developers and individuals in preparing and designing their projects (along with the new Design Guidance).

They should also be used in appropriate cases as a basis for negotiation so that viable and sustainable development can be achieved from which all parties, including other Government Ministries and agencies in the public sector, private sector organisations and the community, can benefit.

**It should be noted that in preparing and assessing building and land use permit applications, strategic development policies should take precedence over detailed policies.**
4 Policies and Proposals

4.1 Strategic Development Policies

Within the District there are three broad locations where development may be proposed:

(1) within clearly defined settlement boundaries;
(2) on the edge of settlements; and
(3) outside the boundaries of defined settlements.

Based on the key development principles and objectives a development strategy for the District has been devised with the following locational preferences:

- Focusing major strategic developments in and around growth zones, i.e. the identified Urban Renaissance Zone for Port Louis around Terre Rouge, the Rural Regeneration Zones comprising Pamplemousses, Troilé, Goodlands and Rivière du Rempart, the Special Use Zone around Roche Bois and Baie du Tombeau and within the Northern Tourism Zone stretching from Grand Gaube to Grand Baie/Pereybère, Pointe aux Cannoniers and Trou aux Biches and in the Eastern Tourism Zone from Pointe de Roche Noire to Pointe des Lascars;
- Consolidating other developments within and on the edge of existing settlement boundaries and villages to foster smaller scale growth and sustain local economies; and
- Restricting major new development elsewhere; whilst
- Providing flexibility to accommodate some proposals outside settlement boundaries in specified circumstances.

As an aid to preparing or assessing acceptability ‘in principle’ of a development’s location in relation to the settlement strategy, six strategic policies have been devised. A sequential approach to site selection is proposed which incorporates specific performance criteria to help determine how appropriate a proposed development is in relation to the key locational preferences described above, as well as site context and other measures. **Figure 4.1** overleaf illustrates the broad approach.
Figure 4.1 Clustering and the Sequential Approach
SD 1

Development Proposed within Settlement Boundaries

Subject to the provisions of Policy SD 2 of this Outline Planning Scheme development, other than bad neighbour development should normally be permitted within settlement boundaries as defined on the Development Management Map. A sequential approach should be followed which shows that previously developed, under-utilised or vacant land or premises have been considered for use before new greenfield sites have been selected. Such development should not constrain the expansion of significant employment generators nor inhibit the comprehensive development of areas or adjacent sites.

Justification: In order to make efficient use of existing services and facilities and utility and transport infrastructure, patterns of development should tend towards concentration rather than dispersal. Within settlement boundaries, sites within built-up areas should be considered before new greenfield land is developed. By focusing and clustering development within settlement boundaries, pressures on areas of environmental sensitivity and landscape significance and on valuable agricultural land can be reduced and efficiencies in the provision and use of expensive public infrastructure can be achieved.

Clustering development which should not adversely affect future development of areas of vacant or underutilised land, adversely impact upon quality of life nor prevent expansion or disrupt existing business activities should be actively promoted within settlement boundaries. Piecemeal development or one-off developments which would impact on the comprehensive development or redevelopment of areas by sterilising land, stagnating or inhibiting access to other land parcels should not be encouraged.

SD 2

Development Proposed within Settlement Boundaries on Sites Suitable for Agriculture, or on Sites of Environmental Sensitivity or Landscape Significance

In support of Policy SD 1 where a proposed development other than a bad neighbour development is located on land identified as being of Agricultural Suitability or in or adjoining an Area of Landscape Significance or Environmental Sensitivity, there should be a general presumption in favour of development subject to statutory clearances being obtained from relevant authorities.
In considering such clearances within settlement boundaries relevant authorities should take into account the following criteria:

- Where the proposal is from a small owner seeking residential property for themselves or their close kin and can be considered under the SIE Act; or
- Where land suitable for agriculture has been determined to be surplus to future long term agricultural requirements by the owner of such land and which could otherwise be developed more efficiently than a similar-sized development outside settlement boundaries and which includes uses such as community or social facilities or affordable housing or NHDC scheme; or
- Where there has been formal commitments given by the Ministry responsible for Public Utilities, the Local Authority, the Town and Country Planning Board, the Ministry responsible for Housing and Lands or other Government-approved scheme prior to the approval of this Outline Scheme, provided such commitments are duly supported by bona fide evidence i.e. original and authentic documents

And the proposals:

- Do not inhibit the comprehensive development of an area or restrict access to adjoining areas of land appropriate for development or the sequential release of land nor prevent expansion or disrupt existing business/employment generating activities; and they
- Can be readily connected to existing transport and utility networks or can be connected without unacceptable public expense.

**Justification:** Although there is a presumption in favour of most forms of development within settlement boundaries, other than bad neighbour developments, appropriate clearances will still need to be sought in accordance with policies of relevant authorities where sites are located on land identified as being suitable for agriculture (or forest), or on land with environmental sensitivity or landscape significance.

Notwithstanding the clustering and sustainability principles facilitated under Policy SD 1 development proposals within settlements boundaries need to be balanced against the loss of agricultural land likely to be required in the long term, or land of ecological or landscape significance. Mitigation measures and sensitive designs should be paramount in considering such sites for development, whilst ensuring development of other sites in the vicinity is not inhibited or stagnated by the development proposed.
Development on the Edge of Settlement Boundaries

There should be a general presumption in favour of development on the edge of but outside defined settlement boundaries providing such development proposals are aimed at:

- Consolidating gaps in an otherwise built-up area; or
- Rounding off an existing settlement being contiguous with its existing built-up area and are not creating or progressing ribbon development; or
- Infilling (of development) where no strategic gap between settlements is proposed; or
- Providing industrial uses which may not be appropriate within settlement boundaries

Or where:

- The proposal is from a small owner seeking residential property for themselves or their close kin and can be considered as a hardship case, provided that in the opinion of the relevant authorities such release would not encourage large-scale removal of land from agriculture; or
- Land suitable for agriculture which has been determined to be surplus to future long-term agricultural requirements by the owner of such land and which could otherwise be developed more efficiently than a similar-sized development outside settlement boundaries and which includes uses such as community or social facilities or affordable housing or NHDC scheme; or
- There has been a formal commitment given by the Ministry responsible for Public Utilities, the Local Authority, the Town and Country Planning Board, the Ministry responsible for Housing and Lands or other Government-approved scheme prior to the approval of this Outline Scheme, provided such a commitment is duly supported by bona fide evidence i.e. original and authentic documents;

And the proposals:

- Are capable of connection to existing utility supplies and transport networks or can be connected without unacceptable public expense; and
- Do not inhibit the comprehensive development of an area or restrict access to adjoining areas of land appropriate for development or the sequential release of land nor prevent expansion or disrupt existing business/employment generating activities; and
- Are not located in an environmentally sensitive area nor in an area of landscape significance as notified by the Ministry responsible for Environment and Sustainable Development; or
- Are not occupying a site of long term suitability for agriculture, forestry or an irrigation zone as notified by the Ministry responsible for Agro-Industry and Food Security

**Justification:** Generally there are grounds for refusing development proposals on the edge of, but outside, settlement boundaries on account of the large amount of land already available but lying undeveloped within many settlement boundaries, or through sites committed or being processed for land conversion, Voluntary Retirement Schemes (VRS) and morcellements.

However it is clear that in some areas land prices and/or ownership complexities constrain lower income groups from achieving land/plot acquisition, whilst in others, conflicts between agencies over land development priorities has left developable land idle. It would be unrealistic to resist demand for all new uses on the edge of settlements, especially for employment-generating uses where demand can be demonstrated or to provide housing opportunities for particular vulnerable income groups and on lands no longer required for agriculture, providing efficiency in the provision of transport and utility services can be achieved.

Some industrial uses, other than bad neighbour developments, requiring large floor plates and being potentially incompatible with residential uses by nature of their size and scale, or their operation due to noise, emission of smoke, dust, fumes, or traffic generation may be better located on the edge of settlement boundaries.

In specific cases, through collaboration with the relevant clearance authorities, mitigating circumstances such as cases of family hardship, or opportunities for land owners to utilise surplus agricultural lands for integrated development schemes involving provision of a mix of uses including affordable housing or community and social facilities, or prior commitments should be taken into account in determining appropriate clearances. In this context hardship cases, small owner and close kin are as defined by the guidelines produced by the Town and Country Planning Board, 1998 and as subsequently amended.

The **Town and Country Planning Board** approved guidelines regarding **hardship cases** applicable to **small owners and their close kin** are as follows:
1. A **small owner** is one who owns not more than one hectare (i.e. 10,000m²) in the aggregate and which may be made up of more than one portion located in different places in Mauritius;

2. If a small owner is seeking residential property for himself, **none** of the properties should be located within settlement boundaries;

3. If he is seeking residential property for his **close kin**, he should have no other land for that purpose (except his own private residential property) within settlement boundaries.

4. **Close kin** is defined to include ascendants or descendants (Parents and their children, grandparents and grandchildren) up to the level of first cousin (i.e. a cousin, an uncle or an aunt, a nephew or a niece) who do not own any plot of land and who would benefit from the sale or donation.

5. The plot to be released should not normally exceed **422m² (10 perches)** per beneficiary.

And

The land in question

(a) Should be located in an area where development is permissible in accordance with the policies of the **Outline Scheme** or **Development plan**, as the case may be, of the relevant **Local Authority**;

(b) Should not be located within a gazetted **irrigation area**;

(c) Should have been owned as at **30 September, 2005.** Consideration may be given to land accrued through donation/inheritance after 30th September 2005, subject to a Land Conversion Permit being obtained from the Ministry of Agro-Industry and Food Security and provided parent property was acquired/in possession of original owner prior to 30 September 2005.

6. The applicant and the beneficiaries where applicable should support their application by way of an affidavit/declaration.
7. The eventual beneficiary should be in a position to provide the necessary basic infrastructure to site (water, roads and electricity).

8. Hardship criteria should not be used for the release of sites forming part of subdivisions subject of duly approved agricultural morcellements.

SD 4

Development on Land Outside Settlement Boundaries

There should be a general presumption against proposals for development outside settlement boundaries unless the proposal:

- Has been shown to have followed the sequential approach to the release of sites identified in SD 1, SD 2 and SD 3 and there are no suitable sites within or on the edge of settlement boundaries; and
- Is for the essential purposes of agriculture, forestry or other uses appropriate to a rural area; or
- Is for the re-use or refurbishment of existing buildings set in their own grounds; or
- Is considered a bad neighbour development as defined in Policy ID 4; or
- In cases of national interest when having regard to material considerations, locational preferences linked to employment-creating uses and socio-economic policies of Government, development may have to be outside settlement boundaries and is acceptable on planning, traffic impact and environmental impact grounds; and
- Is capable of ready connection to existing utility supplies and transport networks or can be connected without unacceptable public expense;

Or where;

- The proposal is from a small owner seeking residential property for themselves and their close kin and can be considered as a hardship case, provided that in the opinion of the relevant authorities such release would not encourage large scale removal of land from agriculture; or
- There has been a formal commitment given by the Ministry responsible for Public Utilities, Local Authority, the Town and Country Planning Board, the Ministry responsible for housing and Lands or other Government-approved scheme prior to the approval of this Outline Planning Scheme, provided such a
commitment is duly supported by bona fide evidence i.e. original and authentic documents;

And the proposal:

- Is not located in an environmentally sensitive area nor in an area of landscape significance as notified by the Ministry responsible for Environment and Sustainable Development; or
- Is not occupying a site of long term suitability for agriculture, forestry or an irrigation zone as notified by the Ministry responsible for Agro-Industry and Food Security;
- Broadly follows the design principles contained in Design Guidance outlined in SD 5.

Justification: At the District level there is sufficient land available, committed or vacant within settlement boundaries for residential development and through approved morcellement, VRS and other land conversion schemes to accommodate future residential needs for the next 15-20 years. To conserve remaining land in the District, especially land required for long term agriculture, or land that has an ecological or landscape significance, a sequential approach to new development should be followed which first considers sites within or on the edge of built-up areas in existing settlements before greenfield sites outside settlement boundaries are selected. This presumption reinforces key NDS objectives for clustered growth and more efficient provision of transport and utility facilities and social and community services.

It is recognised however that not all development can or should be accommodated within settlement boundaries and under well-defined circumstances some developments may be more appropriately located outside settlement clusters and the main built-up areas.

The definition of hardship case, small owner and close kin is as defined in SD3.

SD 5

Design Quality and Sustainable Development

*New development should conserve and enhance the character and attractiveness of the District so as to foster desirable and accessible living and working areas that provide an improving quality of living. Proposed development should be expected to conform to Planning Policy Guidance (PPG) on Design Quality of:*
- Residential Development;
- Industrial Development;
- Commercial Development;
- Hotels and Integrated Resorts Development;

And

For all developments, relevant design considerations should include:

- Ensuring an appropriate standard of design including density, height, bulk and scale and improving areas of poor quality environment;
- Preserving and enhancing historic buildings and townscape and maintaining and strengthening local distinctiveness and sense of place;
- Protecting and enhancing urban open space, green wedges, areas of landscape significance, environmentally sensitive areas and land/water interface areas;
- Redeveloping vacant and under-used sites and optimising the use of previously developed built-up areas; and
- Improving existing building stock.
- Adopting energy-saving designs, devices and eco-friendly practices.

Development in coastal locations and in coastal settlements particularly in areas of ‘Coastal Lands’ as defined by updated Planning Policy Guidance – Design Guidance: Residential Coastal Development, should be carefully designed given the sensitive location and the visual impact when viewed from the lagoon. The Design Guidance contains particular design principles for development in the Coastal Lands area with which all developments should normally conform.

Justification: A key objective of the NDS is to promote sustainable development and good design is essential if attractive, high-quality sustainable places are to be produced where people (both residents and visitors) will want to live, work and relax. Quality design is fundamental to any sustainable strategy of urban, rural or coastal redevelopment and upgrading.

Difficulty has been experienced in the past when development designs and decisions have not been based on sound design principles. A series of Planning Policy Guidance (PPG) documents has been prepared and adopted, the first of which (PPG1) covers Design Guidance for some key land use types which promote and explain the approach to better quality design principles and practice. The Design Guidance PPG should also help to reduce uncertainty and delay in the decision-making process. Whilst the guidance
aims to cover a variety of locational preferences they do not cover every possible circumstance and there needs to be some flexibility in their application.

Particular care with design is required on sites fringing the coastline. More stringent design criteria particularly with regard to density, height, scale, setbacks, use of materials, landscaping and sewage treatment provision is provided to ensure that coastal development is appropriate, environmentally acceptable and suited to the sensitive coastal location.

The process also allows for updating and additions of new PPG as resources and demands change. However, should a departure from Guidance be proposed it should be the developer’s or Government officer’s responsibility to provide reasoned justification for such a variance. The statutory status of the updated Guidance is deliberate to ensure that they are deemed material and relevant considerations when assessing development proposals and when appeals against refusal of development permission are being heard.

SD 6

Growth Zones and Action Area Plans (AAPs)

Where sites for major new developments are required or are being considered within the District, public and private sector stakeholders should be first directed towards settlements capable of forming the basis for sustainable long term growth. Such growth zones have been defined and designated as Urban Renaissance Zones, Rural Regeneration Zones, Tourism Zones or Special Use Zones according to criteria established within the National Development Strategy.

Within the District Council Area the Urban Renaissance Zone is at Terre Rouge/northern Port Louis area, the Rural Regeneration Zones comprise Pamplemousses, Triolet, Goodlands and Rivière du Rempart, the Special Use Zone comprises Roche Bois/Baie du Tombeau area and the Tourism Zones comprise the Northern Tourism Zone from Grand Baie to Baie aux Tortues and part of the Eastern Tourism Zone.

Where sites for major development can be found in designated growth zones and in other suitable areas of significance for environmental, social or economic planning and acceptable on planning grounds, scheme promoters and private sector developers as well as public sector agencies should be encouraged to bring forward Action Area Plans in accordance with the Design Guidance in policy SD5 and other relevant policies contained in this Outline Planning Scheme.
Justification: Growth zones have been identified within the NDS as development opportunity areas on the basis of good or potential strategic road network links, thresholds of population and jobs and proximity to social networks, retail and community services and facilities. Other criteria for selecting growth zones can include the need to attract inward investment (both private and public) to trigger regeneration due in part to loss of employment in the sugar industry, where key development areas have already been identified in other nationally-adopted studies (for example the Tourism Development Plan), or where there are conflicting pressures for development and conservation.

Where suitable sites for major developments can be found in strategic growth zones as Urban Renaissance Zones, Rural Regeneration Zones, Tourism Zones and Special Use Zones within the NDS, government/private sector and other stakeholders and developers should be encouraged to draw up Action Area Plans for mixed use, special use and tourism-related developments involving public sector involvement as appropriate. In preparing such Action Area Plans consideration should also be given to the requirements for future support activities including public transport, traffic management and new highways and housing, education and health facilities. In these cases planning for future adequate water, sanitation and solid waste facilities should also be important considerations.

The process of Action Area planning should involve:

- An area-wide approach to integrated development planning and design;
- Targeted public and private sector investments

And in appropriate circumstances:

- The use of planning obligations/agreements, and improved and simplified mechanisms, including financial incentives for project implementation.

4.2 Housing

The Housing Technical Note prepared as background to this Outline Planning Scheme analysed residential supply and demand for land in the District Council Area. This Technical Note indicates that around 34,700 housing units would be required over the next 20 year period – some 26,300 arising from demand of the District’s population growth and 8,400 assumed to be generated by households moving into the District.
Information on the supply of land from VRS, approved morcellement and other
government land conversion projects indicates some 645 ha has already been
committed which could accommodate around 12,900 units. Another 12,600 units
could be yielded through infill/densification and a reduction in vacancy rates.
This figure however does not include vacant or undeveloped land still available
within existing settlement boundaries or that may be included in Integrated
Resort Schemes (IRS) or other future land conversion schemes.

At the District level then, it could be argued that no additional land would be
required. However, it would be unrealistic to consider freezing the release of
further residential land over the time frame of this Outline Planning Scheme
given cultural factors, preferences for particularly attractive sites and potential
changes in demand for new house types, land and plots over the next two
decades. Rather then, revised housing policies should focus on how best to
manage future residential development and land release.

In this context the location of proposed housing and morcellement
developments should be primarily assessed under policies SD1 to SD 4 and
design aspects under SD 5 and, in particular the Residential Design
Guidance. Aspects such as morcellement layouts and design, density, bulk,
scale, plot coverage, setbacks, materials, tall buildings, building on hill slopes,
mixed use, provision of infrastructure, parking and road layouts are addressed
in the Residential Design Guidance. For other components of housing and
morcellement development the following policies apply.

H 1

Development in or on the Edge of Minor Settlements

In or on the edge of minor settlements for which no settlement
boundaries have been defined development should be permitted subject
to the clustering principle and sequential approach outlined in SD 1, SD
2 and SD 3 and design parameters under SD 5.

Justification: The design and assessment of proposals for sites in and around
small villages which have no defined boundaries should also follow the sequential
approach and clustering principles adopted for major settlements. Rounding off
and infilling in small settlements and villages assists in the efficient use of land as
a resource, in the effective provision of transport services and utilities and in the
consolidation of existing community and social networks.

For the purposes of this policy, a minor settlement is defined as “one having
more than fifteen houses in a more or less compact form and which shows
potential in growing into a proper settlement”
H 2

Upgrading Programmes

Where regularising or upgrading of squatter housing in situ is not feasible relocation of squatters to new sites should be considered. If relocation is being considered the sequential approach outlined in Policies SD 1, SD 2 and, SD 3 should be followed to identify suitable sites.

Justification: This policy seeks to encourage the upgrading of sub-standard residential areas. The objective is first to consider improving conditions in existing settlements which have identified concentrations of sub-standard housing and/or infrastructure before relocation to new sites is examined. Where existing squatter housing is identified which cannot be provided with utilities and access at acceptable public cost or where such housing is found in areas of environmental sensitivity or landscape significance or where housing conditions are considered to impact adversely on the health and safety of occupants or nearby residents, relocation to new sites should be considered. Design principles rather than strict adherence to standards (except on health and safety grounds) may be appropriate in the regularisation, upgrading or relocation process.

H 3

Affordable Housing, Low Cost Housing and Land Development

Identification of sites for morcellement and schemes which are aimed at providing low cost or affordable housing including NHDC and VRS projects should follow the provisions of strategic development policies SD2 and SD 3 and should wherever possible be located within or adjoining settlement boundaries. The use of surplus agricultural land within settlement boundaries or land that can be released from agriculture on the edge of settlements should be considered favourably subject to clearance from the Ministry responsible for Agro-Industry and Food Security.

Flexibility in plot size may be appropriate if well-designed layouts are proposed. Similarly flexibility, except for maximum height allowable and for on-plot sewage disposal particularly in Coastal Lands, may be appropriate for residential development on existing legal small residential plots within settlement boundaries on economic hardship grounds. The general design principles of the Residential Design Guidance and SD 5 should be broadly followed particularly with regard to infrastructure provision.
Justification: NDS studies based on CSO data suggest up to 90% of individual families may not be able to afford plots of land within morcellements where these are developed by the private sector. Much residential development seems to be financed through traditional extended family practices which facilitate initial land purchase the site often being developed over time as and when further resources become available.

VRS and NHDC provide some housing options for lower income families. However prevailing land prices in and around settlement boundaries or land ownership complexities have often resulted in sites being only available to the public sector in locations remote from existing settlements and community facilities. Such remotely located sites often mean that provision of services and utilities becomes more expensive with knock-on effects on the costs of construction and delivery to the consumer.

The Government through the Ministry responsible for Housing and Lands is currently investigating a range of affordable housing mechanisms and the intent of this policy is to provide sites in sustainable locations, integrated with existing settlements and infrastructure and community facility networks.

In the future, development under low cost and affordable housing schemes should follow the clustering and sequential approach principles within the strategic development policies and target vacant, unused or under-utilised sites in or on the edge of already built-up areas before considering green field sites in new locations. New Government housing policies and funding mechanisms will be needed to facilitate such developments which are more likely to be cost effective than similar schemes in more remote locations. Some sites can be made available within or on the edge of settlements providing a more flexible approach to the use or re-use of agricultural land is followed. Strategic policies SD2 and SD3 and housing policy H 1 provide guidance.

Plot size may be flexible to ensure affordability can be achieved. Similarly flexibility in permitting residential development on existing small plots with legal land title in existing settlement boundaries may be appropriate to enable low income owners to undertake property improvements. Residential Design Guidance incorporates design concepts for affordable housing morcellements and developments and acknowledges low cost housing improvements.

4.3 Heritage Conservation

The wealth of buildings of special architectural, cultural and historic interest in Mauritius plays a large part in maintaining and creating the distinctive character of the island’s historic landscape. There are over a 160 National Heritage Sites and Monuments on the statutory schedule (National Heritage
The continued maintenance and repair of this built heritage is essential to maintaining and enhancing the character of the island.

HC 1

National Heritage Sites and Monuments and Conservation Areas

The quality and local distinctiveness of the historic built environment should be maintained and improved by:

- Protecting all National Heritage Sites and Monuments, their settings and historic landscapes against demolition and inappropriate alteration or development. There is a presumption in favour of the preservation of National Heritage Sites and Monuments;
- Proposals for external or internal alterations or additions to National Heritage Sites and Monuments should respect the integrity of the buildings or structures and harmonise with their special architectural, cultural or historic features and character; and
- Encouraging conversion of appropriate redundant National Heritage Sites and Monuments to new uses that do not adversely affect their special architectural, cultural or historic value and as a means of securing their economic viability;

The setting of a National Heritage Site and Monument should be a material consideration in the determination of development proposals. A list of items of National Heritage is annexed in Scheduled Two of this Outline Scheme.

Justification: A schedule has been prepared under the National Heritage Fund Act 2003 Act which lists the items of National Heritage of Mauritius. Thirty two national heritage items are located in the District Council Area as detailed in Schedule Two.

Any applications located within the setting of an item of National Heritage or involving such items should be carefully considered and be in accordance with the National Heritage Trust Fund Act. Opportunities for private sector usage of National Heritage items which can facilitate their sustainable use should be supported subject to broad conformity with The Design Guidance and SD5.

4.4 Education, Health and Community Facilities

The background to these policies is provided in the National Development Strategy.
SC1

Pre-Primary Education

Proposals for the provision of pre-primary centres should be favourably considered if the development meets the following criteria in order of preference:

(a) Purpose-built centres on separate suitable sites within settlement boundaries;

(b) the use of appropriate community buildings such as village halls, social/community centres, religious buildings;

(c) the use of part of a private residential building or plot within settlement limits provided that:
   (i) the premises are of a suitable size and design to accommodate the maximum number of children enrolled;
   (ii) there is sufficient space for off-street car parking for staff;
   (iii) no traffic or safety hazards should be created by the parking of vehicles depositing and collecting children from the site; and
   (iv) no environmental or other nuisance should be caused to detract from residential amenities of the area.

Justification: It is the Government’s aim to offer the opportunity of pre-primary education to all children in the 3 to 5 year age group. Ideally, such education facilities should be attached to all primary schools but financial constraints mean that for some time provision will have to continue to be made in other premises by both public and private sectors. A considerable contribution is made by small private pre-primary centres on residential plots and this should continue to be permitted provided that specified criteria are met.

SC 2

Location of School Sites

Sites selected for schools should follow the sequential approach outlined in Policies SD 1, SD 2 and SD 3 and be either within or on the edges of settlements where large vacant sites, utility networks and public transport services are available or can be provided at acceptable public cost. In appropriate cases, new District-level public sports and recreation facilities should be considered for location adjoining major school sites where a high level of accessibility especially by public transport can lead to more efficient provision through shared use.

Justification: The Ministry responsible for Education has been actively constructing new schools especially secondary and sixth form colleges to
address the shortage of high school places throughout the country. The Outline Scheme seeks to enable the education authorities to plan for new schools in areas of growth or deprivation consistent with its aims and development principles. Ideally, all primary school children should be able to walk to their nearest school and all school aged children should have access to a choice of travel modes including public transport.

In well–accessed locations, especially by public transport, consideration should be given to provision of district level public sports and recreation facilities where shared use of facilities by students, staff and the community can lead to efficiency in provision and use of expensive Government social infrastructure.

SC 3

Location and Clustering of Community Facilities

Proposals for community facilities within village or settlement centres or on sites which are easily accessible by public transport within settlement boundaries should be favourably considered. Where suitable sites are not available within settlement boundaries having regard to the sequential approach under Policy SD 1 and SD 2, sites on the edge of settlements may be considered in accordance with Policy SD 3.

Justification: Community facilities should be located on sites which are conveniently and easily accessible by a variety of travel modes so as to enhance accessibility and use. Clustering of community facilities should encourage more efficient and effective use of all amenities and can facilitate sharing of parking, access roads, open space and other local services.

SC 4

Location of District and Regional Sports Facilities

Future District and when appropriate regional sports facilities should wherever possible be located close to schools lacking their own facilities and/or within designated growth zones such as Rural Regeneration Zones in accordance with Policy SC 2. Such sites should have a high level of accessibility which provides for a variety of travel modes particularly public transport.

Justification: Many existing schools have insufficient space on site to accommodate suitable sports facilities. The development of such facilities in strategic locations would enable school children to have adequate access to physical education. Rural Regeneration Zones would be appropriate locations
for such sports facilities where a higher level of accessibility is likely to be available or achievable. The potential for multiple and shared use of sports and related recreation facilities including parking should be considered when drawing up new proposals for major projects.

SC 5

Health Facilities

*New health facilities including private health clinics should be sited in accordance with the clustering principle and sequential approach outlined in the Strategic Development policies. Sites for major new health facilities should be capable of accommodating future expansion needs, including future car parking for visitors and staff and a landscape buffer. A Transport Assessment as outlined in Policy TP 2 and an EIA as required under the Environment Protection Act 2002 should be undertaken as part of the building and land use permit procedures.*

*Justification: Whilst the Ministry responsible for Health and Quality of Life is consolidating public health facilities and hospitals mainly on existing sites, private health clinics are emerging throughout the country. Some medical facilities can generate large volumes of traffic, need to be well located to the highway and public transport networks and once established tend to expand over time: strategic performance criteria can guide such development to appropriate locations. The sites for new facilities should be within or contiguous with settlement boundaries, be located where a range of transport modes are available for community users, have good site access and be located away from bad neighbour development.*

SC 6

Cemeteries, Crematoria and Cremation Grounds

*Proposals for cemeteries, crematoria and cremation grounds should follow the sequential approach to development outlined in Policy SD 3 such that these uses are located on the edge of settlements, in accessible locations for the community, away from Environmentally Sensitive Areas and where they do not pose a threat to restricting or sterilising development of existing settlements. Clearance from Ministry of Health and Water Resources Unit (for cemeteries) must be obtained in the planning of new cemeteries, crematoria and cremation grounds.*

*A buffer zone of at least 200 metres from sensitive uses should be observed for new cemeteries and cremation grounds and a minimum buffer zone of 100 metres would be desirable for crematoria.*
**Justification:** These uses are required to be accessible to local communities and individual cultural and religious groups yet if not carefully located could restrict or frustrate the future expansion of settlements. The criteria within Policy SD 3 provide the performance measures by which to address the locational aspects of these forms of development.

**SC 7**

**Access for Disabled People**

*Proposals for the construction (or alteration) of buildings open to the public and buildings used for employment and education purposes should normally provide suitable access and facilities for people with disabilities, as customers, visitors and employees. The access design should generally be in accordance with that outlined in Design Guidance specified in SD 5.*

*In determining the precise requirements account should be taken of the number of disabled persons likely to use the building, the cost of provision and any other constraints.*

*Justification:* It is the Government’s aim that people with disabilities should play as full a role in society as possible. The inaccessibility of land, buildings, transport and other facilities often prevents this. Given the number of persons in the community with a disability there is a strong case for using development and building permit powers to improve access for them. Providing better access can be costly however and care should be taken to ensure that any such requirements imposed on a development project are reasonable in relation to likely usage, cost of provision and other constraints. Design Guidance contains guidelines on the location, provision and design aspects of disabled access.

**4.5 Employment Uses**

Employment uses are vital to support the four pillars of the Mauritian economy – notably industry, service sector including commercial and financial services and ICT, tourism and agriculture. Employment-related development policies are as follows:

**4.5.1 Commercial and Retail Development**

*Proposals for commercial and retail development including shops, offices and restaurants should conform to the clustering principle and sequential approach outlined in the Strategic Development policies such*
that areas within settlement boundaries particularly sites in Urban Renaissance Zones, Rural Regeneration Zones and village centres should be explored before sites on the edge of settlements are considered. The design of retail, office, commercial and business development should generally be in accordance with the Commercial Design Guidance and SD 5.

Major new retail stores and shopping malls should first be considered in settlement centres, then in edge-of-centre locations. Proposed out-of-centre retail stores should only be acceptable in cases where:

- No suitable site in the settlement centre or edge of centre is available; and
- The development either by itself or taken together with other development proposals has been assessed to show it should not undermine the vitality or viability of nearby centres and should contribute to local and regional shopping needs by improving the range of goods and services available; and
- The site is well related to transport and utility networks and has been assessed by way of a Transport Assessment in line with the requirements of Policy TP 2; and
- The site does not occupy land which is considered to be suitable for long term agriculture or is environmentally sensitive or of landscape significance; and
- The design of the proposed development enhances the local built and natural environment and generally accords with Commercial Design Guidance.

Shops including tabagie, small groceries and snack foods premises which serve local neighbourhood needs may be located within settlement boundaries and within predominantly residential areas providing the gross floor space does not exceed 60m² and such developments have due regard to traffic and pedestrian safety.

Proposals for new local shops with direct access onto highway and main roads should not normally be permitted. The location and requirements for small shops not exceeding 60m² should broadly conform to the principles detailed in the Planning Policy Guidance (PPG 1) on Commercial Development (Local centres and Corner shops)

Justification: Commercial, business and retail developments including shops, offices and restaurants should wherever possible be located so as to add to the vitality of settlement and village centres in areas well-served by a variety of transport modes and employment pools. New development should:
• Sustain and enhance the vitality and viability of settlement and village centres;
• Maintain an efficient, competitive and innovative commercial and retail sector;
• Cluster commercial and retailing and other complementary development so as to encourage competition – this produces benefits to consumers and reduces the need for multiple car trips to separate locations; and
• Ensure the availability of and easy access to a wide range of shops, employment, services and facilities.

In considering proposals the permitting authorities should adopt the clustering principle and sequential approach to site selection and use as outlined in the Strategic Development policies.

It is recognised however that certain retail activities for example those shopping malls requiring large floor plates are better located out of centre.

When preparing proposals for such developments scheme promoters will need to show that the project should not adversely affect existing centre retail by undertaking an assessment and a related Transport Assessment. The criteria to be included in these assessments for use by developers in preparing new proposals and to facilitate permitting authorities in assessing development applications should include the following:

• How does the development contribute to local shopping needs;
• What are the requirements for a large single floor area (or external sales and storage area) and a substantial adjacent customer car park;
• What is the impact on local sales patterns; are these sufficient to prejudice the role or vitality of existing centres;
• What is the impact on the surrounding road and public transport networks;
• What is the provision for the disabled and pedestrians;
• How is the utility infrastructure to be provided and at what (acceptable public) cost; and
• How does the development safeguard or enhance land of suitability for agriculture and the local environment and landscape.

Approval is likely to be subject to:

• The proposed development being an appropriate use for the land;
• Lack of an available, alternative site within or adjacent to the settlement centre and;
• It being in broad conformity with Commercial Design Guidance.

Permission is likely to be refused if:

• Any diversion of trade likely to result from the new scheme could seriously affect the vitality and viability of any nearby centre as a whole; or
The development could give rise to unsatisfactory traffic, public transport, parking or environmental problems.

Smaller retail uses in residential and other areas can assist in providing services for the daily needs of those living or working in the vicinity. The Commercial Design Guidance should assist in encouraging better design in centres and ensure that cumulative effects of central area evolution can be addressed through consistent design parameters.

4.5.2 Business Parks, High Tech, ICT and Research and Development Offices

BP 1

Business Park Development

Locations for business, high tech, research and development parks should follow the clustering principle and sequential approach outlined in the Strategic Development policies and should accommodate those uses that are non-pollutive and that engage high valued and knowledge-intensive activities. Vacant land or under-utilised sites in existing business parks or as identified at Goodlands should be examined before new greenfield locations are considered.

Generally a presumption in favour of development should be given to clustering of such uses into locations with convenient access and within a good landscape setting and with a high standard of design. The Board of Investment and Business Parks of Mauritius and should be consulted regarding the location of such parks. Business park designs should broadly conform to Commercial Design Guidance.

Justification: Further growth in the financial and ICT sectors of the economy is likely to lead to demand for types of office space that are not currently available. It is common international practice for the ICT sector in particular to locate in office campus environments outside the central areas and CBDs (Central Business Districts) - Silicon Valley in the USA and Cybercity near Réduit are prime examples of this trend.

Policy BP1 reinforces Government’s intent to capture a share of the growing ICT sector and there is likely to be a demand for new types of office environment and new types of office space. Greenfield campuses and highly serviced call centres are examples of new forms that will not fit comfortably into existing settlement centre office stock. Supporting these “edge of town” office environments there will be a need for housing, retail and community services (schools, hospitals, etc). It is likely that clusters will tend to develop at strategic transport nodes and long term planning should anticipate this trend.
Given the importance and land take associated with such uses, the Board of Investment and Business Parks of Mauritius Ltd should be involved in the locational and development type decision-making processes. Commercial Design Guidance has been prepared which should assist in locational, design and assessment decisions for business parks.

4.5.3 Industry

Development proposed for industrial sites, estates or uses should incorporate the sequential approach outlined in the Strategic Development policies as well as the Industrial Design Guidance outlined in Policy SD 5. However, depending on the industrial use proposed, a varied sequential approach should be adopted. Those industries which are unlikely to adversely impact upon adjoining development should be accommodated within settlement boundaries and make use of available land and sites in existing industrial estates. For medium and large scale industries, sites on the edge of and out of settlement boundaries are likely to be more appropriate. No new industrial zones are identified within this Outline Scheme: however encouragement of mixed uses for under-utilised or vacant sites in existing industrial estates and industrial zones within settlement boundaries is proposed.

Special Use Zones should be considered where major new industrial uses or industrial clusters are being located, expanded or relocated for which Action Area plans should be prepared. More specific policies for industrial development, including bad neighbour development, are as follows.

ID 1

Development in Existing Industrial Estates and Zones within Settlement Boundaries

*Within existing industrial estates and zones within settlement boundaries and identified on the Development Management Map there should be a presumption in favour of light industry, small factories and workshops (including Small and Medium Enterprises-SMEs) and those industries not causing a nuisance to nearby residential and other sensitive uses by reason of smoke, fumes, dust, noise, excessive vehicular movements and loading issues.*

*In existing industrial estates or industrial zones within settlement boundaries where limited or no industrial development has materialized, the development scope could be widened so as to encourage mixed use development like commercial and leisure and even residential uses.*
Land uses such as wholesalers, timber and building supply merchants and those requiring the sale of bulky goods should be considered favourably in designated industrial estates, subject to transport assessment and retail assessment (for large operations) indicating acceptable and manageable impacts and suitability of operation hours.

Justification: In previous Schemes, large tracts of land were identified and zoned for industrial use within settlement boundaries. Although some take-up of industrial land has occurred in some areas, this process is perceived to have been largely unsuccessful in marshalling major new industrial sites to sustain economic growth. In particular whilst there is an expressed shortage of land for small and medium enterprises (SMEs), incubator and starter units, these have not located to any extent in the existing designated industrial zones.

To encourage more efficient use of industrial land and services within settlement boundaries, some complementary ‘bulky’ commercial uses which require large floor areas and which generate significant volumes of heavy and medium goods vehicles not normally suitable in settlement centre locations could also be clustered in or on the edge of existing industrial estates and zones. Such clustering would enable more viable use of designated industrial sites and help sustain local and regional employment opportunities.

ID 2

Small Scale Enterprises and Home Working

Proposals to operate or extend office/business uses or small scale enterprises from residential properties should only be permitted if the use is ancillary to the principal use as residential. Criteria should include:

(i) Premises are of a suitable size and design to accommodate the additional activity and all its ancillary requirements such as parking, loading area and adequate setbacks from neighbouring properties.

(ii) No neighbours’ objections within a radius of 50 metres.

(iii) *no serious adverse impact on residential occupiers in the area or the character of the neighbourhood particularly in regard to noise, smoke, fumes, smells, dust nor excessive vehicle movements or loading and unloading of goods and products;*

(iv) *Sufficient parking space within the curtilage of the property available to accommodate any staff or visitors;*
(v) Safe access from the roadway.

Storage of materials should be able to be contained within the curtilage of the property. The operator of the office/business use or small scale enterprise should reside at the premises.

Justification: Technological advances and the evolution of the ICT sector in Mauritius are expected to facilitate an increasing proportion of the working population being home-based. Use of a room as office or business typically does not require a building and land use permit as clients associated with the business do not need to frequently visit the property or there are very infrequent deliveries from trade vehicles. The use of part of a dwelling on a small scale for an office can similarly be low key in nature, which does not adversely affect residential amenity, whilst reducing the number of journeys to work and thereby easing traffic congestion. It can also provide local employment opportunities in the service sector.

Small scale enterprises which are carried out in the home without need for modification of the dwelling may also be acceptable but more stringent criteria are necessary to ensure that surrounding residential amenity is respected. Light industrial uses such as panel beating and spray painting, manufacture of furniture and vehicle repairs are not normally suitable in residential areas due to dust, noise and fumes and other environmental effects. However in order to provide for establishing small scale enterprises where start-up capital outlays for new premises may be beyond the operator’s means, use of home may be appropriate where vehicle movements and noise and parking, loading and unloading are not disruptive to the amenity of the surrounding neighbourhood.

Examples of small scale enterprises include cooking of sweets and food preparation, sewing and small scale clothing manufacturing, repairs to electrical goods, minor car/mechanical and bicycle repairs and artist studios.

For both use of home as office and for small scale enterprises the key decision is whether the overall character of the dwelling and surrounding amenity will change as a result of the business or enterprise. If the answer to any of the following questions is “yes”, then permission is likely to be refused:

- Will the home no longer be used mainly as a private residence?
- Will the business result in a marked rise in traffic or people calling?
- Will the business involve any activities unusual in a residential area?
- Will the business disturb your neighbours at unreasonable hours or create other forms of nuisance such as noise, dust, fumes or smells?
ID 3

Industrial Development at the Edge of Settlement Boundaries

To facilitate growth and consolidation of industrial uses including manufacturing, storage, warehousing and distribution uses and related support services but not bad neighbour developments as outlined in ID 4, proposals for new development which require large sites and generate high volumes of vehicle and truck movements should follow the sequential approach outlined in SD 3. Existing available, vacant or under-utilised sites in industrial areas on the edge of settlements or outside of settlement boundaries including the re-use of redundant sugar factory buildings and surplus estate workers housing clusters should be considered before examining new greenfield sites in edge of settlement locations. Clustering of industrial uses should be encouraged where high levels of transport accessibility and utility services, particularly water, sewerage and electricity networks are available or can be provided at acceptable public cost.

Proposals for development may also require an Environmental Impact Assessment/Preliminary Environmental Report in accordance with the EPA 2002 as amended or a Traffic Impact Assessment. Proposals should broadly conform to Industrial Design Guidance.

Justification: There are three key factors that determine the suitability of land for industrial usage:

- The site should enjoy secure and direct road access for delivery of raw materials and finished products;
- There should be adequate levels of reliable utility and telecommunications infrastructure, or this must be capable of installation at acceptable public cost; and
- There should be an available labour force within a reasonable commuting distance.

It is recognised that industrial development may not always be suitable within settlement boundaries for valid operational reasons. Also access to markets is highly reliant on efficient access to a good road network which link the industrial premises to the Port, its support industrial premises and raw materials. Land should be accessible and serviced if it is to attract investment in industrial buildings and plant. Clustering should encourage phased release of land for industry and a variety of support activities.

Some areas have already been identified in the District for industrial usage but sites have not been taken up due to a variety of factors including poor access, lack of flexibility over the size of plots and concerns of traffic using settlement...
and central area streets potentially disturbing the amenity of local residents and businesses. Providing a criteria-based approach enables suitable sites to be identified for a range of industrial uses, as well as ensuring consideration of vacant or redundant industrial sites such as re-use of old sugar factory complexes. Industrial Design Guidance has been prepared to address operational aspects of industrial premises such as layout and service access, health and safety factors such as fire protection and waste water treatment as well as setbacks, landscaping and amenity.

ID 4

Bad Neighbour Development

The location of bad neighbour uses should follow the sequential approach commencing with Policy SD 3 and where buffer zones are required or potential nuisance exists, with Policy SD 4.

Bad neighbour developments are defined to include quarries, stone crushing plants, concrete batching plants, asphalt mixing plants, power stations and tank farms, animal-rearing uses including piggeries and poultry farms, sewage treatment works, sites for landfill and other forms of solid waste disposal, waste transfer stations, civic amenity sites, scrap yards, recycling and composting facilities.

Preference should be given to proposals for bad neighbour developments which can be clustered to share a buffer zone or on an existing under-utilised or vacant industrial site including those associated with the sugar industry or contribute to regeneration of derelict sites or provide opportunities for transport improvements.

Such proposals should also ensure that:

- Adequate road access and utility provision (electricity, water, sewerage, solid waste and telecommunications facilities) are available or can be provided as part of the development costs;
- A wastewater treatment facility is able to be included in the development (if applicable to the type of development proposed) and measures are incorporated to protect groundwater from being contaminated;
- The development would not adversely impact other employment uses nor prejudice the future expansion of growth zones such as Rural Regeneration Zones, existing settlements or other sensitive uses such as residential development, schools, education and health facilities and tourism sites and complexes;
The development would not adversely affect areas suitable for agriculture or of environmental sensitivity or landscape significance;

Mitigation measures including buffer zones, landscaping and an after-care plan required as a condition of an EIA licence approved by the Ministry responsible for Environment are capable of being provided within and around the site as part of the development costs.

Acceptable uses within buffer zones may include agriculture, forestry, non-intensive animal-rearing, grazing and pastures and leisure and recreation facilities. Certain other uses such as storage, warehousing and distribution industries may also be appropriate at varying distances from a bad neighbour cluster. The buffer zones for particular uses should form part of the EIA licence and be determined by the relevant statutory authorities.

All industrial development proposals should be in broad accordance with Industrial Design Guidance and take into account the design of the site and the visual impact of the development. General guidance on buffer zones for particular uses is also contained in the Industrial Design Guidance.

Justification: This policy recognises that bad neighbour uses are essential for the continued economic growth of the Mauritian economy but that a precautionary approach to siting new facilities is required to safeguard local environment and amenity. Bad neighbour developments are defined to include those uses requiring an Environmental Impact Assessment licence as listed in the First Schedule (Section 15(2)) Part B of the Environment Protection Act 2002 and/or are considered a potential nuisance to adjoining residential neighbours by reason of noise, dust, smoke, fumes, smells, abnormal hours of operation or parking or excessive loading problems or through the appearance and scale of the proposal.

Bad neighbour developments are required to be distant from residential and other sensitive uses for health and safety reasons and require buffer zones which can preclude certain forms of development within a specified distance. Given the difficulty in identifying new sites for such clusters it is essential suitable performance criteria are established to address bad neighbour locational and operational requirements. Although sites should normally be located away from existing settlements adequate access to road and public transport networks, labour and other linked activities will be important criteria in determining suitable locations.

In selecting new sites for bad neighbour developments, locations for some particular facilities such as landfill and stone crushers should where
practicable be planned up to 1km distant from sensitive land uses, which include residential areas, hospitals and schools. In and around existing built-up areas a reduced buffer zone may have to be adopted, taking into account topography, the nature of the facility, wind direction and other local site factors.

Where sufficient land is available, the clustering of bad neighbour uses on a single, well-accessed site should be considered in order to reduce adverse environmental effects.

4.6 Agriculture

A1

Protecting Agriculture Land

Land suitable for agriculture located outside settlement boundaries should be protected from development unless such development is essential for agriculture, forestry and other uses appropriate to a rural area or if found necessary using the sequential approach outlined in SD 3 and SD 4 and H 1. A high degree of protection should normally be afforded to land within gazetted Irrigation Zones and other land which has fixed irrigation equipment and which is required for long term sustainability of the agricultural sector (see Irrigation Zones Inset Map). Watchman’s quarters cum store of a maximum gross floor area of 30m² may be allowed on agricultural plots of over 1 arpent. However, an owner of more than one agricultural plot of more than one arpent being located contiguous to each other (agricultural plots in single ownership) will not be allowed more than one watchman’s quarters unless there is valid justification provided.”

“Agricultural subdivisions should comply with the requirements of the Ministry of Agriculture and any Cahier des Charges accompanying these operations should strictly reflect the purpose for which the land is being subdivided”.

Proposed integrated and comprehensive development on land suitable for agriculture located within settlement boundaries, or on the edge of settlement boundaries should be considered through the provisions of Policy SD 2, SD 3 and H 1.

Justification: Conservation of land suitable for long term agricultural use is a core policy of the NDS and this Scheme and accords with the sequential approach to identifying developable land specified in Policies SD 1, SD 2, SD 3 and SD 4. Development outside settlement boundaries for non-agricultural
uses should normally be discouraged where productive agricultural land would be lost. This is particularly important for irrigated lands where heavy investment has been made to provide the necessary infrastructure.

However there is agricultural land which, primarily due to poor soil conditions, is not likely to be productive in the foreseeable future; furthermore because of restructuring in the sugar sector additional ‘productive but non-viable’ land is likely to be sought for release by landowners from sugar use during the plan period.

In such circumstances new development proposals should be directed to such ‘surplus’ sugar lands on sites on the edge of or outside settlement boundaries, in accordance with Policies SD 3 or SD 4 or H 1 and relevant statutory clearances obtained from the Ministry responsible for Agro-Industry and Food Security. Development proposed on agricultural land within settlement boundaries should be considered in accordance with Policy SD 2.

A2

Agricultural Diversification

On sugar cane land which has been classified as marginal in the Ministry of Agro-Industry and Food Security/MSIRI 2002 Land Suitability Map, and in accordance with the Non-Sugar Sector Strategic Plan of the Ministry of Agro-Industry and Food Security, 2003-2007, the release of such lands for non-sugar sector agricultural uses should be considered favourably.

In considering such development applications, suitable sites should normally be located:

- outside settlement boundaries, strategic growth clusters or existing village limits;
- outside Environmentally Sensitive Areas (ESA) as defined by the Ministry of Environment and Sustainable Development;
- outside areas of landscape significance as defined by the Ministry of Environment and Sustainable Development; and
- should not be required for use for a sugar cane buffer stock as determined by the Ministry of Agro-Industry and Food Security/MSIRI and the private sector.

Such developments should broadly follow the design principles set out in the Industry in the Countryside Design Guidance.
**Justification:** The recommendations of the Non-Sugar Sector Strategic Plan of the Ministry of Agro-Industry and Food Security, 2003-2007 envisage a reorientation of the non-sugar sector towards a more technology-based approach to achieve a measure of self-sufficiency, to meet increased quality standards, to develop agro-processing, promote entrepreneurship, optimise export opportunities, ensure conformity to international food safety norms and maximise potential benefits from regionalisation.

The Ministry of Agro-Industry and Food Security Non-Sugar Sector Strategic Plan is an important component in determining and locating agricultural/farming diversification projects within revised Outline Schemes in the context of the National Development Strategy, and national socio-economic priorities. The adoption of intensive cultivation practices based on modern practices has become essential in optimising agricultural productivity within available land resources and increasing urbanisation.

Where sugar cane land has been classified as marginal in accordance with the Ministry of Agro-Industry and Food Security /MSIRI 2002 Land Suitability Map, and does not fall into one of the above categories and is located outside major settlements, strategic growth clusters or existing village limits, there will be a presumption in favour of agricultural diversification schemes including hydroponic agricultural schemes. Such developments should broadly follow the design principles set out in the Industry in the Countryside Design Guidance.

**4.7 Mineral Resources**

**MR 1**

**Protection of Mineral Resources**

Mineral resource sites as shown on the Development Management Map should be protected from most forms of development. Such sites hold reserves which are important to the national economy and for the building construction sector. Buffer zones of 1km should be established between such sites and sensitive uses including housing, education and health facilities as well as from boundaries of catchment areas of dams and reservoirs.

There should be a general presumption against development likely to undermine the long term quarrying capability, unless and in the national interest or is a Government approved scheme which has already been identified or committed or where suitable alternatives are not available.
Priority quarry areas identified by the Ministry of Environment and Sustainable Development and their buffer zones of 200 metres from the quarry boundaries will be protected from all types of development. Temporary undertakings may be allowed outside the 200 metres buffer zone up to 1 km from the quarry boundaries, subject to relevant permits and licences being obtained from statutory authorities.

Temporary development may be allowed on a potential mineral site and its 1 km buffer subject to relevant permits and licenses being obtained from statutory authorities. Any proposal for permanent development on potential mineral sites and within the 1 km buffer may be considered based on site investigations carried out in line with the methodology developed by the Ministry of Environment and Sustainable Development and demonstration that these sites do not have significant quarry potential in terms of quality and quantity of rocks and their economic exploitability. The site investigation report will be examined by a Technical Committee set up by the Ministry of Environment and Sustainable Development, with a view to recommend to the Ministry whether the site needs to be retained for quarrying or released for other developments.

The final decision of the Ministry of Environment and Sustainable Development shall prevail over the provisions of the Outline Scheme in respect of that potential mineral resource site.

All temporary development shall be subject to termination upon issue of prior notice, when the site will be required for quarry operations. No claim for compensation or liability for damages from the Government of Mauritius would be entertained at closure of operations to allow for quarry activities.

Justification: Since sand extraction from the lagoon was ceased in Mauritius in 2001, terrestrial deposits of sand, building aggregate, crushed rock and other raw construction materials are the only source of supply. To ensure future demand from the construction sector can be met the Ministry responsible for Environment has carried out a detailed study to identify the level of resources available, so as to provide adequate protection for proven sites. The study identified two categories of mineral resource sites, respectively priority sites and potential sites. For the priority sites the consultants had fully investigated them with respect to quality of rocks and had determined that they were viable for rock quarrying. The priority sites will be highlighted on the Development Management Maps. As for the potential sites, the quality and quantity of rocks were not determined by the consultants.
Given that the resources will need to be extracted or quarried at varying times in the future, buffer zones which separate sensitive uses from the potential bad neighbour aspects of quarrying or extraction are recommended to protect both the resource and residents. Further guidance is provided in policy ID 4 and Industrial Development Design Guidance.

4.8

Tourism

The coastal area within the District is an important national asset both with regard to the national economy through the tourism sector and as an attractive and fragile environment. Both aspects of the coast are interlinked – the quality of the natural environment is an integral component in the continuing success and growth of the tourism industry. Sustainable management and maintenance of development within the sensitive coastal environment is the basis of the policies below.

4.8.1 Coastal Development and Tourism

CDT 1

Coastal Development and Tourism

On the coast within Tourism Zones identified in the Tourism Development Plan and shown as growth zones on the Development Strategy Map and Development Management Map, clustering of tourism and other employment-generating activities within or adjacent to existing settlements, resorts and campement sites and utility and transport networks should be encouraged.

Major new developments should be focused within the Northern and Eastern Tourism Zones where Tourism Action Area schemes and other Government approved schemes have already been identified and committed. In these Zones and where sites are within or adjacent to existing settlements, tourist resort complexes or major campement sites, there should be a general presumption in favour of mixed use tourism and other forms of complementary employment creation.

Proposals should generally comply with the design criteria contained within the Hotels and Integrated Resorts Design Guidance and other relevant Design Guidance outlined in SD 5. Developments within the Coastal Lands should also conform to detailed coastal development design principles defined in the Design Guidance.

Justification: The Northern Tourism Zone which stretches from Baie aux Tortues via Grand Baie to Grand Gaube/Melville and the Eastern Tourism Zone from Roche Noire via Poste de Flacq to Trou D’Eau Douce and including Grand Riviere Sud Est, Ile aux Cerfs and Ile de L’Est were identified by the
Ministry responsible for Tourism in the Tourism Development Plan 2002. Clustering of development within Tourism Zones would support the objectives of the NDS and provide more sustainable development patterns, support existing local communities and build on existing transport and utility provision whilst enabling parts of the coastline to remain open and in their natural state through environmental management plans.

Further development guidance is provided within the Hotel and Integrated Resort Design Guidance and the Residential Design Guidance. More stringent design parameters have been devised to ensure sustainable development occurs in such sensitive locations. In all cases of major development on the coast, building and land use permit applications will be required to include a comprehensive EIA in accordance with the Environment Protection Act 2002.

CDT 2

Conservation and Tourism

Within approved Tourism Zones but outside of existing settlements, resort complexes and major campement sites and outside Tourism Zones, in open coastal and countryside locations, particularly where agricultural, environmental and landscape considerations are of significance, there should be a general presumption against major new development, unless and in the national interest or where a Government-approved scheme has already been identified and committed, or suitable alternatives are not available. In these cases the full environmental, social and transport costs of the new location and the alternatives considered should form an integral part of the decision-making process.

In locations in and adjacent to settlement boundaries as shown in the Development Management Map, either within or outside the Tourism Zones, there should be a general presumption in favour of small scale developments where these can be shown to sustain local economies, especially where changes due to restructuring and diversification in the sugar sector are envisaged or where fishing and/ or sand mining activities have ceased. Proposals should generally conform to detailed coastal development design principles defined in the Design Guidance.

Developments within the Coastal Lands areas should conform to detailed coastal development design principles defined in the Design Guidance.

Justification: Within the Tourism Zones but outside settlement boundaries and on land on the open coast and countryside there should be a general presumption against major development except in cases of national interest or where a Government-approved scheme has already been identified and
committed and other suitable alternatives are not available as provided for under SD 4.

A sequential approach should be considered for the release of sites in these areas. Criteria should focus on maintaining land of suitability for agriculture as defined by the Ministry responsible for Agro-Industry and Fisheries, including use of land for sugar cane and non-sugar sector uses. Other factors should include protecting land with environmental sensitivity or landscape significance as defined by the Ministry responsible for Environment.

Unless it is demonstrated that proposals including national-interest proposals can be integrated with existing settlements and activities and transport and utility networks and can contribute to the enhancement and maintenance of the surrounding environment including wetlands, mangroves and lagoons, major new developments should not normally be permitted.

Where small scale developments are proposed on land within or adjoining settlement boundaries within the Tourism Zones, or in open coastal or countryside locations, there should be a general presumption in favour of new schemes where it can be shown that they meet local needs and can contribute to more specialised growth and conservation proposals the sustainability of local economies.

CDT 3

Integrated Resort Schemes

Integrated resort schemes (IRS) and Real Estate Schemes (RES) should follow the sequential approach and clustering principles outlined in the Strategic Development policies and Policy CDT 1. IRS should complement and support local tourism and settlement strategies by creating a positive impact on the physical, economic and social environments within which they are located. Where sites are located outside settlement boundaries and tourism zones, proposals including proposals in the national interest should conform to the principles of CDT 2.

Integrated resort schemes should aim to provide:

- significant socio-economic benefits to the community through investment and employment creation and the use of planning agreements;
- a mixture of uses to create a vitality and diversity and to reduce the need to travel by providing for example a balance of hotel,
tourism, recreation, leisure, residential and commercial development and social and community facilities;

- safe and efficient transport infrastructure and utility services in compliance with the specifications of the relevant authorities;
- a high standard of urban and landscape design in accordance with Hotel and Integrated Resort Design Guidance and other relevant guidance outlined in SD 5, with self regulatory “Cahier des Charges”;
- an environmental management plan which includes mechanisms to protect and sustain environmentally sensitive areas within and adjoining the site and public access to open space, green spaces and protect and sustain environmentally sensitive areas within and the coast.

Real Estate Schemes should be developed and aim at:

- Freehold land of an extent of at least 1 Arpent but not exceeding 10 hectares (23.69 Arpents).
- Extent of land used for development of a residential property (a single unit) within the real estate development must not exceed 1.25 arpents
- A mixture of uses including commercial, leisure as well as day-to-day management services such as security, maintenance, gardening, solid waste and household services.

Justification: With continued demand and increasing prices for land directly on the coast, Environmentally Sensitive Areas (ESAs) are coming under more direct and indirect pressure from development. At the same time the tourism and real estate industry are striving to introduce new development models which inter alia will retain a site’s natural image whilst enabling new facilities to be introduced such as golf courses, within the overall hotel or resort complex in order to remain competitive in the global economy.

Such developments termed as integrated resort schemes (IRS) are designed to comprise a mix of uses – a residential component, hotels, golf courses and other leisure, commercial/retailing as well as incorporating local community and social facilities. They can generate a range of employment opportunities including jobs for the unskilled / semi-skilled workforce and may be able to offer employment opportunities for those leaving the sugar industry.

The policy for integrated resort projects thus recognises that clustering of such development can assist in regenerating settlements, where it is based on strong sustainable development principles and integrated with existing communities to provide a range of benefits. In responding to these new market requirements the introduction of a new hotel cluster at Bel Ombre
along the south coast of Mauritius has generated substantial inward investment into a community whose agricultural base had been under threat.

Integrated resort schemes, if carefully designed, can also facilitate the management and enhancement of ESAs (through for example environmental stewardship mechanisms) thus reducing potentially adverse environmental impacts on the fragile ecosystem. The Hotels and Resort Design Guidance should be considered at an early stage in project preparation. Other design guidance – for Residential and Commercial developments should also be consulted as appropriate although integrating the design of the whole scheme is vital if it is to function within its setting. Self-regulating Cahier des Charges would assist in this regard and should form part of the building and land use permit process.

Real Estate Schemes should broadly follow the guidance provided in the Planning Policy Guidance PPG 1 as subsequently revised. They should complement and support settlement strategies by creating a positive impact on the physical, economic and social environments within which they are located. The siting of RES in view of its scale requires a careful approach. The clustering principle and sequential approach to development outlined in the Strategic Development policies (SD1, SD2, SD3, and SD4) should be followed for RES and proposals should demonstrate how they contribute in maintaining and enhancing the townscape/landscape character of the area.

4.8.2  Campement Sites and Pas Geometriques

CDT 4

Campement Sites and Uncommitted Pas Geometriques Land

Campement sites may be redeveloped for tourism uses within the Tourism Zones following the clustering principle and sequential approach to development outlined in the Strategic Development Policies and CDT 1. Redevelopment of existing campement sites and extension of leases of campement sites outside of the Tourism Zones and settlement boundaries may be permitted for local needs for residential purposes and in accordance with Policies SD 3, SD 4 and CDT 2.

Where proposed campement site development lies within an ESA it should be accompanied by an environmental management plan outlining responsibilities for the management and maintenance of the ESA. Any such development will be subject to an Environmental Impact Assessment under the Environment Protection Act, 2002 as amended.

Development adjoining ESAs should obtain the prior approval of the Ministry responsible for Environment and should be in accordance with
the policies defined in the Study of Environmentally sensitive Areas (ESAs) in Mauritius and Rodrigues.

On uncommitted Pas Geometriques land outside of settlement boundaries no major new development should be permitted, other than as provided for in Policy SD 4. Small-scale developments in these areas should only be permitted where they satisfy relevant authorities’ agricultural, environmental and landscape criteria and can be shown to sustain local needs.

Redevelopment of campement sites should be designed and assessed in accordance with design policies and criteria contained in the Hotel and Integrated Resort Design Guidance applying to Coastal Lands areas and where appropriate in the Residential Design Guidance.

Justification: The leasing system via campement leases has enabled the control of residential and tourism developments along the coast. Redevelopment of campement sites within or on the edge of the Tourism Zones would facilitate tourism activities on large scale coastal sites, provide a mechanism for the management of ESAs and enable efficient use of Government-owned land.

The Pas Geometriques, an 80 metre strip (approximately) of state-owned land located around most of the coast, enables the Government to have an ownership and controlling mechanism for most coastline development. Uncommitted Pas Geometriques land should be protected from major new development allowing valuable coastlines to be retained in their natural state subject to the provisions of policies SD 3, SD 4 and CDT 2.

4.8.3 Marinas and Land-Water based Development

CDT 5

Land-Water Interface Development

Proposals which involve development either within the water or at the interface between land and water, such as marinas, jetties, piers, moorings, development/rehabilitation of existing barachois, aquaculture activities and tourist establishments listed in the Environmental Protection Act 2002 as amended such as construction of marinas, creation of and/or development on barachois, fishing port, construction of breakwaters, groins, jetties, revetments and seawalls, will require an Environmental Impact Assessment licence or Preliminary Environmental Report approval. Clearance from the Ministry responsible for Fisheries and the Ministry responsible for Housing and Lands on the ‘in principle’ acceptance of such state land/marine locations should also be obtained.
The clustering principle and sequential approach to development outlined in the Strategic Development policies should be followed for land-water based development. Any development which involves landside (for example restaurant, sailing club facilities, car and boat trailer parking, boat storage, mechanical and boat repair facilities, petroleum and diesel storage and pumping facilities, waste water extraction etc) and water-related development impacts (for example jetties, piers, berths etc) should also consider:

(a) the appearance of the development from the waterway and the foreshores;
(b) the effect of the development on any environmentally sensitive area or area of landscape significance or a place of heritage significance in the vicinity;
(c) whether the development would cause pollution or siltation of the waterway to an extent that would jeopardise any existing or potential uses of the waterway;
(d) whether the proposed development incorporates environmental stewardship of terrestrial and/or aquatic ecological areas;
(e) the impact of any commercial activities on existing settlements’ town centres;
(f) traffic impacts including parking;
(g) any other relevant management plan, Design Guidance prepared by the Ministry responsible for Housing and Lands and Guidance provided by other Ministries including the Ministry responsible for Agro-Industry and Fisheries;
(h) infrastructure provision, acceptable sewage treatment facilities, disposal of solid waste and waste water, drainage, accidental spillage and other guidance or requirements of the Ministry responsible for Public Utilities, the Ministry responsible for Health and Quality of Life, the Ministry responsible for Environment and National Development Unit and the Waste Water Authority.

Activities and development listed in Schedule Three of this plan should not be permitted on public beaches and should not normally be permitted in Environmentally Sensitive Areas as specified in EC 1 as well as islets and islands unless the proposed development supports the economic vitality of local communities or is considered in the national interest and is acceptable on planning, environmental and transport grounds and is designed sensitively.

The design and assessment of development proposals identified in Schedule Three should broadly comply with the design parameters outlined in the Hotel and Integrated Resort Design Guidance (including that for Coastal Lands development) outlined in SD 5.
Justification: Growth in the tourism sector and changing recreation patterns are placing more demands on the use of the lagoon, the islets and off-shore islands. This is creating demand for marinas and water-based recreation, leisure and tourism activities and such demand is likely to increase over time. The development of such facilities can, if carefully sited, designed and managed add to the attraction of an area, generate employment, support the local economy and add to the water-based experience for Mauritians and visitors.

Key criteria for the design and assessment of a range of land–water interface development listed in Schedule Three include coastal protection, pollution prevention, wastewater disposal and water quality, soil and erosion prevention, air quality, environmental noise and design factors: the Hotel and Integrated Resort Design Guidance outlined in SD 5 contains a detailed checklist of such criteria. An EIA licence from the Ministry responsible for Environment is an integral part of the approval process which aims to address environmental sustainability issues in detail. Given other complex impacts of such developments the views of other relevant Ministries’ in the assessment process should be taken into account.

4.8.4 Public Beaches

CDT 6

Public Beaches and Access

Areas proclaimed as Public Beaches under the Local Government Act are shown on the Development Management Maps. Major development should not normally be permitted except for the provision and improvement of sensitively-designed visitor facilities, local access and enhancement of landscaping that adds to the amenity and public use of the beach. Development adjoining or adjacent to a public beach should maintain road and pedestrian access and safeguard land for future visitor facilities.

Proposed public access to the beach and shore should be identified in applications for coastal morcellement, tourism development, any future leasing arrangements for campement sites or development proposed on the Pas Geometriques. Such public access ways should be protected from development.

Justification: The public beaches provide the main access to the coastline, lagoon and sea along many parts of the north and west coast. Access to the beach is highly valued by the Mauritian public and should be safeguarded in locations where intensification of campement sites or tourism development could lead to encroachment and damage to the beach’s visual setting and amenity. Landscaping and tree clusters at public beaches should be maintained in the form of native species to provide part of the amenity.
attraction and as funding or planning agreements allow, be enhanced as part of landscaping improvement programmes – rather than being lost for parking for nearby commercial development. For the popular public beaches visitor facilities should be provided but more remote beaches should be left in their undeveloped state.

Given the importance of public beaches as recreation facilities for Mauritians and the pressure to develop along the coast, maintaining suitable access to public beaches has become more difficult. The policy supports the provision, safeguarding and maintenance of public access as part of new or redeveloped coastal tourism sites, through the introduction of IRS schemes and through the process of leasing or renewing of campement sites.

4.9 Environment and Fisheries

Policies within this section relate to two facets of the natural environment:

- **Environmentally Sensitive Areas (ESAs)**, which relate to statutory and non-statutory designations: *Environmental Protection (EP)* areas which are areas of nationally-significant ecological value protected by various Acts; and *Environmental Conservation (EC)* areas which are, as yet, not protected by legislation but which are worthy of conservation due to their vulnerability to development. The aim here is to use a precautionary approach when preparing or assessing building and land use permit applications. The significance of these non-statutory conservation areas is likely to be better understood through detailed studies carried out by the Ministry responsible for Environment; and

- **Areas of Landscape Significance (ALS)** which relate to the *Landscape Value* of an area because of its particular quality, setting and function. In some cases such areas may have an ecological function as well as a landscape function such as an Area of Outstanding Natural Beauty (AONB); in others the aim should be to preserve an area of landscape in its unbuilt state, including natural sections of the coastline, or provide a strategic gap between settlements.
4.9.1 Environmentally Sensitive Areas (ESAs)

Environmental Protection

EP 1

Protection of National Parks

The proposed National Park comprising, within the District, Ile D'Ambre and Pigeon House Rock to be declared under the National Parks and Wildlife Act, 1993 and as shown on the Development Strategy Map and Development Management Map should be protected from development except as allowed under Act, the conservation management plan prepared for each island or islet by the Ministry responsible for Agro-Industry and Fisheries’ National Park and Conservation Service, or for educational purposes, visitor facilities or in the national interest.

Development in the National Park which would destroy or adversely affect the area’s natural environment should not normally be permitted.

Justification: The purpose of this policy is to protect nationally-significant ecological areas and to assist in preserving the natural environmental heritage in accordance with management plans being prepared by the Ministry responsible for Agriculture and development defined under the National Parks and Wildlife Act 1993. Some conservation management plans may involve eco-tourism development where no ecological or adverse environmental impacts are expected. Some forms of eco-tourism development are capable of co-existing with ecologically significant areas and may, through environmental stewardship mechanisms, assist with the protection and maintenance of nationally important sites.

Any development should be prepared and assessed in conjunction with the Ministry responsible for Agro-Industry and Food Security, Ministry responsible for Environment and Ministry responsible for Housing and Lands.

EP 2

Protection of Nature Reserves and Mountain Reserves

All Nature Reserves including the off-shore islands of Gunners Quoin, Gabriel, Flat, Round and Serpent Islands and Mountain Reserves are designated under the Forests and Reserves Act and the Terre Rouge Bird Sanctuary designated under the National Parks and Wildlife Act 1993 are shown on the Development Management Maps. These Nature Reserves should be protected from development except as allowed
under the said Act and under the conservation management plans for each island which have been or are being prepared by the Ministry responsible for Agriculture’s National Park Conservation Service, or for educational purposes, visitor facilities or in the national interest.

Development which would destroy or adversely affect the area’s natural environment should not normally be permitted unless supported by an approved environmental management plan and an Environmental Impact Assessment in accordance with the EPA 2002 as amended.

Justification: To protect nationally-significant natural green areas and wetlands and to assist in preserving natural environmental heritage in accordance with management plans being prepared by the Ministry responsible for Agro-Industry and Food Security and development defined under the National Parks and Wildlife Act 1993. Some conservation management plans may involve eco-tourism development where no ecological or adverse environmental impacts are expected. Some forms of eco-tourism development are capable of co-existing with ecologically significant areas and may, through environmental stewardship mechanisms, assist with the protection and maintenance of nationally important sites.

The Terre Rouge Bird Sanctuary is also a wetland: the mudflats being a vital feeding ground for large numbers of water birds, many of which are on migration across the Indian Ocean. The site is of international ornithological importance hence its Nature Reserve designation. The National RAMSAR Committee has been established under the aegis of the Ministry responsible for Agro-Industry and Food Security to monitor the operations of the Bird Sanctuary and to ensure the feeding grounds are not disturbed. Any development within the locality of the Sanctuary should be referred to this Committee for comment and the response should be judged a material consideration in the building and land use permit assessment process.

Any proposals for development should be prepared and assessed in conjunction with the Ministry responsible for Agro-Industry and Food Security, Ministry responsible for Environment and Ministry responsible for Housing and Lands.

EP 3

Protection of River Valleys and Water Resources

_River Reserves as defined by the Forests and Reserves Act means:_

“(a) where there is an escarpment, the land extending from the edge of a watercourse to the top of the escarpment;
(b) where there is no escarpment, the land extending from the edge of a watercourse to a distance measured on the horizontal plane

(i) in the case of a river, of 16 metres;

(ii) in the case of a rivulet, of 8 metres;

(iii) in the case of a feeder, of 3 metres.”

Rivers and rivulets the subjects of River Reserves are listed in the Fourth Schedule to the Act.

All River Reserves should normally be protected from development. Exceptions may be made for works deemed essential for water abstraction, flow regulation, flood control and for road crossings.

Clearing and replanting of river reserves shall only be carried out with authorization from the Conservator of Forests

Justification: Given the importance of water resources nationally and in the District careful consideration is required where development is proposed in the vicinity of rivers and rivulets because banks are easily damaged and there is a risk of pollution. Many of the watercourses also act as landscape or ecological corridors and some have recreation potential. Placing any structure within an area that might flood during an extreme weather event may result in a restriction in the flow characteristics of the watercourse and cause unacceptable flooding to occur in other areas.

EP 4

Marine Protected Areas

In addition to the requirements under the Environment Protection Act 2002 and the Fisheries and Marine Resources Act 1998, the aims and objectives of Marine Parks-at Balaclava and Fishing Reserves-at Rivière du Rempart-Poudre D’Or shown on the Development Management Maps should be acknowledged in the assessment of any development which may affect the operations and environmental functions of such Marine Parks and Fishing Reserves.

Given the impact of Rivière Citron on the Balaclava Marine Park, any development proposed to be carried out upstream of Rivière Citron from Baie aux Tortues to Arsenal should be subject to design parameters applying to Coastal Frontage development as specified in Design Guidance outlined in SD 5.
Justification: To ensure land and water-based development does not adversely affect nationally-protected sensitive marine environments. The Marine Parks and Fishing Reserves not only help protect the livelihood of local fishermen but assist in replenishing fish stocks within the marine ecosystem. The intent of Policy EP 3 is to address the issue of development proposals adjoining or within the Marine Protected Areas and to assist in the on-going protection of the Fishing Reserves.

Environmental Conservation

EC 1

Conservation of Environmentally Sensitive Areas (ESAs)

Further to more detailed identification, mapping and classification of Environmentally Sensitive Areas (ESAs) by the Ministry responsible for Environment and in addition to any requirements under the Environment Protection Act 2002, the natural functions, biodiversity, habitat and amenity of ESAs should be protected from adverse effects of development.

The ESA study has assessed the relative importance of different ESAs for their long term maintenance of their integrity. Each ESA type has been categorized on their sensitivity in maintaining environmental functions and provides sufficient flexibility in proposed land uses to strike a balance between environmental protection and sustainable development needs.

Where the ESAs are indicated on the Development Management Maps there should be a general presumption against development other than for educational or environmental management purposes or in order to sustain local economies or where development is deemed to be in the national interest and is acceptable on planning and environmental grounds. In case of discrepancy between the ESAs shown on the DMM and the ESA map at the Ministry of Environment, the project proponent should consult the Ministry of Environment.

Any development proposed within ESAs will be required to first obtain an Environmental Impact Assessment licence under the Environment Protection Act 2002 as subsequently amended, prior to seeking a building and land use permit.

Development adjoining ESAs should obtain the prior approval of the Ministry responsible for Environment and should be in accordance with
the policies defined in the Study of Environmentally Sensitive Areas (ESAs) in Mauritius and Rodrigues.

Opportunities for the sustained management of ESAs, which may form part of developments, should be pursued through planning agreement/obligation mechanisms. In all such cases, proposals for development within or adjoining Environmentally Sensitive Areas will need to demonstrate how they contribute to maintaining and enhancing the environmental character of the area and that they comply with relevant criteria in the Design Guidance outlined in SD5.

For the purposes of this Policy, ESAs are defined as follows:

- State Lands including State Forest Lands and privately-owned Mountain Reserves;
- Habitat for Endemic Flora and Fauna - which have strong links to the Reserves identified in Policy EP 1;
- Mountain Slopes and Range Peaks – for moderately steep to steep/very steep hillsides and mountain slopes and ridgelines;
- Coastal Features - including parts of the coastline, sand beaches and dunes, mudflats, offshore islets and coastal wetlands and mangroves;
- Water Resources - major aquifers, surface water catchment areas and identified reservoirs/dams, lakes, upland marsh and boreholes and existing weirs; and
- Geological Features - the location of lava tubes and pits and caves which are associated with cave networks and groundwater supplies.

Justification: ESAs represent national environmental assets and their on-going management, protection and enhancement is vital if sustainable development goals are to be achieved. The intent of policy EC 1 is to reinforce a general presumption against major development in or adjacent to identified ESAs. The adoption of a precautionary approach to development is considered appropriate; the policy also incorporates the principles of Policies SD 2, SD 3 and SD 4 requiring additional environmental information for developments when considered necessary to inform the decision-making process.

The management of ESAs is achievable within this policy through permitting environmental management measures in sensitive locations. This should enable private sector management of ESAs, some good examples of which currently exist in tourism developments in the Eastern Tourism Zone where longer term maintenance, monitoring and enhancement measures have been put in place.
Identification of ESAs on the Development Management Map should afford protection while more detailed studies are completed. As the boundaries of ESAs become more well-defined, Policy EC 1 and supporting mapping base should be adjusted.

EC 2

Conservation of Water Resources

The existing and proposed dams/reservoirs and their catchment areas and the rivers that supply water into them should be safeguarded against pollution, erosion and deforestation. Development within 30 metres of the high water level of the dams and adjacent to rivers, rivulets and streams, open canals or within the catchment areas should not normally be permitted, unless the developer has obtained written agreement from the Water Resources Unit/Ministry of Public Utilities (WRU/MPU) and the Sanitary Authority that the proposals do not pose a threat to the quality or quantity of surface or groundwater resources. A passage 1 metre wide shall be left along one or other side of every canal along its whole length and kept free from obstruction.

No development should be permitted within a 200 metre radius of a borehole or spring without consultation and prior written approval of the WRU/MPU.

Justification: The economic treatment of water to render it safe for human consumption is of paramount importance to health and quality of life: any potentially polluting industries should be sited in appropriate locations where a failure to meet the relevant WRU/MPU effluent discharge standards will not jeopardise the nation’s water supply. Regardless of the location of an industry there is still a need to ensure that effluent water treatment plants are provided and operated satisfactorily to ensure that the effluent meets the standards required by the WRU/MPU or Wastewater Management Authority (WMA).

Deforestation of catchment areas causes an increased “peakiness” in surface water run-off, as does increasingly dense development, with a consequential increase in the volume of water that will be lost to the sea and a reduced dry season flow rate. Deforestation also exacerbates soil erosion, leading to silting of dams and intakes, more turbid water to be treated and potential harm to the lagoon ecosystems.

Protection of groundwater from contamination is recognised as being very important. The WRU/MPU normally requires a development exclusion zone of 200 metres around all new boreholes, springs and around as many existing boreholes as is practicable. Any development within 200 m of a borehole
should not be permitted unless the WRU/MPU has given written confirmation that the proposals pose no threat to the groundwater resources; the WRU/MPU should consider giving a “no objection” response where the area is fully sewered and the development will be connected to a mains sewer.

EC 3

Wetland Conservation

Wetlands have been defined on the Development Management Map in order to prevent development on such sensitive areas. Development should not normally be allowed within wetlands or buffer areas (30 metres from the edge of the wetland) except in cases for educational or environmental management purposes or where in the national interest and is acceptable on planning and environmental grounds.

In view of the valuable functions they serve, the opportunity should be taken to implement wetland restoration and creation projects that are sensitively designed to be self-sustaining and persistent features of the landscape.

Any development proposed to directly adjoin wetlands (or within wetlands as specified above) will be required to first obtain an Environmental Impact Assessment licence under the Environment Protection Act 2002, prior to seeking a building and land use permit.

The filling in of wetlands should not normally be permitted, unless the proposed development is in the national interest or is located on a small parcel of land or infill site which is required to sustain the local economy and where the majority of the site has already been developed and the remaining smaller portion is not capable of restoration. In these cases clearance should be sought from the Chairman in Charge of the National RAMSAR Committee set up under the aegis of the Ministry responsible for Agro-Industry, Food production and Security and Fisheries.

Justification: For the purposes of this Policy, wetlands are defined in accordance with the definition provided by the National RAMSAR Committee within the Ministry responsible for Agro-Industry, Food Production and Security and Fisheries which is “areas of marsh or water, whether natural or artificial, permanent or temporary, with water which is static or flowing, fresh or brackish or salt including areas of marine water.”

Wetlands are a water-based ecosystem – they provide a transition zone between terrestrial systems which are mostly dry and aquatic systems which are permanently wet. Being the interface between the two systems they share
characteristics of both. Wetlands have both an environmental and an economic function – they are reservoirs of biodiversity, assist in flood control by gradually releasing rainfall and stormwater, enable vegetation to grow which assists in bank and coastline stabilisation and act with mangroves to trap sediment before it enters the marine system where it could adversely affect coral reefs and filter runoff to remove contaminants before they enter groundwater reserves.

The policy thus provides a precautionary approach to development including identifying buffer areas around wetlands to ensure their on-going protection. This is essential given the preparation of the Wetlands Protection Bill which, when enacted, should offer increased protection for this ecological and hydrological resource. In cases of small scale developments proposed on small parcels of land or infill sites identified as wetlands, where these can be shown to have minimal adverse environmental impact and which are needed to sustain local economies, there should be a general presumption in favour of such schemes subject to clearance of the National RAMSAR Committee.

EC 4

Conservation of Islets and Islands

All islets and islands not proclaimed Nature Reserves nor being part of the National Park should be retained in their natural state and there should be a general presumption against development unless for conservation, education or national interest purposes.

If some forms of eco-tourism are proposed within the conservation management plans prepared for islets or islands including improvements and minor expansion of tourist facilities development proposals may be supported if:

(a) the unspoilt forests and natural state are retained;
(b) they would not generate overcrowding;
(c) they broadly conform with design criteria associated with Coastal Lands development criteria outlined in Policy CDT 4;
(d) they broadly conform with criteria for land-water interface development outlined in Policy CDT 5;
(e) where relevant, they are in accordance with the conservation management plans prepared for each island or islet;
(f) they incorporate the management of ESAs through environmental stewardship mechanisms encapsulated in an environmental management plan; and
(g) an EIA as required under the Environment Protection Act 2002 has been prepared and an environmental impact licence has been obtained.

Justification: The islands and islets are part of the sensitive lagoon ecosystem and are natural national assets which should be generally protected from development. Some of the smaller islands are incapable of supporting any development as it would detract from the natural views to the island and sea. The Ministry responsible for Agro-Industry and Fisheries, through the National Parks and Conservation Service, is preparing and implementing management plans for the islands and islets and these efforts should be supported to retain and sustain natural resources as well as development when appropriate.

EC 5

Building on Hill Slopes

Generally there should be a presumption against development on very steep slopes (a gradient of 20% or 1 in 5, or above). Structures supporting telecommunications equipment, utility services, roads, recreation facilities and other uses in the national interest may be necessary in such locations but should comply with Policy LS 1 if located in an area of landscape significance such as an Area of Outstanding Natural Beauty (AONB).

On moderately sloping to steep slopes (between 10% and 20%) shown on the Development Management Maps as ‘Mountain Slopes’ and ‘Range Peaks’, there should be a presumption against most forms of development unless:

- It is designed so as to not reduce nor scar the natural landscape qualities of the hill slopes;
- it does not disturb the natural slope stability;
- it is sited and designed in sympathy with rather than dominating the natural character of the hill slopes.

Given the potential need for earthworks, retaining walls, drainage works, driveways and access ways together with a building, proposed development should be designed in accordance with Design Guidance and a geotechnical report from a qualified engineer should be required to form part of the building and land use permit application. An Environmental Impact Assessment will be required for development on mountain slopes as defined by the Environment Protection Act 2002.
Justification: For steep slopes above 20% gradient no development, unless in the national interest such as infrastructure, utility provision or for defence purposes, should normally be permitted given the substantial earthworks, comprehensive drainage and visual intrusiveness generated by such development and the increased risk of creating landslides.

On moderately sloping to steep slopes, four aspects of development cause concern: visual intrusiveness, slope stability, costs and provision of infrastructure. With regard to visual intrusiveness the height, bulk, scale and colour of materials of the proposed development need to be considered together with its location. Man-made development in a natural environment should be carefully reviewed so that the visual intrusiveness impacts are minimised through sound site design principles and use of appropriate engineering, landscaping and building materials.

Drainage, provision of utility services and earthworks may be necessary to support the structure and if not appropriately designed can cause erosion and siltation through removal of natural vegetation, alter existing drainage characteristics, increase stormwater runoff and restrict groundwater percolation. If not properly managed such development could lead to landslip. As such the information submitted with the building and land use permit application should include a geotechnical report by a qualified engineer on soil characteristics in relation to the risk of landslides, as well as area-wide drainage and sewage treatment proposals, landscaping and erosion mitigation measures. An EIA licence may also be required as specified by the Environment Protection Act 2002.

4.9.2 Areas of Landscape Significance

Landscape Value

LS 1

Conservation of Scenic Landscape Areas

The natural and open character of Scenic Landscape Areas, identified on the Development Management Map, should be protected. Agriculture and forestry-related activities should generally be acceptable in these areas.

Where proposals for tourism, leisure or recreation, or an integrated resort scheme, settlement extension or new settlement adjoin or form part of a Scenic Landscape Area, such developments may be allowed where they are in accordance with the sequential approach to site identification outlined in Policies SD1, SD2, SD3 or SD4.
Where Special Development Areas and Zones have been identified in previous Outline Schemes and commitments made between Government and Landowners, leisure, tourism, recreational, commercial and residential uses may be allowed.

In all such cases, proposals for development within or adjoining Scenic Landscape Areas will need to demonstrate how they contribute to maintaining and enhancing the landscape character of the area and that they comply with relevant criteria in Design Guidance outlined in SD5.

Justification: Because of their open natural physical attributes, some areas whilst consisting of vegetation of limited ecological or natural landscape value, provide interest and character to the countryside, coast or within or on the edge of settlements. Whilst such areas are not worthy of protection on ecological grounds alone, nor are they of outstanding natural beauty, they can contribute to the scenic attributes of built-up areas, the open countryside and the coast and are thus worthy of conservation, consistent with the principle of sustainable development. In all cases, proposals for development in or adjoining a Scenic Landscape Area should show how they contribute to maintaining and enhancing the landscape and conform to design guidance contained in Policy SD 5.

LS 2

Strategic Gaps

A positive approach to the retention, provision, use and treatment of open countryside between settlements should be adopted by safeguarding open land from built development and maintaining its positive contribution in providing a visual and physical break between settlements.

Development should not be permitted if it would contribute to a possible merging of settlements and the creation of urban sprawl or where it would be harmful to the natural, landscaped and/or rural character of areas of land that form belts of countryside around and between settlements.

Opportunities afforded through public private partnerships, collaboration with developers through planning agreements and the use of existing and proposed funding mechanisms should be examined where necessary to acquire, replace and maintain valuable green wedges and strategic open spaces particularly between settlements.
Justification: Strategic open spaces play a significant role in sustaining and improving the amenity of settlements in urban and rural areas, attracting new investment, employment opportunities and improving the quality of life of residents and workers. Strategic open space plays an essential role in providing the necessary facilities for a wide range of leisure, educational and recreational activities from formal sporting facilities to walking, sitting, informal play and cultural and entertainment facilities. Open space forms a key part of a District’s landscape, making a contrast with built development and should be conserved and enhanced as part of area-wide planning.

In appropriate cases, the use of public private partnerships and planning agreements should be examined to acquire or replace and maintain valuable green wedges and open spaces, particularly between and within settlements. Existing funding mechanisms should be examined in this connection.

4.10 Northern Airport Development

Plans for a new international airport at Plaine des Roches date back to the early 1980’s when it was thought that technical constraints on the expansion of the Sir Seewoosagur Ramgoolam International Airport (SSRIA) at Plaisance merited a move to a better site. Since then improvements have been made at SSRIA and further investment is planned, but it remains Government policy to safeguard land for a possible second airport in the North.

However the possibility of a new airport being introduced in the District has created some uncertainty amongst local residents as well as tourism and commercial interests. Because of safety and height restrictions being imposed in connection with possible airport runway/approaches, proposals for future development are being constrained.

It is understood that Government is reviewing air transport policy, including the prospects for a second airport at Plaines des Roches: pending the outcome of that review, provision should continue to be made for safeguarding the site in the revised Scheme. It is also proposed that should the policy review recommend retention of a safeguarded site for a second airport, further studies should be carried out to determine and verify the potential environmental impact and constraints to development that such a facility could impose on the District’s future development.

NA 1

Northern Airport Safeguarding

The current areas subject to building control and restriction around the proposed Northern Airport are shown on the Development Management
Map. These include areas affected by both potential airport operations and defined safeguarding areas.

Pending the outcome of the on-going air transport policy review, previous restrictions should continue to apply. Should the review recommend retention of a safeguarded site for a new airport in the North, consideration should be given to the conduct of an Environmental Impact Assessment (EIA) to determine the potential impact of such an airport and its operations on existing and future developments in the area.

Justification: Government policy supports the continued protection of the site for a possible second airport at Plaine des Roches. However current height and other restrictions are constraining the future development plans of the residential, tourism and commercial sectors. The main concerns are to protect people from excessive aircraft noise and ensure that aircraft can operate safely. To prohibit all new development in the affected settlements and tourism areas would cause considerable hardship to both local people and investors and there is a case for allowing some development provided that developers and occupiers are made aware of the potential problem.

Pending the outcome of a policy review of the air transport sector, Policy NA 1 supports continued safeguarding of the proposed airport operational areas including approaches. Development within the airport noise constraints zone as identified on the Development Management Map should not be permitted. Exceptions may be made for development within or on the edge of existing settlements but in all cases the applicant should be made aware of the potential noise problem and a statement to this effect should be included in the Building and land use permit.

The height of all new development within the airport height restriction zone as shown on the Development Management Map should be controlled, generally to a maximum height of ten metres. This limit may be relaxed depending on the sites’ distance from the airport and its orientation in relation to the main flight paths. Proposals for buildings and structures taller than 30 metres that are outside the height restriction zone but within 6 kilometres of the airport or the runway approach will also need the approval of the statutory authorities (the Civil Aviation Department, Ministry responsible for External Communications).

Should the policy review recommend retention of a safeguarded site for a second airport in the North, it is recommended that an Environmental Impact Assessment (EIA) should be commissioned by relevant authorities to clarify the impact the height restriction zone and noise constraints zone could have on constraining development in the District.
Highways and Transport

TP 1

Integrating Land Use and Transport

*Development should be located so it can be served efficiently by public transport, cycling and walking, to maximise accessibility to local facilities and to encourage the reduction in number and length of trips by private car. New developments should be designed to encourage public transport use, bus operation (lay-bys and terminals) and safe and convenient pedestrian access routes where appropriate.*

*Within Growth Zones where Action Area Plans are being prepared measures should be taken which:*

- increase opportunities for integration, by developing (in partnership with public transport operators and the private sector) high quality interchange facilities for buses and other forms of public transport; and
- where feasible, give priority to public transport, walking and in some specific locations cycling in terms of road space and junction design.

*New development, including morcellement, proposed in accordance with policies SD 1, SD 2, SD 3 and SD 4 should encourage walking and cycling, by developing networks of safe, direct and attractive routes linking residential areas, schools and other local facilities with settlement centres.*

*Justification:* Transport policy and proposals should support sustainable growth and development, rural regeneration and economy in the use of land. In line with key transport policies within the NDS land use and transport should be integrated such that:

- Development should be planned so that it minimises the need to travel and facilitates safe and convenient movement on foot, by cycle and by public transport;
- Development that attracts large numbers of passenger movements should be focused on sites in Urban Renaissance Zones, Rural Regeneration Zones, Tourism Zones and other large settlement clusters, where potential exists to provide for convenient access by public transport, by cycle and on foot;
- Development which generates large numbers of freight and goods movements should be encouraged to locate or relocate in Special Use
Zones or on the edge of settlements in accordance with SD 3 where sites are well-served by the strategic transport network; and

- Development should be planned to enhance the viability of existing and proposed public transport services including services in the countryside especially within Rural Regeneration Zones and on the coast within Tourism Zones.

TP 2

Traffic Assessment

Where developments will have significant traffic implications, Traffic Assessments should be prepared by scheme promoters and submitted alongside the relevant building and land use permit applications. The coverage and detail of the Traffic Assessment should reflect the scale of development and the extent of the traffic implications of the proposal.

For small schemes, the Traffic Assessment should simply outline the traffic aspects of the application including access, parking and safety aspects. For major strategic proposals, the assessment should illustrate how accessibility to the site can be provided by a range of modes and the likely modal split of journeys to and from the site. It should also give details of proposed measures to improve access by public transport, walking and in appropriate cases cycling, to reduce the need for parking associated with the proposal and to mitigate traffic impacts.

Evaluation of safe ingress and egress of traffic and pedestrians should be included in the assessment, as well as safe driver sight line distances for vehicles leaving the property and on roadways. Parking provision should reflect the hours of operation, spaces available for public parking and level of public transport provision. Opportunities for shared parking arrangements should also be explored.

Justification: Prospective developers should hold early discussions with the Ministry responsible for Public Infrastructure’s Road Development Authority (RDA) and Traffic Management Unit (TMU) in order to clarify whether proposals are likely to be acceptable in traffic terms and to “scope” the requirements of any Traffic Assessment. Where proposals are clearly in line with planning policy (for instance where they accord with the Growth Zone locations and include measures to improve access by non-car modes) it should increase the likelihood of a building and land use permit being granted without undue delay. In these circumstances, the relevant agency may want to reduce the requirements and coverage of the Traffic Assessment to deal with those aspects necessary to finalising the scheme.
Traffic assessments enable planning authorities and relevant road traffic and transport agencies better to assess the application and provide a basis for discussion on details of development proposals, such as the level of parking, the siting of buildings and entrances and the need for further measures to improve access arrangements to the site. Details of any firm proposals to improve the access to a site, including committed schemes nearby, should be taken into consideration when assessing the suitability of a site for development.

Major developments comprising a mix of jobs, shopping, leisure and other services should offer a realistic choice of access by public transport, walking and in some cases cycling, as well as by private transport. This should be assessed in terms of how easy it is to get to the site comparing the different modes (taking into account journey times, public transport frequency, quality, safety and access for disabled people). Such developments should not be designed and located on the assumption that the car will represent the only realistic means of access for the vast majority of people.

Where a development comprising jobs, shopping, leisure and services is proposed outside settlement boundaries, the onus should be on the developer to demonstrate why it cannot fit into the preferred locations in accordance with policies SD1, SD2 and SD3 and to illustrate how the accessibility of the proposed development by all modes compares with other possible sites.

TP 3

Access to Major Highways

No direct access should normally be permitted on M class roads except for acceleration and deceleration lanes.

Any new vehicular access to/from a Main (Class A or B) Road should be designed with adequate visibility to minimise accident risk and interference with through traffic. Individual plot access should only be permitted if there is adequate turning space on the plot to enable all vehicles to enter and exit in forward gear.

Developments which would generate large volumes of traffic (especially Heavy Goods Vehicles) on adjoining roads in excess of their reasonable capacity or which would significantly increase accident potential, should not normally be permitted.

Justification: Motorways and Class A and B Main Roads’ prime function is to provide for longer distance journeys. Access directly onto such roads disrupts flows, adds to congestion and can trigger accidents merging vehicles at different speeds. In line with the sequential approach to development outlined
in policies SD 1 to SD 4 any development which could increase accident potential on a major highway should not normally be permitted.

It is important that any new or changed access point onto the main road network is carried out to a satisfactory standard. Access arrangements including scale, type and locations of junctions and/or access points should be checked by the relevant highway authority for adequate provision of main road safety both with regard to ingress and egress traffic movements, traffic on the existing road network and pedestrian and bicycle safety.

Where suitable access is available onto a secondary road is available this should be considered. Shared access points can reduce conflict and accident risk and should also be considered for new development.

TP 4

Parking Requirements

All new developments (or extensions to existing buildings) should be required to make provision for an appropriate number of parking spaces in accordance with updated Design Guidance. In the case of settlement centre sites, developers are encouraged to coordinate and combine the provision of car parking so as to maximise the efficiency and use of the spaces: publicly accessible shared spaces are preferred to a larger number of small private parking lots.

For developments unable to park all of the expected cars on site and where no opportunity exists to combine parking onto a shared public parking area even with a financial contribution to a communal parking area, the permitting authority may allow the development if it can be demonstrated that the shortfall can be accommodated in a satisfactory manner without giving rise to traffic hazards or, by reason of the nature, operational or functional aspects of the use or hours of operation the proposed use would not generate the parking demand or requirements specified.

Justification: Parking is an integral component of development and should be generally considered as an essential element in the design and layout of a new development. For most forms of development parking should be considered within the plot boundary; however in certain situations communal parking areas are desirable – particularly in settlement centres where benefits to overall parking provision, vehicle flows, pedestrian safety and streetscape are a more desirable solution than individual use provision. The updated Design Guidance for Residential, Commercial and Industrial Developments
contain parking parameters including locational criteria, design considerations, driver and pedestrian safety and options for shared parking arrangements.

In Action Areas consideration should be given to the use of public/private sector partnerships and planning agreements to provide communal parking facilities particularly in town centres.

In other situations where circumstances dictate that parking specified within the parking standards is excessive (for example due to number of employees, type of use, hours of operation, some on-street parking being available that would not cause a traffic hazard), exceptions to parking provision may be warranted.

TP 5

East Coast Trunk Road

The Government is proposing to construct a strategic East Coast Trunk Road. The scheme would incorporate existing committed projects such as the South Eastern Highway, sections of new alignment, local bypasses and the upgrading, realignment and/or rehabilitation of existing highways.

The alignments identified by RDA are shown on the Development Strategy Map and Development Management Maps and should be safeguarded from new development. Direct access to the Trunk Road/Highway from adjacent land should not be encouraged and access from individual plots should only be allowed subject to the agreement of RDA and in compliance with TP 3.

Justification: To assist with the regeneration of settlements in the eastern part of the island and enhance tourism potential in the Eastern Tourism Zone it is proposed to develop an East Coast Trunk Road. The route is intended to improve regional and local access towards the south of the island and the SSRI Airport and to the Port and the Greater Port Louis area in the north west. Potential links to the Northern Tourism Zone are also being considered.

In the south, the route will comprise that section of the South Eastern Highway from Plaine Magnien to the B28 at Ferney. Northwards from the B27 at Trois Ilots, a new road will be constructed incorporating bypasses to Bel Air/Rivière Sèche and Centre de Flacq:

- B27 near Trois Ilots – Bel Air/Rivière Sèche Bypass – A7 near Camp Garreau;
• Centre de Flacq Bypass: A7 near Camp Garreau – B23 near Belle Vue Allendy (plus link from A7 Camp Garreau to B56/B28 near Bramsthan).

North of Centre de Flacq, two separate alignments are proposed (both require construction of a new link from B23 near Belle Vue Allendy and A2 near the junction with B22 at Petite Retraite):

• the upgrading of the existing A2 towards Port Louis, including construction of bypasses at Bon Accueil and Pamplemousses; and
• a new road northwards, passing west of Rivière du Rempart and connecting with the M2 Motorway and linking with the Northern Tourism Zone coastal road.

The upgrading of the existing A2 from Centre de Flacq towards Port Louis should be accorded a higher priority than the construction of the new road to the M2 and Northern Tourism Zone. Alternatives – including upgrading of existing roads – may subsequently be investigated for this latter section.

Wherever possible, in conjunction with the development or redevelopment of adjacent sites along upgraded routes, the opportunity should be taken to improve traffic capacity and safety through local widening and realignment, improvement of sight-lines or provision of a shoulder or footway to provide a standard cross-section of 7m, with 1.5m shoulders in rural areas and with footways (on at least one side) in settlements or where there is significant or contiguous frontage development and/or pedestrian activity. In general individual accesses should not be allowed: accesses should be combined and located to minimise interference with through traffic and to reduce accident risk.

The proposed East Coast Trunk Road is designed to provide local bypasses for main settlements designated as Rural Regeneration Zones in the NDS. In these cases where traffic, safety, environmental and development benefits can be expected to arise over the Plan period following introduction of the new route, Action Area Plans should be prepared with the involvement of key stakeholders as provided for under policy SD 6. Where appropriate, sections of the scheme should be brought forward for implementation through public private partnering agreements and planning agreement mechanisms as part of rural regeneration initiatives in relation to demand for new sites for development in and around designated Growth Zones.
TP 6

A4 – M2 Arsenal Park and Ride Link

A new road has been constructed to link the A4 south of Arsenal with the M2 west of Pamplemousses. Direct access to the link from adjacent land should not be encouraged and access from individual plots should only be allowed subject to the agreement of RDA and in compliance with Policy TP 3 above.

During the period of this Scheme, an Action Area Plan should be prepared for the park and ride interchange site tentatively identified at Arsenal/A4 Link Road as proposed in the NDS consistent with the provisions of policy SD 6 and the overall planning and development of the proposed AMT (alternative mode of transport) system and its possible extension north towards Pamplemousses.

Justification: The NDS identified the potential for a new link road from the A4 south of Arsenal to the proposed park and ride site on the M2 in connection with the possible long term extension of the proposed AMT system up to Pamplemousses to cater for commuters and other travellers from the north west and north.

Action Area Plans should be drawn up in association with studies to be carried out by the Ministry responsible for Public Infrastructure and Land Transport for the proposed park and ride interchange site tentatively identified south of Arsenal (A4-M2 Link Road) during the period of this Outline Scheme, consistent with proposals for the planning and development of the AMT system as a whole. Opportunities for public private partnerships and the use of planning agreements to stimulate mixed use local developments and rural regeneration in the vicinity of Arsenal should be explored by relevant stakeholders.

TP 7

Bypass to Triolet

A new Bypass has been constructed at Triolet to the east of the town. The alignment includes also a link road to Trou aux Biches and the upgrading of the remaining section of A4 to the M2 roundabout at Grand Baie.

The alignment of the proposed link road to Trou aux Biches as shown on the Development Strategy Map and Development Management Map should be safeguarded from new development. Direct access to the
**bypass from adjacent land should not be encouraged and access from individual plots should only be allowed subject to the agreement of RDA and in compliance with Policy TP 3 above.**

**Justification:** Despite the construction of the Northern Motorway (M2), considerable traffic volumes remain in the centre of Triolet, with congestion occurring on the A4. The objectives of the Bypass are to relieve traffic congestion within the existing town centre, to improve environmental conditions and road safety within the centre and to allow for and encourage the development and densification of the town through the release and rationalisation of suitable land within and adjoining the settlement boundaries.

It will be necessary to develop complementary traffic management and environmental improvement measures within and around the town centre, including possible one-way circulation, parking, loading and waiting restrictions and enforcement, pedestrian crossings and landscaping areas. Where appropriate, sections of the scheme should be brought forward for implementation through public private partnering agreements and planning agreement mechanisms as part of rural regeneration initiatives in relation to demand for new sites for development in and around designated Growth Zones.

**TP 8**

**Bypass to Goodlands**

*A new Bypass has been constructed at Goodlands: the alignment, as shown on the Development Strategy Map and Development Management Map, is to the south of the town and includes link roads to A5/B15 either side of the town centre. Direct access to new bypasses from adjacent development should not be encouraged and access from individual plots should only be allowed subject to the agreement of RDA and in compliance with Policy TP 3 above.*

**Justification:** The objective of the Bypass is to relieve traffic congestion within the existing Goodlands town centre, to improve environmental conditions and road safety within and around the centre and to allow for and encourage the development and densification of the town centre through the release and rationalisation of suitable land within and adjoining the settlement boundaries.

It will be necessary to develop complementary traffic management measures within and around the town centre, including possible one-way circulation, parking, loading and waiting restrictions and enforcement, pedestrian facilities and landscape areas. Where appropriate, sections of the scheme should be brought forward for implementation through public private partnering
agreements and planning agreement mechanisms as part of rural regeneration initiatives in relation to demand for new sites for development in and around designated Growth Zones.

TP 9

Strategic Link to Moka and the South

The RDA is proposing to construct a new road linking the M2 corridor via Notre Dame with Verdun in Moka Flacq District and the M1 motorway in the south. A preliminary alignment has been shown on the Development Strategy Map and Development Management Map. A preferred alignment including motorway junction options should be confirmed by RDA and safeguarded from new development.

Direct access to the new route from adjacent land should not be encouraged and access from individual plots should only be allowed subject to the agreement of RDA and in compliance with Policy TP 3 above.

Justification: The link is intended to improve access and connectivity between the North District and southern areas of the island including links towards Terre Rouge and Pamplemousses growth clusters. It is also designed to serve as an alternative route around the Port Louis conurbation by offering improved connections to the northern approaches industrial and commercial areas from the central and eastern parts of the country.

TP 10

Northern Tourism Zone Coastal Distributor Road

The RDA propose to construct the Northern Tourism Zone Coastal Distributor Road linking the end of the M2 Motorway with Mon Choisy in the west and with Cap Malheureux in the north and passing to the south of the existing developments in Grand Baie, Pereybère and Cap Malheureux (total length approx 12km); The alignment of the route, as shown on the Development Strategy Map and Development Management Map as refined by RDA should be safeguarded from new development. Direct access to the Distributor Road from adjacent land should not be encouraged and access from individual plots should only be allowed subject to the agreement of RDA and in compliance with Policy TP 3 above.
Justification: The Coastal Distributor Road is designed to relieve sections of the existing coast road and to assist in the stimulation and regularisation of developments in the coastal areas of Grand Baie, Pereybère and Cap Malheureux.

A series of links between the new Distributor Road and the existing coastal road should be developed, along the line of existing access roads, over the period of this Planning Scheme. Where appropriate, sections of the route should be brought forward for implementation through public private partnering agreements and planning agreement mechanisms as part of rural regeneration initiatives in relation to demand for new sites for development in and around the Tourism Growth Zone.

TP 11

Roche Bois-Riche Terre Distributor Road

It is proposed to provide a new distributor road within the Baie du Tombeau area between the B29 coastal road at Roche Bois and the B33 Riche Terre road. A preliminary alignment is shown on the Development Strategy Map and Development Management Map. A preferred alignment should be confirmed by the RDA and safeguarded from future development. Direct access to the link from adjacent land should not be encouraged and access from individual plots should only be allowed subject to the agreement of RDA and in compliance with Policy TP 3 above.

Justification: The Baie du Tombeau area is a fast–developing region on the northern edge of the Port Louis/Plaines Wilhems conurbation which caters for a mix of industrial and other uses including a bad neighbour (sewage treatment plant and scrap yard) cluster. The NDS identified the need for a Baie du Tombeau Distributor road with the following objectives: to improve and rationalise area-wide traffic movements and to provide improved access for further industrial and other developments. It is important that sufficient land is safeguarded for a new distributor route with junctions on the B29 north and south and on the B33 centrally, to allow for the orderly development of future uses over the Plan period.

TP 12

Other Road Improvements

It is proposed to improve and upgrade the existing A6 and B17 main roads from Pamplemousses and Mapou to Rivière du Rempart via Piton and Mon Loisir, as the main access routes from Port Louis. Minor
improvements should be provided to the Coast Road (B13/B38/B41) from Grand Gaube, Grand Baie, Mon Choisy to Pointe aux Piments in conjunction with new roadside developments.

In conjunction with RDA initiatives and wherever possible in the development or redevelopment of adjacent sites the measures should focus on improving road safety and should provide a shoulder or footway as appropriate, street lighting and minor widening and realignment: priority should be given to those sections with significant pedestrian volumes. In general individual accesses should not be allowed: accesses should be combined and located to minimise interference with through traffic and to reduce accident risk.

Justification: The A6 (via Pamplemousses) and B17 (via the Motorway) form the main access routes to Rivière du Rempart from Port Louis. Sections of the Coast Road (B13/B38/B41) are significantly sub-standard and have a high accident potential: the roads carry substantial traffic volumes and are heavily used by pedestrians. As funding and development/re-development opportunities arise, measures should be taken to improve traffic capacity and safety through local widening and realignments where required to provide a standard cross-section of 7m, with 1.5m shoulders in rural areas and with footways (on at least one side) in settlements or where there is significant or contiguous frontage development and/or pedestrian activity.

Other traffic-carrying capacity and safety improvements should be achieved through the restriction of access and the progressive elimination of on-street parking and the provision of bus bays and off-street parking areas.

TP 13

Alternative Mode of Transport – Northern Extension

It is proposed that the Ministry with responsibility for Public Infrastructure and Land Transport carries out further studies as to the feasibility of an extension of the proposed alternative mode of transport (AMT) towards Pamplemousses as identified in the NDS, as part of longer term integrated highway and public transport improvements in the M2 corridor. A preliminary corridor of study is shown on the Development Strategy and Development Management Maps.

Pending completion of relevant studies and confirmation of feasibility and engineering alignments the corridor of study should be safeguarded and any application for development on sites contiguous to the corridor should be referred to the Ministry responsible for Public Infrastructure and Land Transport for prior clearance.
During the period of this Scheme, Action Area Plans should also be brought forward with key landowners for potential mixed use park and ride interchange sites tentatively identified at Arsenal/M2-A4 Link Road and at the M2 near Pamplemousses consistent with the provisions of policy SD 6 and the overall planning and development of integrated highway and public transport/AMT proposals for this area.

Justification: To serve the rapidly expanding areas and industries of Greater Port Louis towards Baie du Tombeau, Roche Bois, Riche Terre and Terre Rouge and eventually as far as Pamplemousses and to provide for alternative modes of travel, especially for commuters from the North and North East, the NDS proposed consideration be given to extending the alternative mode of transport (AMT) from the centre of Port Louis northwards.

The District Council area provides a gateway function for travellers from the North and North East into Port Louis and the area is likely to continue expanding and attracting new development and commuters in the foreseeable future. In the longer term the Greater Port Louis conurbation is likely to engulf Baie du Tombeau as far as Terre Rouge and integrated land use and transport planning should ensure that adequate land is made available for public transport facilities to complement highway/motorway improvements and provide for the anticipated growth in commuting, homes and workplaces over the period of this plan and beyond.

A corridor of study along the existing M2 Motorway as shown on the Development Strategy Map and Development Management Map has been identified for the possible introduction of an alternative mode of transport (currently being considered by the Government as a bus way) as part of overall highway and public transit system improvements over the Planning Scheme period.

Action Area Plans should be drawn up in association with key landowners and studies to be carried out by the Ministry responsible for Public Infrastructure and Land Transport for the proposed park and ride interchange sites tentatively identified at locations south of Arsenal (A4-M2 Link Road) and on the M2 at Pamplemousses. Opportunities for public private partnerships and the use of planning agreements to stimulate mixed use local developments and rural regeneration in the vicinity of Arsenal and Pamplemousses respectively should be explored by relevant stakeholders.
TP 14

Safeguarding of Ex-railway Track

*Land forming part of the ex-railway track and grounds which has a reasonable prospect of re-use for transport services in the foreseeable future should be safeguarded from building development in the Council Area. Such applications should be determined on a case by case basis by the relevant authorities.*

**Justification:** This land may be required in the future for the implementation of transport services and extensions including new modes of travel such as the AMT, especially to serve the conurbation, new growth areas and settlement extensions. Experience elsewhere has shown that once such rights of way are lost to development, more efficient forms of transport provision to serve growing centres of population and jobs are often precluded.

In order not to sterilise too much land however, both in rural as well as urbanised locations, especially where other forms of employment-creating development are much sought-after, each application for development affecting ex-railway track lands should be considered on its merits by the Ministry responsible for Public Infrastructure and Land Transport and the Ministry responsible for Housing and Lands.

4.11 Infrastructure and Utilities

ST 1

Sewerage Systems

*Major developments adjacent to areas with mains sewers should be connected to the sewerage system and associated treatment works and served by sewerage reticulation. Major developments adjacent to or likely to affect Environmentally Sensitive Areas (ESAs), or in Coastal Lands locations or within 1 km from the mean high water mark (MHWM) should be provided with a sewerage system or be connected to a centralised sewage treatment plant. Other developments should be laid out in a manner that will allow the later provision of mains sewers in an economical and efficient manner. Layouts should broadly conform with Design Guidance outlined in SD 5.*

**Justification:** Contamination of groundwater resources is recognised as being a significant threat to the water supply of Mauritius and it is imperative that this resource is afforded the maximum protection possible. The current Sewerage Master plan includes for the expansion of the sewerage systems around
Grand Baie and Baie du Tombeau and for provision of sewerage systems in Rivière du Rempart and Goodlands. There are no current proposals for sewerage provision in any of the other settlements within the District.

New morcellements and other major developments within and close to areas planned to be provided with mains sewers should be laid out in such a way that will facilitate their connection to the mains sewerage system in the future. Other developments should be laid out in such a way that will facilitate the provision of sewerage in the future; for example by laying out plots in such a way that would allow sewers to run with the natural ground slopes and avoid, as far as possible, the need for sewage pumping stations.

In or adjacent to Environmentally Sensitive Areas and in Coastal Lands locations consideration needs to be given to requiring the developer of major schemes to install a comprehensive sewerage system and connecting this to a sewage treatment plant. Such a system needs to be designed in conjunction with the WMA to ensure that it is fully consistent with any plans for future sewerage provision to the wider area.

The developer should be required to provide full details of how the system will be operated and maintained. Further guidance is provided in Design Guidance outlined in SD 5.

ST 2

Sites for Sewage Treatment Works

Sites for sewage treatment work close to urban areas and major settlements in the countryside and on the coast need to be safeguarded from future development. Potential sites for the location of Sewage Treatment Works for each of the settlements of Goodlands and Rivière du Rempart should be selected using the strategic development policies – particularly SD 3 and SD 4. Buffer zones for such bad neighbour developments as sewage treatment works should conform with advice in the Industrial Design Guidance.

Justification: The Wastewater Management Authority has a target of connecting at least 80% of the population of Mauritius to a sewerage system and sewage treatment works by 2020 with an intermediate target of connecting 50% of the population by 2010. There are relatively few sites where it will be economically viable to construct sewage treatment facilities. Consideration is being given to the provision of sewerage systems in settlements that were not included in the original Sewerage Masterplan: Triolet for example. Such sites identified by the WMA need to be safeguarded from development. Also such facilities are considered to be “bad neighbour”
developments and new works need to be located away from residential and other sensitive land uses as outlined in ID 4.

ST 3

Treating Effluent from Polluting Industries

All industries that produce potentially polluting effluent must be required to provide an appropriately designed and maintained effluent treatment plant. Industrial effluent must not be connected to septic tank systems.

Justification: Generally due to the extreme vulnerability of the water supply aquifer that extends under most of the District it would be preferable that no potentially polluting industry be located other than in an area served by a centralised sewerage system. If, in the national interest, it is essential that potentially polluting industries be located in areas not served by centralised sewerage systems, then the industry itself should be required to provide and maintain a full treatment works to ensure the effluent meets WMA and other relevant authority standards required for discharge to the environment. Septic tank systems would not be acceptable for treating industrial effluents.

ST 4

Septic Tanks and Soakaways

Where centralised sewerage systems are not available or viable, septic tank sewage treatment systems should be required. Written approval of the design of the proposed sewage disposal system should be obtained from the WMA prior to issue of a building and land use permit. No subsequent change to the number of residential units on, or use of, a plot should be permitted unless approval of the sewage disposal system is again obtained from the WMA.

Given the higher risk of contamination of groundwater in Coastal Lands locations or in high groundwater areas or on less permeable ground and as advised by the WMA, development proposed in such areas should provide leaching fields as part of the sewage disposal system. Written approval of the design of this type of sewage disposal should also be obtained from the WMA prior to issue of a building and land use permit. The location and design of septic tanks and soakaways should broadly conform to Design Guidance and their construction supervised and controlled by relevant authorities to ensure that they are properly built and maintained.
Justification: Properties in un-sewered areas are generally served by on-plot septic tanks and soakaways or leaching fields (required in Coastal Lands areas, high groundwater areas and on less permeable ground particularly). Many of the installed septic tank systems have been poorly designed and constructed and consequently contribute to pollution of adjacent properties, water courses and potentially the important groundwater and surface water resources. The practice of constructing a septic tank system sized for a single residential unit and then connecting several apartments or housing units to it should be discouraged; in many instances it is likely that the constructed facilities provide practically no treatment and are little better than pit-latrines.

Septic tank systems can treat sewage to a reasonable standard and where the soil conditions are suitable they are appropriate means of treatment in relatively low density and scattered developments. It is important that they are properly designed, constructed and maintained if the environment and groundwater resources in particular, are to be protected.

Special care is needed when designing septic tank systems in higher density developments and in areas of particularly permeable or impermeable soils. The WMA has design guidelines which have been incorporated into Design Guidance outlined in SD 5. Any departure from the existing criteria for the siting of septic tank and absorption pit with regard to location and plot size and specific circumstances will need to be referred to WMA on a case to case basis. District level and adequately-resourced building regulation inspection teams should be set-up and operationalised to enable and monitor this construction and approval process.

DR 1

Drainage Systems

All major developments should provide appropriate systems to ensure that they are adequately drained, that neighbouring developments are not adversely affected and the cumulative drainage implications for the wider catchment area are taken into account in the planning of new schemes. Drainage systems should broadly conform to Design Guidance outlined in SD 5.

Justification: Drainage systems and discharges from developments need to be properly designed to ensure that they are adequate to protect the development from the effects of all but the most extreme rainfall events whilst avoiding creating problems for nearby properties and/or damage to the environment. The areas that might flood during an extreme rainfall event should be identified through site visits and studies and the development planned to minimise potential adverse effects.
Catchment areas for each stream, rivulet or river should be determined and use should be made of these natural courses to channel water through the development as far as possible; roadside drainage should only be used to channel water from relatively small catchment areas, of 2 to 6ha (for ground slopes of between 0 and 6%).

SW 1

Sites for Landfill

Sites for new landfill and for other types of solid waste disposal should be protected from development. In respect of buffer zones for such bad neighbour developments, reference should also be made to the provisions of Policy ID 4 and Industrial Design Guidance.

Sites for proposed landfills will be required to undergo an Environmental Impact Assessment in accordance with the EPA 2002 as amended, a Social Impact Assessment as well as a Traffic Impact Assessment.

Justification: The Ministry responsible for Local Government has requested proposals from landowners to make land available for the construction of new landfill sites: such facilities will require a comprehensive EIA to be prepared. Given the highly porous nature of the soil it is unlikely that an acceptable site for a waste disposal facility would be found within the District Council Area, particularly north of the settlement of Pamplemousses.

Landfill facilities are considered to be “bad neighbour” developments and need to be located away from residential and other sensitive land uses. Wherever possible, such sites together with other ‘bad neighbour’ developments should be clustered within an industrial/utility development on a well-accessed site where buffer zones up to 1 km can be established from sensitive land uses. The Industrial Design Guidance contains guidelines on buffer zones for Landfill sites.

E 1

Sites for New Power Stations

To sustain increased industrial activity and other development throughout the country new power supplies will be required over the planning period. The CEB continues to request proposals from the private sector to construct additional power generation facilities. Potential sites, once identified, should be safeguarded from development and in planning new developments in adjacent areas consideration should be given to the establishment of a buffer zone
around such a bad neighbour development, in accordance with Policy ID 4 and the Industrial Design Guidance

Development proposals for new power stations will be required to include a comprehensive EIA in accordance with the EPA 2002 as amended.

Justification: The Central Electricity Board (CEB) anticipates that a large proportion of their increasing electricity requirements will be met by independent power providers (IPP); it is probable that private sector power stations will rely upon burning bagasse and coal in the non-harvest season and consequently new stations are likely to be sited close to sugar factories. Requests for proposals for new power stations continue to be made by the CEB and there is the potential for one to be constructed somewhere in the district.

E2

Construction of Overhead Power Lines

Construction of new High Voltage (HV) overhead power lines should not normally be permitted across areas of environmental sensitivity or landscape significance, or within 13 metres of existing developments, subject to consideration of factors such as topography and vegetation. Installation of high tension lines in environmentally sensitive areas will require an Environmental Impact Assessment in accordance with the EPA 2002 as amended.

Justification: It is important to retain the integrity of areas of environmental sensitivity and landscape significance and to protect existing development from the industrial wirescape that results from close proximity to HV pylons and cables. A way-leave is required for such power lines (approximately 26 metres), that needs to be accessible and maintained clear of trees: as a consequence an open swathe is often left through the countryside.

GI 1

Service Corridors

The need for service corridors and rights of way for water supply, power cable and telecommunications cable networks and other services should be incorporated into the design stage for major development projects and be reflected in the construction of the development. The design and setbacks required to accommodate service corridors should conform to Design Guidance outlined in SD 5.
Justification: It is essential that corridors for the erection of overhead lines and for laying underground cables and pipes are identified during the planning stage of major new developments. Generally it is preferable to install the water supply pipes, medium and low voltage power lines and telephone lines along road reserves and these should be sufficiently wide, with buildings set back from the side of the road reserves to allow adequate clearance to cables. High voltage electricity lines will generally need to cross over third party land and permission for major developments should be conditional upon the utility providers being able to obtain necessary wayleaves. The CEB has stated that where a development requires the relocation of power supply infrastructure including undergrounding of cables then the cost of doing so should be met by the developer. For safety reasons, underground cables should be separated from other services

GI 2

Sites for Power and Telecoms Infrastructure

The need for sites for transformer sub-stations, distribution kiosks, telephone kiosks and cabinets should be considered during the planning and design stage for development projects and broadly conforms to Design Guidance outlined in SD 5.

Justification: In order to supply new customers with electricity it is necessary to reduce the supply voltage to that required by consumers, generally 230V for domestic customers but a higher voltage may be required by commercial and industrial customers. The electricity and telephone utility providers require areas for the construction of transformers, distribution cabinets, kiosks and masts and developers should provide suitable sites to allow the installation of the necessary equipment. For single plot developments in existing built-up areas space will often be required within the building itself.
# Schedule One

## VCA Population 2000

**POPULATION- PAMPLEMOUSSES RIVIÈRE DU REMPART DISTRICT COUNCIL AREA**

<table>
<thead>
<tr>
<th>Village Council Area (VCA) – Pamplemousses</th>
<th>Population 2000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arsenal</td>
<td>2,356</td>
</tr>
<tr>
<td>Baie du Tombeau</td>
<td>11,688</td>
</tr>
<tr>
<td>Calebasses</td>
<td>4,064</td>
</tr>
<tr>
<td>Congomah</td>
<td>1,796</td>
</tr>
<tr>
<td>Creve Coeur</td>
<td>2,837</td>
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<tr>
<td>D'Epinay</td>
<td>4,864</td>
</tr>
<tr>
<td>Fond Du Sac</td>
<td>5,068</td>
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<tr>
<td>Le Hochet</td>
<td>13,678</td>
</tr>
<tr>
<td>Long Mountain</td>
<td>2,937</td>
</tr>
<tr>
<td>Mapou</td>
<td>7,169</td>
</tr>
<tr>
<td>Morc St. André</td>
<td>5,519</td>
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<tr>
<td>Notre Dame</td>
<td>3,394</td>
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<tr>
<td>Pamplemousses VCA</td>
<td>7,914</td>
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<tr>
<td>Piton</td>
<td>1,758</td>
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<tr>
<td>Plaine des Papayes</td>
<td>6,865</td>
</tr>
<tr>
<td>Pte aux Piments</td>
<td>6,804</td>
</tr>
<tr>
<td>Terre Rouge</td>
<td>8,256</td>
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<tr>
<td>Triolet</td>
<td>21,106</td>
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<tr>
<td>Villebague</td>
<td>2,293</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>120,366</strong></td>
</tr>
</tbody>
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Source: Housing & Population Census, CSO, 2000
<table>
<thead>
<tr>
<th>Village Council Area (VCA) – Rivière du Rempart</th>
<th>Population 2000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amaury North</td>
<td>2,627</td>
</tr>
<tr>
<td>Amitié East</td>
<td>1,942</td>
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<tr>
<td>Belle Vue Maurel</td>
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<td>Cap Malheureux</td>
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<tr>
<td>Cottage</td>
<td>3,361</td>
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<td>Goodlands</td>
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<tr>
<td>Grand Baie/ Pereybère</td>
<td>8,356</td>
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<tr>
<td>Grand Gaube</td>
<td>6,655</td>
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<tr>
<td>Mapou</td>
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<td>Petit Raffray</td>
<td>8,239</td>
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<tr>
<td>Piton East</td>
<td>3,694</td>
</tr>
<tr>
<td>Plaine des Roches</td>
<td>3,537</td>
</tr>
<tr>
<td>Poudre D'Or</td>
<td>3,887</td>
</tr>
<tr>
<td>Poudre D'Or Hamlet</td>
<td>2,111</td>
</tr>
<tr>
<td>Rivière Du Rempart</td>
<td>10,761</td>
</tr>
<tr>
<td>Roches Noires</td>
<td>5,219</td>
</tr>
<tr>
<td>Roche Terre</td>
<td>2,942</td>
</tr>
<tr>
<td>The Vale</td>
<td>3,400</td>
</tr>
<tr>
<td>Villebague East</td>
<td>69</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>97,962</strong></td>
</tr>
</tbody>
</table>

Source: Housing & Population Census, CSO, 2000
Schedule Two

National Heritage Fund Act
Schedule of Items of National Heritage

PAMPLEMOUSSES DISTRICT

1. Abbé Buovanita Tomb (Pamplemousses Cemetery)
2. Adrien D’Epinay Tomb (Pamplemousses Cemetery)
3. Balaclava (Arsenal)
4. Batterie des Grenadiers (Pointe aux Piments)
5. Battery at Oberoi Hotel (Pointe aux Piments)
6. Battery at Pointe aux Cannoniers Hotel (Pointe aux Cannoniers)
7. Cere Tomb (Pamplemousses Gardens)
8. Charles Planel Tomb (Pamplemousses Cemetery)
9. Charles Thomy Pitot Tomb (Pamplemousses Cemetery)
10. Cimetière des Esclaves
11. Dr. Goomany Tomb (Pointe aux Cannoniers)
12. Fort Albert (Tombeau Bay)
13. Lienard Memorial
14. Powder Magazine at Oberoi Hotel (Pointe aux Piments)
15. Magon de La Villebague Tomb (Pamplemousses Cemetery)
16. Model Factory (Pamplemousses Gardens)
17. Mon Plaisir Building (Pamplemousses Gardens)
18. Old Fort (Tombeau Bay)
19. Old Lighthouse (Pointe aux Cannoniers)
20. Powder House at Oberoi Hotel (Pointe aux Piments)

21. Powder Magazine (Pointe aux Cannoniers)

22. Prince Enelepola Monument

23. Ruins of French Arsenal (Baie aux Tortues)

24. Sugar Factory (Grand Rosalie)

25. The Presbytery (Pamplemousses)

26. Tower of Old Power Mill

27. Windmill Tower (Riche Terre)

**RIVIÈRE DU REMPART DISTRICT**

28. Monument commemorating the wreck of St. Géran (Poudre D’Or)

29. Old Windmill (Petit Paquet)

30. Transit of the Planet Venus Pillar (St. Antoine)

31. Windmill Tower of Belle Rive (Cap Malheureux)

32. Windmill Tower of Forbach
Schedule Three

Land/ Water Interface Development

(a) Boating industry facilities;
(b) Boat launching ramps;
(c) Boardwalks;
(d) Large marinas;
(e) Marinas;
(f) Public water transport facilities;
(g) Water based restaurants and entertainment facilities;
(h) Water recreational facilities;
(i) Development for the purposes of any of the following, when carried out wholly or partly in the waterway:
   (i) Dwellings of any type (including serviced apartments),
   (ii) Commercial premises,
   (iii) Tourist facilities,
   (iv) Shops and retailing,
   (v) Restaurants,
   (vi) Recreation facilities,
   (vii) Car-parking.
(j) Charter and tourism boating facilities;
(k) Commercial port facilities;
(l) Houseboats;
(m) Multiple moorings;
(n) Slipways;
(o) Wharves, jetties, pontoons;
(p) Boatsheds; and
(q) Commercial port facilities.
(r) Development/rehabilitation of existing Barachois, aquaculture activities
Schedule Four

Glossary of Terms