The series of Planning Policy Guidance was first issued in 2004 and the following titles have now been issued:

<table>
<thead>
<tr>
<th>PPG 1</th>
<th>Design Guidance</th>
<th>November 2004</th>
</tr>
</thead>
<tbody>
<tr>
<td>PPG 1</td>
<td>Design Guidance Revision 1</td>
<td>September 2006</td>
</tr>
</tbody>
</table>
Ministry of Housing and Lands

PPG 1 Design Guidance Revision 1 September 2006

UPDATE to PPG 1 issued in November 2004 on

(1) Residential Coastal Development Design Sheet
(2) Resort Hotel Development Design Sheet
(3) Residential building sites on existing small coastal sites Design Guidance
(4) Building height along the Motorway Commercial Development Design Guidance
(5) Small Industrial Workshops and Home Working Industrial Development Design Guidance
(6) Fire Risks Industrial Development Design Guidance
(7) Glossary of Terms

Objective

The revised guidance for (1), (2), and (3) allows a greater flexibility for development within coastal lands following practical difficulties encountered in its application.

The main changes concern standards with respect to sites’ specific location and plot sizes. All stakeholders involved in development control have been consulted and their views incorporated in the revised guidance.

The amendments proposed however ensure that the visual image of the coastal zone and the future of the tourism industry are safeguarded.

The revised guidance at (4) aims to safeguard views from the Motorway and the rural landscape.

The revised guidance for (5) and (6) has been introduced to facilitate investment and business in the light of new government policies.

Effective Date

With effect from 01 October 2006.
Details of guidance revision

1. Under PPG 1 issued in November 2004, the coastal zone was broken into three sub-zones and these broad bands could not cater for the wide range of plot sizes and individual circumstances. Secondly, the definition of coastal frontage as per the Planning and Development Act 2004 was not reflected in the zoning categories in the PPG.

2. The revised guidance has made provision for five sub-zones where plot sizes, building height and plot coverage allow a greater flexibility of use for residential coastal development.

3. The main areas where amendment has been effected are
   - Definition of coastal lands
   - Development height
   - Plot size and Coverage

4. The design guidance sheet on residential coastal development remains valid except for the changes mentioned above.

5. The design sheet on Resort Hotel Development retains the initial three sub-zones as defined in PPG 1 but allows more flexibility in building height where coastal frontage land is deeper than 1.21 metres. The intention behind this revision is to allow a slight densification for development to cater for more hotel rooms without jeopardizing the quality of the setting.

6. The PPG will now also include guidance for residential coastal development on existing very small sites to cater for low income groups. A paragraph is included after Section 3.8 in Residential Development.

7. Design Guidance is also provided for building height along the motorway in Section 2.2 Commercial Development.

8. An amendment is also included in the Design Guidance for Small Industrial Workshops and Home Working in Section 2.13 to be in line with the requirements of the Business Facilitation (Miscellaneous Provisions) Act 2006 where no Building and Land Use Permit is required for that category of development. A similar amendment in the same spirit is carried out for Fire Risks in relation to industries.

The revised guidance is incorporated in the main guidance and supersedes the existing corresponding guidance.
Please do not hesitate to call on us at Tel: 2134868 if you have any queries concerning this amendment. We shall be pleased to answer queries on this and any development control matter. For your information the amendment is available on the Ministry’s website http://housing.gov.mu

Design Guidance
Ministry of Housing and Lands, September 2006
Mauritius

Design Guidance

Residential Development

November 2004
Incorporating Revision 1
September 2006

Ministry of Housing and Lands
1 INTRODUCTION

2 PLANNING FOR RESIDENTIAL COMMUNITIES
   2.1 Planning and Design Principles
   2.2 Location
   2.3 Analysis of Context
   2.4 Layout
   2.5 Community Facilities
   2.6 Traffic Management
   2.7 Landform and Landscaping

3 PLOT DEVELOPMENT CRITERIA
   3.1 Plot Layout
   3.2 Setbacks
   3.3 Privacy
   3.4 Private Open Space
   3.5 Security
   3.6 Design for Climate
   3.7 Building Design
   3.8 Tall Buildings in Residential Areas
   3.9 Residential development on existing small coastal sites

DESIGN SHEETS
   Individual Household Development
   Design for Sloping Sites
   Residential Coastal Development
3.8 Tall Buildings in Residential Areas

Proposals for tall buildings located within residential areas, particularly on small sites, need careful consideration in order to ensure that it takes place without detriment to the character and amenity of surrounding properties and the local street scene. Criteria to consider include:

- The design, bulk and density of development should respect the character and appearance of the surrounding area;
- The development should not be detrimental to the privacy, daylighting and amenity of neighbouring dwellings nor will there be a reciprocal impact on the proposed development; and
- The development should provide adequate access and car parking and where appropriate, on-site turning facilities to serve proposed and existing properties.

3.9 Residential Development on Existing Small Coastal Sites

In determining proposals for residential development on existing State-Leased small sites within the coastal areas, the Planning Policy Guidance will be applied with some flexibility, with regard to plot coverage and setbacks of building except for maximum height of buildings and on-plot sewage disposal. In the assessment of applications however, the following criteria should be considered:

- The design should allow for adequate daylight, ventilation and access.
- Building to plot boundaries or with reduced setbacks may be permitted with neighbour’s consent or where it can be demonstrated that development is not likely to infringe on privacy and security of adjoining properties or roads.
- The design, bulk and density should be in harmony with surroundings.
- Storm-water drainage should be disposed of within the plot boundary and should not be allowed to flow to adjacent plots or into road reserves.
- Development should ensure that on-site sewage and waste water disposal are in conformity with technical guidance provided in the Technical Sheets.
3.8 Tall Buildings in Residential Areas

Proposals for tall buildings located within residential areas, particularly on small sites, need careful consideration in order to ensure that it takes place without detriment to the character and amenity of surrounding properties and the local street scene. Criteria to consider include:

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3.9 Residential development on existing small coastal sites.

In determining proposals for residential development on existing State-Leased small sites within the coastal areas, the Planning Policy Guidance will be applied with some flexibility, with regard to plot coverage and setbacks of building except for maximum height of buildings and on-plot sewage disposal. In the assessment of applications however, the following criteria should be considered:

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- The design, bulk and density should be in harmony with surroundings.
- Storm-water drainage should be disposed of within the plot boundary and should not be allowed to flow to adjacent plots or into road reserves.
- Development should ensure that on-site sewage and waste water disposal are in conformity with technical guidance provided in the Technical sheets.
Design Sheet

Residential Coastal Development

November 2004
Incorporating Revision 1
September 2006

Ministry of Housing and Lands
Residential Coastal Development

Coastal Lands
Lands which fringe the shore are often the most desirable location and are generally more sensitive that inland areas. In addition, the character and quality of the coastal road environment is an important element in the coastal experience. Thus, transitional guidance has been devised referring to different areas of coastal lands. The locations of these areas are illustrated in the left margin below.

Coastal Frontage Area (A)
Coastal frontage area (A) is reckoned as that area which normally accommodates the first row of sites from HWL and is commonly referred to as "pieds dans l'eau".

This strip consists of extremely fragile land where considerations of visual impact, environmental disturbance and pollution control are paramount. It is a key element in Malta's tourism product and is heavily popular with local people, but the emphasis should be on sustainable development in harmony with the environment.

Coastal Frontage Area (B)
This area is meant to accommodate rows of sites immediately behind coastal frontage area (A) up to a minimum depth of 81.21m which implies that it may extend further inward depending on site circumstances / specificity. In this area, even if there is no "pieds dans l'eau" sites in front, a minimum setback of 30m from HWL has to be observed.

Coastal Road Area (C)
This includes those plots immediately fronting the coastal road and located beyond coastal frontage areas (A) and (B) but still on the seaward side of the coastal road.

Coastal Road Area (D)
Plots in this area would be those immediately adjoining the coastal road but on the landward side.

Inland (E)
This includes those areas that may not have a coastal road frontage but may still be visible from or relate to the coastal road.

Others
A plot of land which does not fall in any of the above zones but is considered to be within the coastal area should be developed in accordance with the design factors defined below.

Design Factors
General
All development should be designed so as to integrate well into the topography and fragile landscape with as little interference to the environment as possible.

The proposed development should be designed creatively and comprehensively. All aspects of:
- site context, including site constraints and opportunities;
- design objectives; and
- resultant design solutions;
should be demonstrated as having been considered and adopted as the most appropriate solution for the particular site in mind.
Residential Coastal Development

Beach and Sea

Layout plans should show low water mark (LWM), high water mark (HWM) and the line of the highest edge of natural sand, together with contour levels above mean sea level. Plan scales should be not less than 1:500.

Jetties should only be constructed if approved by relevant statutory authorities. Jetties should normally be on piles or floating structures to allow proper water circulation.

No structure of any kind including fence, wall, or swimming pool should be constructed on the beach between low water mark and the highest edge of natural sand. This is to ensure that the public have unrestricted access along the beach frontage.

Sea defence measures, groynes or other structures projecting into the sea and the creation of any artificial beach need the approval of the regulatory authorities.

Development Height

This is measured both in numbers of storeys and height in metres. Restrictions are imposed on the proportion of building volume that may reach the maximum height expressed as a percentage of the total building floor area. This guidance is intended to promote variety in building volumes and forms. Maximum height should also be related to location, existing built environment and natural site features.

On Coastal Frontage land (A) & (B), buildings and other ancillary structures should generally not exceed two floors (G + 1) plus additional accommodation (of no more than 33% of ground floor area) that may be provided within the roof space or a ”penthouse” floor. If there is a pitched roof, this should be no more than 1.5 metres in height from local ground level to the highest ridge.

On Coastal Road land (C) buildings should generally be (G+1+50%). Any pitched roof should not exceed 1.3m height.

On Coastal Road (D) buildings should generally not exceed (G+2) and any pitched roof should not exceed 1.5m.

On Inland plots (E) buildings should normally not exceed 4 floors (G+2+50% of ground floor area).

Generally, pitched roofs are preferred.

As a general guide, the level of the lowest floor should normally be no less than one metre above the high water mark.

Plot Size and Coverage

As a general guide, new residential plots on Coastal Frontage land (A), plots should be around 1000m² in area. The sub-division of land resulting in plots smaller than this will not normally be supported. However, exceptions to this may include for example:
**Design Guidance Residential Coastal Development**

**Note:** Where this symbol is placed, the guidance provided alongside it is considered to be the minimum/maximum acceptable and should normally be provided.

- Town centre and urban waterfront areas, coastal settlements where height, plot size and density may vary for special "downtown"/waterfront areas and highly urbanised coastal settlements where buildings may already predominate, and a more urban character is appropriate.
- It can be demonstrated that all buildings proposed would remain subservient to a quality landscape setting.

For Coastal Frontage Land (B) on the seaward side of the Coast Road, residential plots should normally be around 600㎡ in area; in the case of semi-detached development, the plot size for each plot may be 400㎡.

For Coastal Road Land (C), residential plots should normally be around 300㎡ for detached unit and 265㎡ for semi-detached unit.

For Coastal Road Land (D) and Inland areas (E), residential plots should normally be around 235㎡ for detached unit and 210㎡ for semi-detached units.

When calculating coverage, all enclosed spaces on the ground floor shall be taken at 100% of their enclosed area on plan. "Enclosed" means surrounded by walls and covered by a roof. In the case of verandahs, porches, car ports and the like, if they are covered by a roof, they should be included as coverage. Where the verandah, porch, car port, etc., is backed by no more than one wall, the area should be included as 50% of its plan area in the coverage calculation. If backed or enclosed by two or more walls, the whole area shall be included in the coverage calculation. Layout plans must include site coverage calculations.

**Setbacks**

- Buildings and structures should be located as far back as practicable from the shoreline. The setting of structures back from the shoreline offers various advantages:
  - Efficient connection to hinterland service systems
  - Reducing wind, salt and sand impact on structures
  - Reducing impact on unstable soils
  - Reducing interference with the flow of littoral sediments
  - Optimising pedestrian accessibility
  - Minimising overshadowing.

Some "Soft Structures" may be acceptable within the 30 m HWML setback. Such structures may include:
- Jetties on piles
- Wooden "umbrellas" which are open, supported by one pole that does not have a concrete or hard base
- Slipways not exceeding 20cm above datum
In coastal zones, the general guidance that relates to Coastal Frontage and Coast Road areas should be considered.

Special controls on building height may apply in areas around ports and airports in order to permit the safe navigation and movement of ships and aircraft. Further guidance is contained within Design Sheet - Tall Buildings.

Building height along the motorway needs be controlled such that buildings immediately fronting the motorway are lower in height (G+3) and increasing gradually inland to safeguard views.

2.3 Density

Sustainable development within growth centres may be achieved by increasing development densities. In order to prevent environmental deterioration as a result of increased density, the following principles will be applied:

- The development should provide the optimum layout for the site.
- The reasonable privacy and amenity (including daylight and sunlight) of neighbouring areas and buildings and potential users of the new proposals, should not be unduly affected.
- The land should not be reserved or zoned for non-commercial purposes, and the proposed activity should not prejudice the development of adjacent land.
- The character and amenity of the area should not be adversely affected by the proposed development through additional noise, dust, smoke, fumes, smells or parking problems, or through the appearance or scale of the proposal.

2.4 Quality Design and Design Statements

One of the aims of the National Development Strategy is to ensure that good quality design is given a high priority. Development promoters should therefore, as part of any application submission, demonstrate clearly how the important issues of design (as discussed in this document and relevant Design and Technical Sheets) have been addressed in their proposals.

Information submitted with a permit application should include a short statement setting out the development and design principles of the proposals, and how they relate to the site, its context, and how they have responded to stated aims and objectives of national and local planning policy, including all relevant Design Guidance.
Mauritius

Design Guidance

Industrial Development

November 2004
Incorporating Revision 1
September 2006

Ministry of Housing and Lands
2.13 Small Industrial Workshops and Home Working

Small scale enterprises that are carried out in the home with or without modification of the dwelling may in some locations be acceptable if the use is ancillary to the principal use as residential but stringent criteria are necessary to ensure that surrounding residential amenity is not compromised.

Industrial uses such as panel beating and spray painting, manufacture of furniture and vehicle repairs are not normally acceptable uses within residential areas due to dust, noise, fumes, vibration and other adverse environmental effects. Examples of potentially acceptable small scale enterprises include cooking of sweets and food preparation, sewing and small scale clothing manufacture, repairs to electrical goods, minor car/mechanical and bicycle repairs, artists studios, offices such as book keeping, administration, professional services etc.

In order to provide for the start up of small scale enterprises the use of home as a small scale enterprise may be appropriate and no Building and Land Use Permit is required if:

- daily vehicle movements associated with the enterprise are limited (less than 8 vehicle movements in total, to and from the site);
- there would be no adverse external nuisance such as noise, dust, fumes, vibration etc.
- loading and unloading are not disruptive to the amenity of the surrounding residential neighbourhood;
- the operator of the enterprise should normally reside at the premises and the numbers of staff employed on site is small (typically less than 5 in total);
- adequate parking is available for staff and visitors.
- all materials can be safely stored on site and stored materials are not unduly visible or intrusive in the street scene.

For both the use of home as office or at other small scale enterprise the key consideration is whether the overall character of the dwelling and surrounding amenity will change as a result of the proposed use? If the answer to any of the following questions is "yes", then the proposed enterprise, by reason of its nature or scale is likely to be unacceptable:

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

Industries should comply with guidelines from the Fire Services Department on all aspects of fire safety, prevention and fire-fighting.

In the case of hazardous processes or materials, a perimeter roadway may be required on every side of the building to allow for fire fighting access from any external point. A setback of 12.5 metres would in such a case be required. The roadway should be at least 4 metres from the building, so that fire tenders may be sufficient distance from any fire. A landscaping strip of no less than 3 metres should be provided between the roadway and any site boundary road frontage.
## Design Sheet

### Resort Hotel Development

#### Design Factors

**Building Height**
- Measured both in numbers of storeys and height in metres. Restrictions are imposed on the proportion of building volume that may reach the maximum height expressed as a percentage of the total building ground floor area. This guidance is intended to promote variety in building volumes and form. Maximum height will also be related to location, existing built environment and natural site features.

**Plot Coverage**
- The percentage of the site area that may be covered by buildings at ground level.

**Minimum Room Size**
- The net area of a typical double bed room, excluding bathroom, balcony, entry etc. It is emphasised that this figure is an absolute minimum standard. Larger areas of up to 30 m² should be considered for luxury resorts.

<table>
<thead>
<tr>
<th>HOTEL RESORT</th>
<th>A Coastal Frontage</th>
<th>B Coastal Road</th>
<th>C Inland</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max Building Height</td>
<td>G+1+33% within 0.121m</td>
<td>G+2</td>
<td>G + 2 + 50%</td>
</tr>
<tr>
<td>Max Building Height in metres</td>
<td>13m - 15m</td>
<td>15m</td>
<td>18m</td>
</tr>
<tr>
<td>Max Plot Coverage</td>
<td>20%</td>
<td>40%</td>
<td>40%</td>
</tr>
<tr>
<td>Min Room Size (double bedroom, net room area)</td>
<td>18m²</td>
<td>14m²</td>
<td>14m²</td>
</tr>
</tbody>
</table>

For Type C Resorts – the guidance may be applied generally to most inland sites but with emphasis on type of development, location and site conditions. For example, for lodge development located in the countryside, maximum height restrictions may be imposed to respect the natural features (landscape setting, hillside etc.). Higher densities may be appropriate near town centres, with height increased for special 'downtown' / waterfront locations.

For Type C Apartments – residential/morcellement guidance should be applied with specific plots identified.

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**Note:** The additional 33% should be used to ensure an interesting and varied roofline is achieved.
**Resort Hotel Development**

<table>
<thead>
<tr>
<th>TOURISM APARTMENTS</th>
<th>A (Coastal Frontage)</th>
<th>B (Coastal Road)</th>
<th>C (Inland)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max Building Height</td>
<td>G + 1 + 33% within 81.21m</td>
<td>G + 2</td>
<td>G + 2 + 50% (G)</td>
</tr>
<tr>
<td>Max Building Height in metres</td>
<td>13m - 15m</td>
<td>15m</td>
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<td>20%</td>
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</table>

**DESIGN GUIDANCE Resort Hotel Development**

Ministry of Housing and Lands, November 2004. Revised in September 2005
This Glossary of Terms has been produced to support and aid understanding of the Planning Policy Design Guidance. Reference should also be made to the Planning and Development Act, 2004 for legal definition. Where inconsistencies exist then the provisions of the Act will prevail.

Glossary of Terms

November 2004
Incorporating Revision 1
September 2006

Ministry of Housing and Lands
Accessibility

The word ‘accessible’ is defined in the Oxford English dictionary as ‘able to be reached’. As a strategic theme in local transport planning, it is appropriate to consider its broadened meaning. Accessibility is more than transport; it is the means of access to facilities with or without travel.

Appropriate Uses

Uses for the essential requirements of agriculture, forestry or other uses appropriate to a rural area.

Bad Neighbour Use

Bad neighbour uses are those considered a potential nuisance to adjoining development by reason of noise, dust, smoke, fumes, smells, parking or excessive loading problems, or through the appearance and/or scale of the proposal. Defined to include those uses requiring a Preliminary Environmental Report or an Environmental Impact Assessment as listed in the first Schedule (Section 15(2)) Parts A and B of the Environment Protection Act 2002, or as subsequently amended.

Brownfield Site

A site which has previously been developed and has not been restored to agriculture, forestry or recreation land. The definition includes residential gardens but does not include agricultural land or buildings.

Buffer

A safeguard between unneighbourly bad neighbour uses and other uses (e.g. residential uses). Buffers may be separation distance between uses, landscaping, walls and other acoustic barriers or a combination of such elements.

Bulk

The combined effect of the arrangement, volume and shape of a building or group of buildings. Also called massing.

Character Assessment

An area appraisal identifying distinguishing physical features and emphasizing historical and cultural associations.

Coastal Frontage Land (Hotels & Integrated Resorts)

Normally the strip of land between the high water mark and the nearest coastal road. Consists of extremely fragile land where considerations of visual impact, environmental disturbance and pollution control are paramount. It is a key element in Mauritius’s tourism product and it is equally popular with local people, but the emphasis must be on sustainable development in harmony with the environment.
Coastal Road Land (Hotel & Integrated Resorts)
This includes those plots immediately fronting the coastal road and located on the inland side of the road.

(Coastal) Inland (Hotel & Integrated Resorts)
This includes those areas that may not have a coastal road frontage but may still be visible from or relate to the coastal road

Coastal Lands (For Residential Coastal Development)
See addendum on last page of glossary.

Consolidate
See diagram in margin

Context
The setting of a site or area, including factors such as traffic, activities and land uses as well as landscape and built form.

Context (or site and area) Appraisal
A detailed analysis of the features of a site or area (including land uses, built and natural environment, and social and physical characteristics) which serves as the basis for an urban design framework, development brief, design guide or other policy or guidance and informs a detailed planning application.

Design-Led Approach
An approach to preparing a development proposal to ensure an appropriate design quality, the use of the site is optimised and the effect of development on the character of the area is positive.

Design Principle
An expression of one of the basic design ideas at the heart of an urban design framework, design guide, development brief or a development.

Design Statement
A design statement sets out the design principles that the applicant has adopted in relation to the site and its wider context as part of a development permit application.

Development
The carrying out of building, engineering, mining or other works or operations in, on, over or under land, or the making of any material change of use of any buildings or other land or marcellement.

Development Brief
A document produced by the planning authority, or jointly with a developer, providing guidance and setting principles for the development of a particular site.
Addendum to Glossary of Terms

Coastal Lands (For Residential Coastal Development)

Lands which fringe the shore are often the most desirable location and are generally more sensitive than inland areas. In addition, the character and quality of the coastal road environment is an important element in the coastal 'experience'. Thus 'transition' guidance has been devised referring to different areas of coastal lands. The locations of these areas are illustrated in the left margin below.

Coastal Frontage Area (A)

Coastal frontage area (A) is reckoned as that area which normally accommodates the first row of sites from HWL and is commonly referred to as 'pieux dans l'eau'.

This strip consists of extremely fragile land where considerations of visual impact, environmental disturbance and pollution control are paramount. It is a key element in Mauritius's tourism product and it is equally popular with local people, but the emphasis should be on sustainable development in harmony with the environment.

Coastal Frontage Area (B)

This area is meant to accommodate rows of sites immediately behind coastal frontage area (A) up to a minimum depth of 81.21m which implies that it may extend further inwards depending on site circumstances /specificity. In this area, even if there is no 'pieux dans l'eau' sites in front, a minimum setback of 30m from HWL has to be observed.

Coastal Road Area (C)

This includes those plots immediately fronting the coastal road and located beyond coastal frontage areas (A) and (B) but still on the seaward side of the coastal road.

Coastal Road Area (D)

Plots in this area would be those immediately adjoining the coastal road but on the landward side.

Inland (E)

This includes those areas that may not have a coastal road frontage but may still be visible from or relate to the coastal road.

Others

A plot of land which does not fall in any of the above zones but is considered to be within the coastal area should be developed in accordance with the design factors defined below:

Design Factors

General

All development should be designed so as to integrate well into the topography and fragile landscape with as little interference to the environment as possible.

The proposed development should be designed creatively and comprehensively. All aspects of:

- site context, including site constraints and opportunities;
- design objectives; and
- resultant design solutions;

should be demonstrated as having been considered and adopted as the most appropriate solution for the particular site in mind.
Design Guidance

Useful Addresses

November 2004
Incorporating Revision 1
September 2006
Ministry of Housing & Lands
Head Office
SILWF Building, Moorgate House & Victoria House
Port Louis
Tel: 208 28 31
208 28 35
208 02 38
208 05 34

Ministry of Agro-Industry
Head Office
8th & 9th levels, Renganaden Seeneevassen Building
Cnr Jules Koenig & Maillard Streets
Port Louis
Tel: 212 44 27
212 08 53
212 06 43
212 82 56
Fax: 212 44 27

Ministry of Environment & National Development Unit
Head Office
2nd, 3rd, 4th, 5th, 6th, 8th, 9th & 13th levels,
Ken Lee Tower,
Cnr Barracks & St Georges Streets,
Port Louis
Tel: 212 83 32
212 83 27
212 94 95
212 85 09
Fax: 212 94 07

Ministry of Fisheries
Head Office
4th floor, LIC Building,
President J. Kennedy Street,
Port Louis
Tel: 211 24 70
211 24 71
211 24 72

Ministry of Industry & Small Medium Enterprises, Commerce & Cooperatives
Head Office
Level 7, Air Mauritius Centre,
Port Louis
Tel: 211 71 00
211 08 55

Ministry of Local Government
Level 3 & 10,
Emmanuel Anquetil Building
Jules Koenig Street,
Port Louis
Ministry of Public Infrastructure, Land Transport & Shipping
Head Office
8th & 10th floors, Moorgate House,
29, Sir William Newton Street,
Port Louis
Tel: 208 02 (81-84)
208 30 63
Fax: 2087149

Ministry of Public Utilities
Head Office
Level 10, Air Mauritius Centre,
President J. Kennedy Street,
Port Louis

Ministry of Tourism & Leisure & External Communications
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Levels 5 & 12, Air Mauritius Centre,
Port Louis
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Board of Investment
10th floor, One Cathedral Square Building
16, Jules Koenig Street,
Port Louis

Business Parks of Mauritius Ltd
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NPF Building
Rose Hill
Tel: 467 69 00/01/02/03
Fax: 467 69 07

Water Resources Unit
3rd floor, Royal Commercial Centre,
Rose Hill
Tel: 465 79 88
Fax: 234 60 12

Water Management Authority
The Cellcourt
Cellicourt Anselme Street,
Port Louis
Tel: 206 30 00
Fax: 211 70 07

Mauritius Association of Architects MAA
Professional Architects Council
4th floor
Discovery House
St Jean Road
Quatre Bornes
Tel: 466 03 24
Useful Addresses

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Senior Planning Engineer
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Curepipe
Tel:  670 60 40 / 674 05 51
Fax:  674 04 45

Central Water Authority
Head Office
Royal Road, St Paul
Phoenix
Tel:  601 50 00
     601 50 83
Fax:  696 71 03
Email: rwa@bow.intnet.mu
Webpage:  http://www.cwa.intnet.mu

Mauritius Telecom
Head of Section
Access Network Planning & Development
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Port Louis
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Fax:  208 87 32

Road Development Authority
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Vacoas
Tel:  686 66 30
Fax:  686 75 52

Small Enterprise and Handicraft Development Authority
SEHDA
Industrial Zone Coromandel
Royal Road
Coromandel
Tel:  233 05 00
Fax:  233 55 45

Traffic Management & Road Safety Unit
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3rd floor, Mere Barthelemy Street,
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     211 60 42
     211 19 89
Fax:  210 87 54