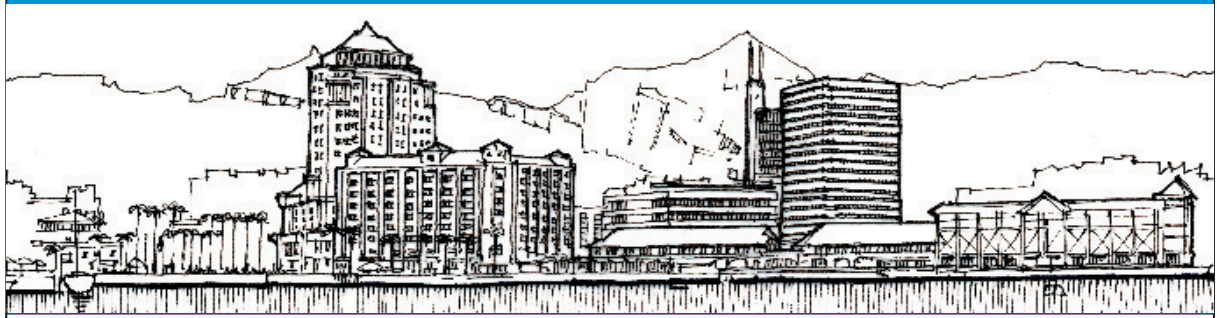
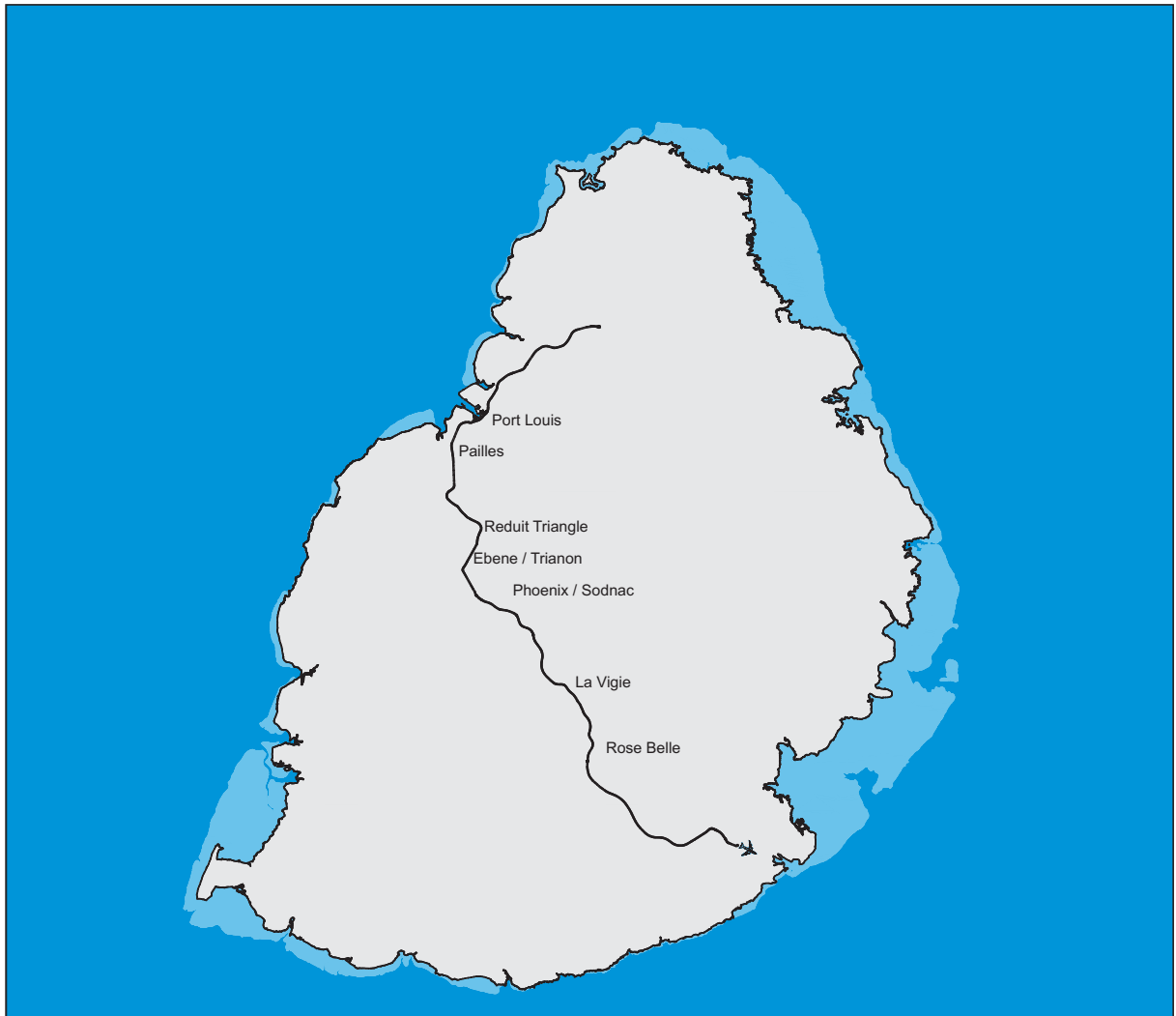




PLANNING POLICY GUIDANCE 5



Development along Motorway

April 2008





Development along the Motorway (M1)

Ministry of Housing and Lands

PPG 5

Design Guidance

April 2008

1. BACKGROUND

In October 2007, the Planning Policy Guidance (PPG 1), first issued in November 2004, was revised and the following amendment with respect to height control along the motorway was brought to “Design Guidance - Commercial Development”

“ *Building height along the motorway needs to be controlled such that buildings immediately fronting the motorway, **except within the Ebene Cybercity area**, will be lower in height (G + 3) and increasing gradually inland”*

2. OBJECTIVE

The aim of this planning policy guidance is to maximize opportunities provided by strategic locations along the M1 motorway where existing transport and utility infrastructure will permit an efficient use of land and extend the possibilities available in the Ebene Cybercity to other similar locations. The policy also provides for higher intensity of use and better design considerations in those selected locations and safeguards views along the remaining section.

3. EFFECTIVE DATE

With effect from **April 2008**

This Planning Policy Guidance (PPG5) supersedes the provisions pertaining to height control along the motorway in the PPG Revision 1 of September 2006 and the PPG Revision 2 of October 2007, except for development mentioned at paragraph 8 of the PPG 5.

Please do not hesitate to call upon the Ministry of Housing and Lands if you need any clarification or additional information. The Planning Policy Guidance on Development along the motorway is available for consultation and downloading on the website of the Ministry at <http://housing.gov.mu>



DESIGN GUIDANCE Development along Motorway

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

		Date
PPG 1	Design Guidance	November 2004
PPG 1	Design Guidance Revision 1	September 2006
PPG 2	Design Guidance Le Morne Cultural Landscape	September 2007
PPG 1	Design Guidance Revision 2	October 2007
PPG 3	Design Guidance Places of Worship	July 2007



DESIGN GUIDANCE Development along Motorway

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2. Implications of removal of height restrictions
3. Application of policy
4. Statutory provision
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7. Design considerations
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 - 7.3 Utilities
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9. Height of buildings in vicinity of but outside pre-designated areas
10. Application of revised height criteria in pre-designated areas

Annex 1

List of pre-designated areas

Annex 2

Building line and Service roads



Annex 1

List of Pre-designated Areas

Port Louis.....	Annex 1A
Pailles.....	Annex 1B
Réduit Triangle.....	Annex 1C
Trianon.....	Annex 1D
La Vigie.....	Annex 1E
Rose Belle.....	Annex 1F



Planning Policy Guidance for development along the Motorway

1. Background

Planning Policy Guidance (PPG 1) revised in September 2006 and issued to local authorities in October 2006 provides that buildings immediately fronting the motorway should be lower (Gd+3) in height and increasing gradually inland to safeguard views. The Planning Policy Guidance was again revised in October 2007 to exempt the area covered by the Ebène Cybercity from this provision.

The objective of the Planning Policy Guidance was to safeguard views along that corridor for arriving tourists and also to retain a greenbelt which would be visually pleasant. However certain strategic locations along the motorway have the potential to play a major role in accommodating future growth in the most sustainable way in line with the National Development Strategy and also to provide the right development framework for the emerging sectors.

The existing provision in the Planning Policy Guidance where development for front row buildings along the motorway is limited to Ground + 3 floors restrains the opportunities provided by location and accessibility.

2. Implications of removal of height restrictions

Being given the infrastructural context, **complete deregulation** of heights is not desirable as the existing road network is incapable to absorb traffic from a very high intensity of use, the more so that there is no mass public transportation system in place. Reliance on car mode of travel exclusively will exacerbate traffic congestion with loss of amenities, air pollution and inadequacy of service levels. These limiting factors require a cautious approach with respect to removal of height restrictions.

It is therefore proposed to increase the development potential of sites by increasing the number of floors allowable, the amount of floor area that could be built without jeopardizing the quality of infrastructure and amenities.

3. Application of Policy

Strategic locations bordered by the motorway which offer enhanced opportunities to carry out business by maximizing building intensity are being selected to accommodate the development pressures felt for a variety of uses. The Cyber city type of development is seen as the forerunner to a variety of high tech. /ICT offices, education, commercial and retail and sport facilities.



DESIGN GUIDANCE Development along Motorway

The focus is therefore to concentrate major developments in and around strategic growth clusters where a critical activity mass is available. Furthermore to make efficient use of utility and transport infrastructure and existing social and economic investments, the pattern of development should tend towards **concentration** rather than **dispersal**. Higher density developments would be located close to good transport interchange points and corridors namely the motorway and its associated junctions.

4. Statutory provision

Section 13 of the Planning and Development Act 2004 provides for the issue of Planning Policy Guidance on any land use planning and development matter including inter alia:

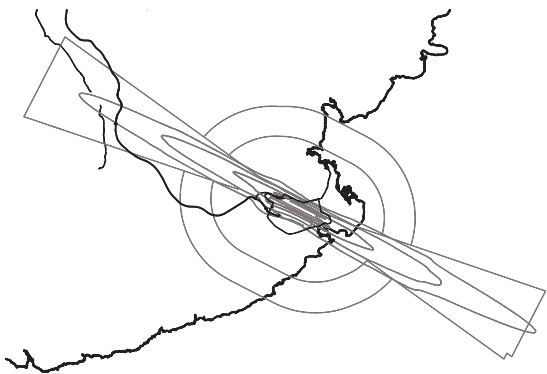
"The form, scale, intensity, built form, location and general development criteria for different classes of development"

A Planning Policy Guidance prevails, to the extent of any inconsistency, over a development plan.

5. Proposed pre-designated areas where height reviewed

Strategic locations at Réduit Grade Separated Junction, Ebene Cyber city, Port Louis, Phoenix-Pont Fer Roundabout, Curepipe – La Vigie Roundabout, St Jean Grade Separated Junction, Pailles Junction and Rose Belle Business Park which are crossed by the M1 motorway and which have equally good connectivity with the surrounding areas will thus be able to optimize land values and opportunities for development.

These locations are the first ones identified in a series of similar exercises which would be undertaken to identify other such areas where the development criteria on height, plot coverage and Floor Area ratio have been reviewed to allow for higher intensity of development whilst safeguarding the quality of the built-up environment. The list of pre-designated areas identified is more fully shown at **Annex 1**.



Note 1: Special provision for the safety of aircraft operations
The height restrictions stipulated in the "Plaisance Airport Building Restrictions) Act 1964 will prevail in areas along the motorway from Midlands to the SSR International Airport. Construction of any infrastructure in that area should obtain the prior clearance of the Director of Civil Aviation.

Note 2: Special provision at Réduit

Construction of any infrastructure in the vicinity of proposed Mauritius Broadcasting Corporation building at Réduit should obtain the prior clearance of Multi-Carrier Mauritius Ltd.



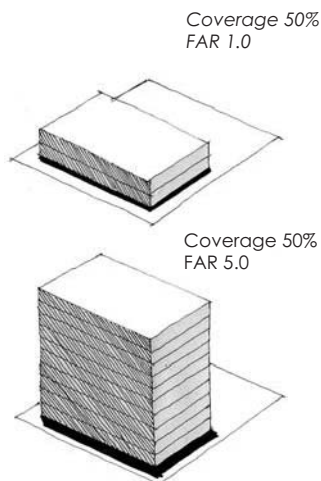
DESIGN GUIDANCE Development along Motorway

Table 1

6. Proposals for constructions along the motorway in pre-designated areas

	Location	Maximum height in no of floors	FAR max	Plot coverage %
1	Réduit Triangle	*15 -20	10	50
2	Corner plots at St Jean Grade separated junction/Trianon/Cybercity	*15 - 17	6	*35 - 40
3	Corner plots Phoenix – Pont Fer Roundabout/Sodnac	12	5	40
4	Pailles Junction	16	8	50
5	Port Louis landward side of motorway	*15 - 20	10	*50 - 100
6	Port Louis seaward side of motorway	10	4	40
7	La Vigie Roundabout	10	4	40
8	Rose Belle Business Park	5	2	40

FAR: Floor Area Ratio: - Total covered area on all floors of a building divided by the site area. The greater the FAR, the greater is the amount of floor area that could be built.



Increasing the FAR increases development bulk

High-rise building: 10 - 20 except Rose Belle in view of Airport restrictions

High Floor Area Ratio: 4 - 10 except Rose Belle Business Park
Medium Plot Coverage: 35 – 50% except Port Louis

* The range of values given should allow the optimal determination of height and plot coverage whilst conforming to the maximum FAR. A developer could opt for a high plot coverage coupled with a less high building or have lower plot coverage but allowed to go higher.

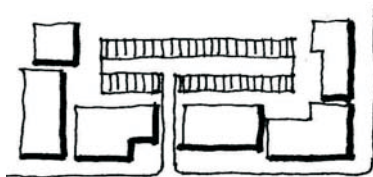
7. Design considerations

Promoters of projects, government officers and other stakeholders involved in the preparation and assessment of development projects in these pre-designated areas will ensure that their

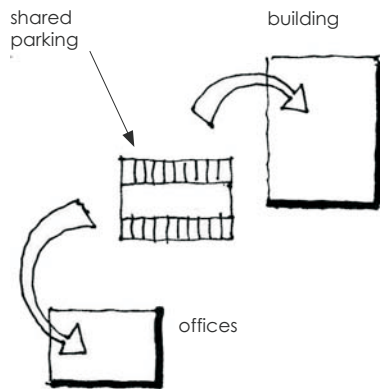


developments are in accordance with the **performance criteria and technical standards** contained in the **Planning Policy Guidance for Commercial Development (PPG1) Nov 2004 (subsequently revised) and also comply with all other criteria for development**. Generally, buildings will be required to comply with the requirements specified above. However, in certain circumstances and on a case by case basis, greater heights up to the maximum permitted in the PPG - Design Guidance for Commercial Development (Plot Development Criteria) Nov 2004 would be allowed where an exceptionally well designed building meets infrastructure and utility requirements. The submission should be supported by a Design statement from qualified professionals. Such applications will also need to be accompanied by proposals for planning agreements in return for any bonus on extra development allowed.

Centralised parking facilities



Parking shared by group of buildings



Compatible activities can make dual use of parking areas

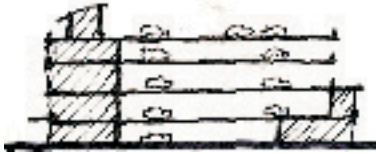
7.1 Accessibility & Parking

High-rise development should ensure that the road capacity is adequate for the intensity of development to be accommodated on site. It should be clearly demonstrated through a Traffic Impact Assessment that the existing accesses are fully capable of accommodating current and future traffic demand without creating situations that will adversely affect existing traffic patterns and road safety. The cost of widening existing narrow roads, provision of footpath, laybys where applicable and other transport infrastructure improvements leading to development sites should be born by promoters. It is the responsibility of Local Authorities to coordinate the implementation and ensure that off-site road capacity is also taken into consideration. On new greenfield areas, any network of road linkages should be designed as per specifications of Road Development Authority and TMRSU and development should only be allowed when the supporting road infrastructure is in place prior to development or is being implemented concurrently with the development. In view of the development potential of such well located sites, valuable land should not be wasted on large areas of surface parking. It is suggested that high-rise buildings provide part or whole of their parking needs either at basement level or underground. Developers within the pre-designated area may wish to consider shared parking facilities if working hours of operators are staggered or complementary to other users. The local authority may also implement multi-storey car parks with revenue generated as part of planning agreements to serve the public parking needs on an area wide basis.

Further guidance on access, parking and traffic issues are provided in PPG 1 - Nov 2004 on Design Guidance.



7.2 Appearance

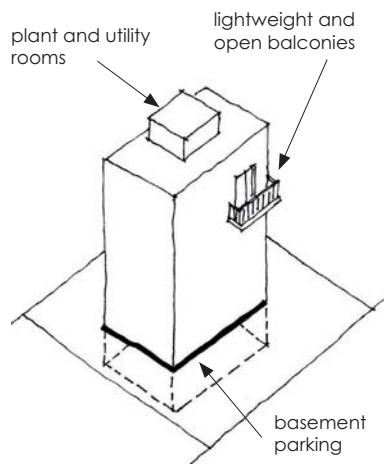


Access to parking should not be from any principal street that has an active retail frontage. In addition, multi-level car parks should be carefully designed to blend with their surroundings, and screened from principal streets by frontage buildings, perhaps occupied by shops and offices.

Tall buildings are prominent structures and visible from far away. They also impart a sense of status and symbol for the developers' identity; hence the external finish of tall buildings should be of extremely good quality, low maintenance materials to preserve the tidy look, and if painted subject to a painting exercise every five years. Emphasis should be laid on buildings to be well set in their grounds, properly landscaped so as to tone down the overall impact. All buildings should provide part of their parking needs at basement level or underground to avoid large areas being occupied by car parks and be visually unpleasant. Where parking has to be provided outside the building at ground floor, it should be properly screened and landscaped. Care should also be taken to treat each building façade (front, rear, sides) according to the use and impact on adjoining properties.

7.3 Utilities

A series of **Technical Sheets** in the **Planning Policy Guidance (PPG 1) Nov 2004** subsequently revised provides valuable guidance on how to satisfy utility requirements. Tall buildings by intensifying the use made thereof usually increase the demand for utilities and services. Early consultation with the utility providers should be carried out and necessary action taken prior to Building and Land use Permits being sought.



7.4 Building line and Service roads

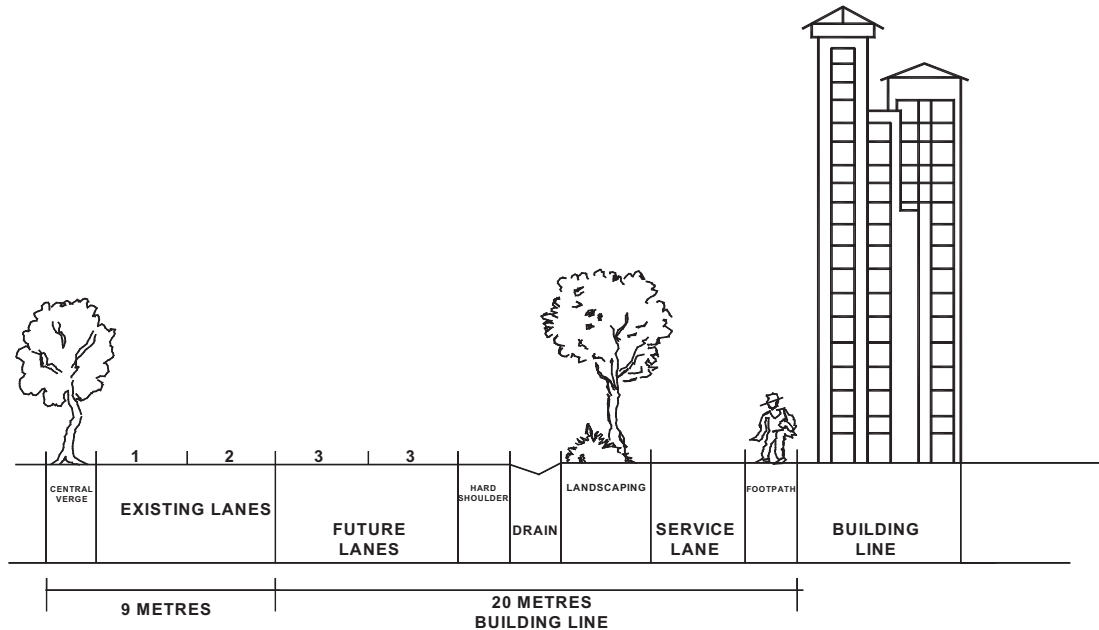
The future traffic load capacity of the motorway should be maintained if it is required to convey goods and passengers with the minimum adverse effects on travel time and convenience. There are plans to increase capacity of the motorway with the construction of additional traffic lanes. All development fronting the motorway will thus need to observe a minimum setback (building line) to cater for the additional lanes and other associated utilities. Refer to the table below.

Table 2

Existing number of lanes as from central verge of Motorway	Proposed minimum setback in metres
2	20m
3	16.5m
4	13m



The layout is more fully shown in diagram at **Annex 2**

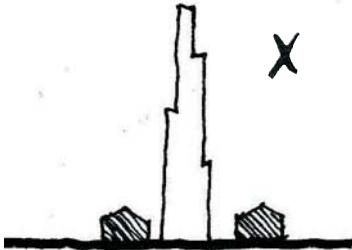
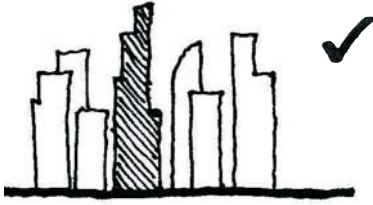


In principle no direct access would be allowed on to the motorway. However, the Road Development may allow a service road that serves a number of developments to connect to the motorway by means of appropriate acceleration and deceleration lanes.

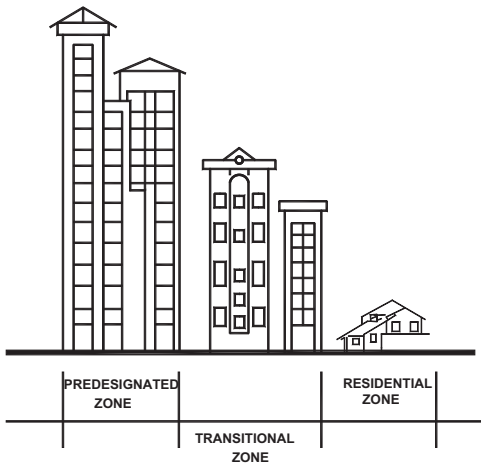
Policy guidance on access and other transport issues are covered by the Outline Schemes relevant to the development site.

8. Height of buildings in other locations along the motorway

The height of buildings along the motorway along the remaining alignment in between these locations should be low-rise for aesthetic reasons, that is maintain the green corridor and also provide focus to the higher density locations where greater heights would be permitted. Where development would be permitted, the existing provision limited to Ground + 3 floors for first row development will be maintained as per **Amendment** carried out to the **PPG 1 in September 2006**.



Appropriate Scale



9. Height of buildings in vicinity of but outside pre-designated areas

Sites located **on the border of, or in the vicinity of the pre-designated areas** where new height criteria are applicable will be assessed on a case to case basis depending on the site's context, relationship with the pre-designated area, site extent, type of development (single site or integrated), accessibility and availability of utilities. Any exemption from height restriction will be considered on a performance-based approach with respect to the following:

- Proposals should be of a high design quality in conformity with the design standards within the designated areas.
- Road access to the development should be capable of taking the traffic generated by the proposed development without causing congestion, hazards, or nuisance to other developments along the route.
- They should be highly accessible.
- Where such areas are located in the vicinity of built-up areas, they will act as transitional zone between the pre-designated zone and the built-up areas. This should be reflected in the heights of buildings which should be in architectural scale with the surroundings. Where these transitional zones are located on the edge of well established predominantly residential areas a 25 metre landscaped buffer will have to be observed.

10. Application of revised height criteria in pre-designated areas

This planning policy guidance (**PPG5**) **Development along the Motorway** supersedes existing provisions namely **Revision 1 September 2006 and Revision 2 October 2007** relating to height control along the motorway with respect to the pre-designated areas. It is effective as from the date of issue to Local Authorities by the Minister responsible for Housing and Lands.

Annex 1

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
PORT LOUIS - CBD

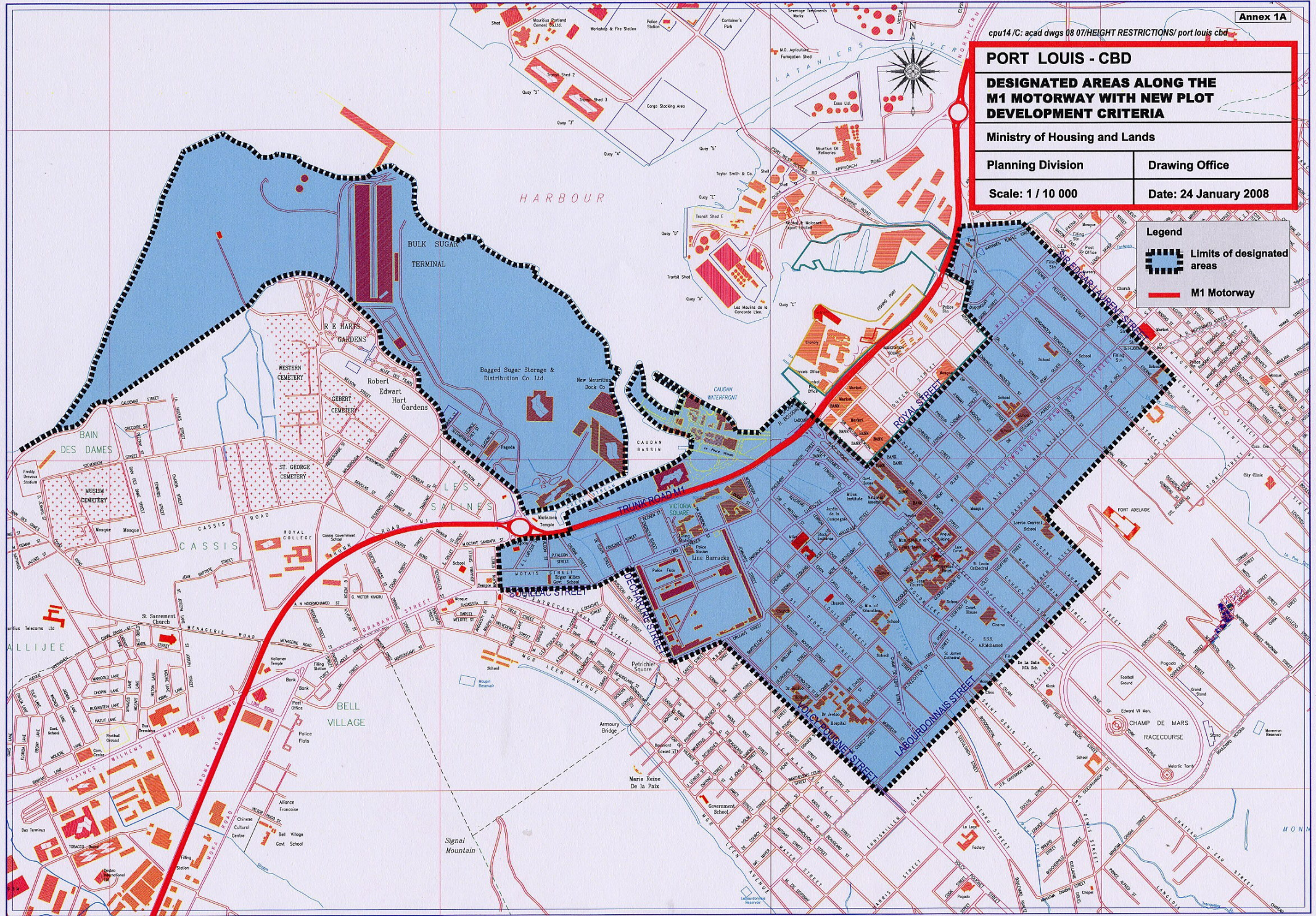
DESIGNATED AREAS ALONG THE M1 MOTORWAY WITH NEW PLOT DEVELOPMENT CRITERIA

Ministry of Housing and Lands

Planning Division	Drawing Office
Scale: 1 / 10 000	Date: 24 January 2008

Legend

-  Limits of designated areas
-  M1 Motorway





Pailles


PAILLES

DESIGNATED AREAS ALONG THE M1 MOTORWAY WITH NEW PLOT DEVELOPMENT CRITERIA

Ministry of Housing and Lands

Planning Division	Drawing Office
Scale: 1 / 5 000	Date: 24 January 2008

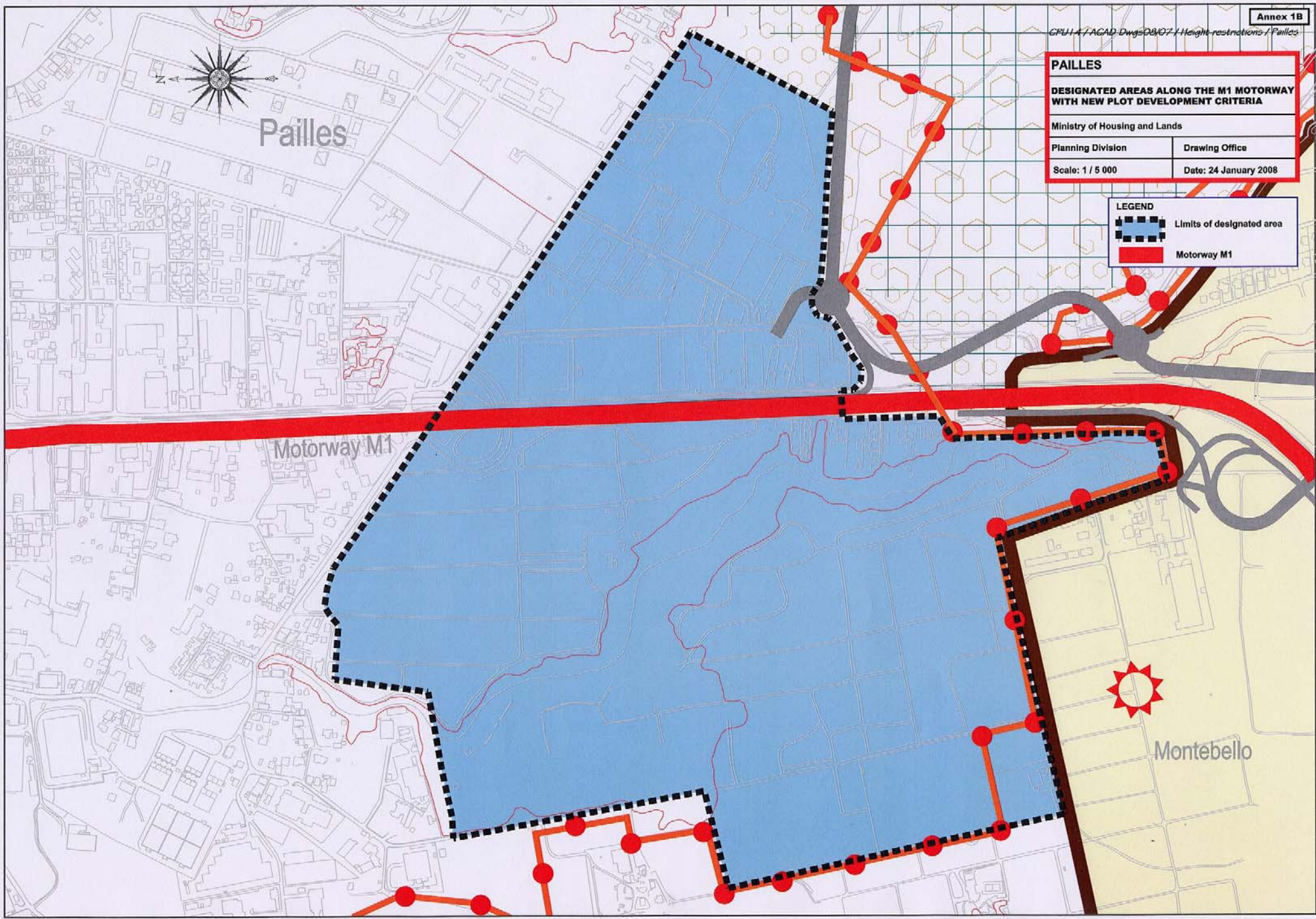
LEGEND

-  Limits of designated area
-  Motorway M1

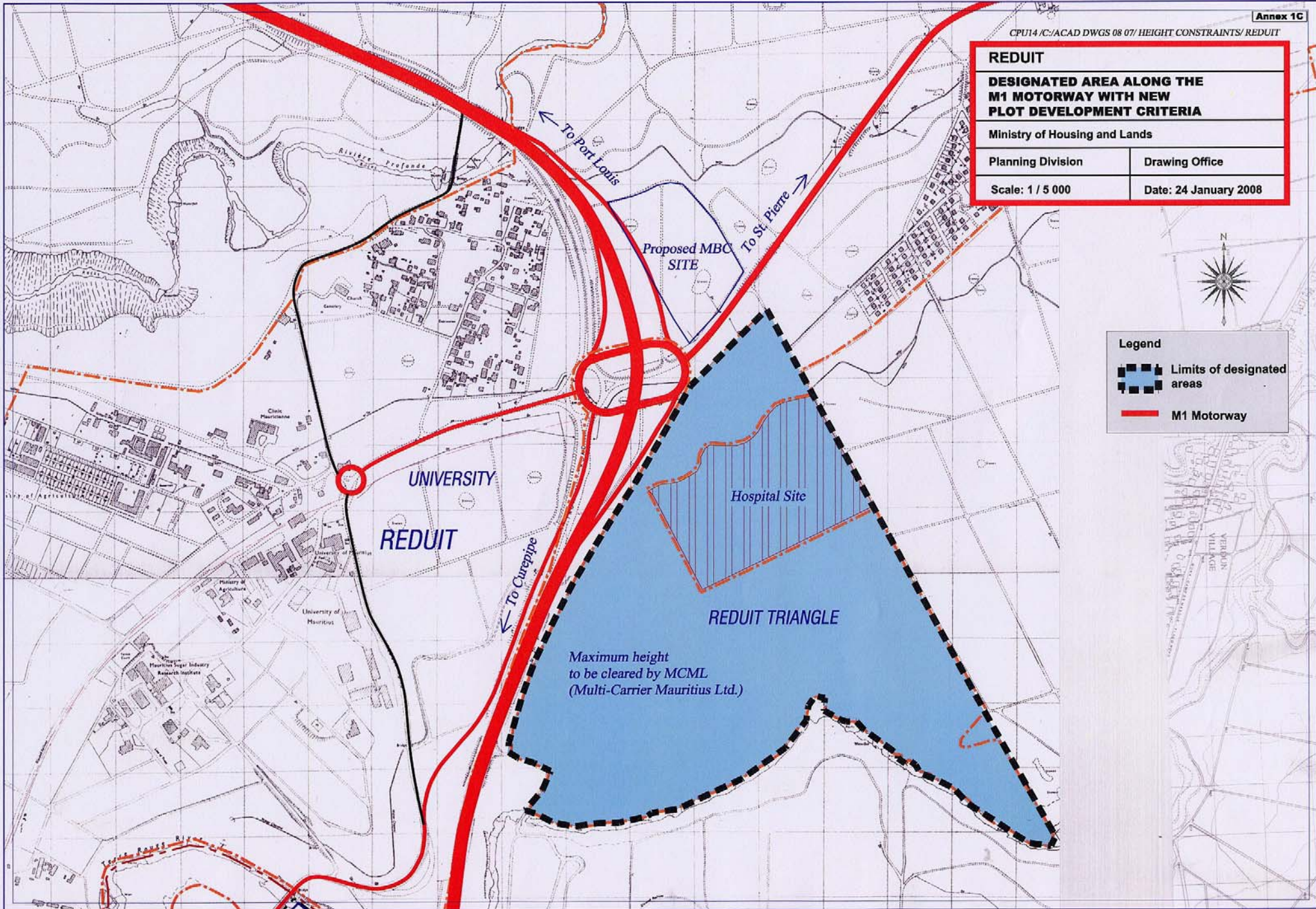
Motorway M1



Montebello



REDUIT	
DESIGNATED AREA ALONG THE M1 MOTORWAY WITH NEW PLOT DEVELOPMENT CRITERIA	
Ministry of Housing and Lands	
Planning Division	Drawing Office
Scale: 1 / 5 000	Date: 24 January 2008



Legend

- Limits of designated areas
- M1 Motorway

TRIANON
DESIGNATED AREAS ALONG THE
M1 MOTORWAY WITH NEW PLOT
DEVELOPMENT CRITERIA

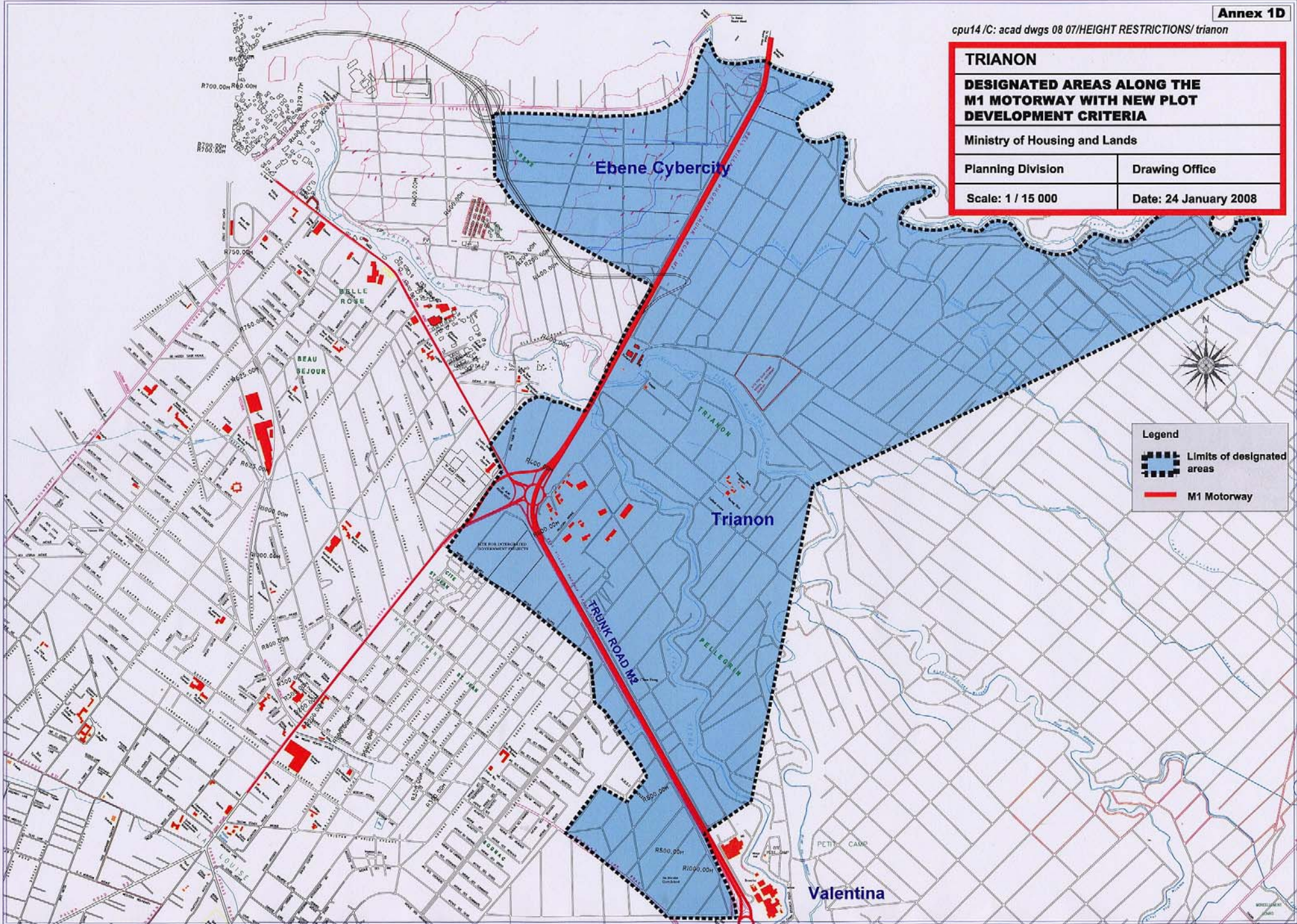
Ministry of Housing and Lands

Planning Division

Drawing Office

Scale: 1 / 15 000

Date: 24 January 2008



Legend

-  Limits of designated areas
-  M1 Motorway

LA VIGIE

DESIGNATED AREAS ALONG THE M1 MOTORWAY WITH NEW PLOT DEVELOPMENT CRITERIA

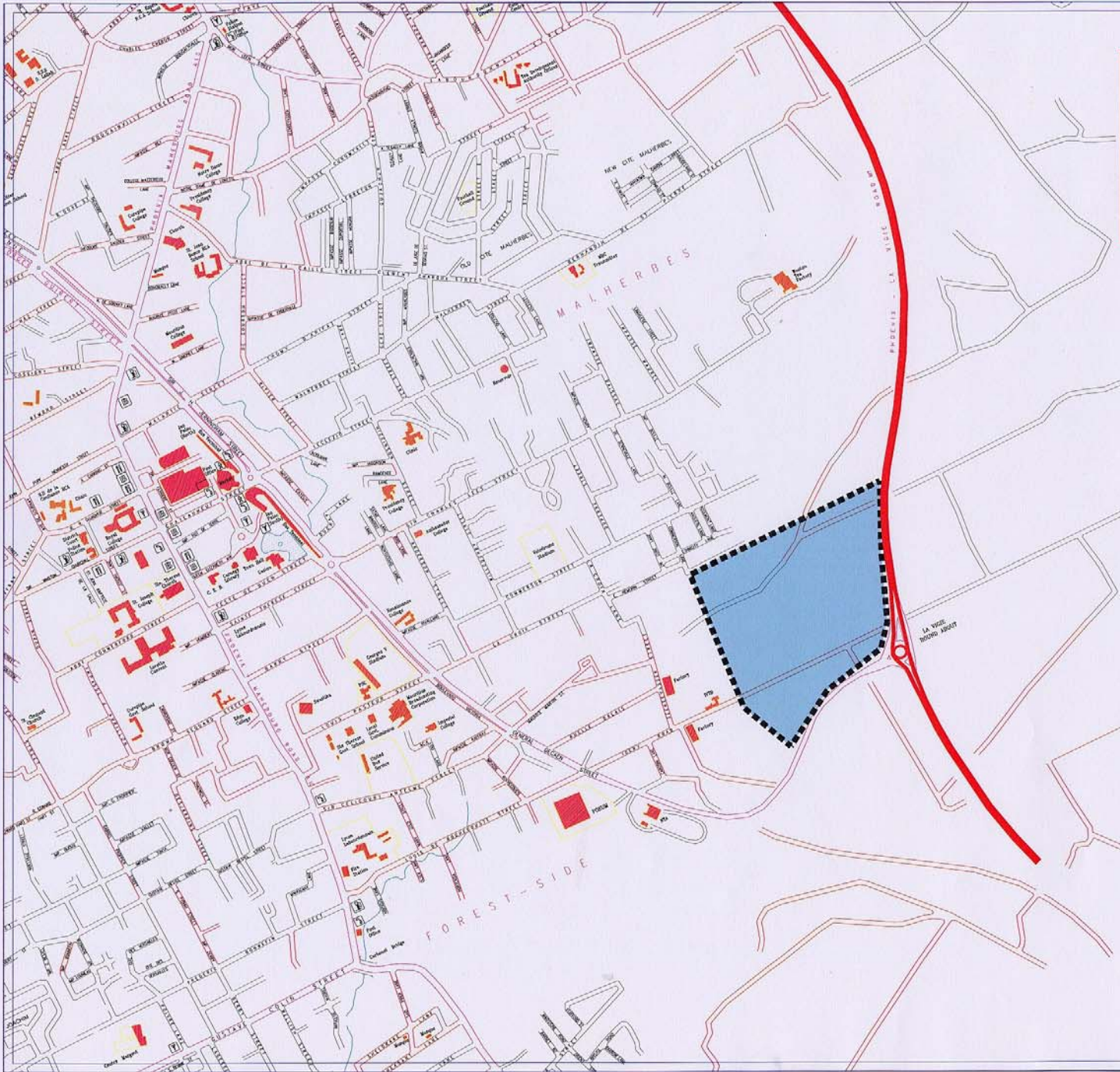
Ministry of Housing and Lands

Planning Division	Drawing Office
Scale: 1 / 10 000	Date: 24 January 2008



Legend

-  Limits of designated areas
-  M1 Motorway





MT LIBANE

LA VIGIE
MOUNT ABOUT

CPU 147ACAD Dwg# 08/07/ HEIGHT RESTRICTIONS/ ROSE BELLE

ROSE BELLE	
DESIGNATED AREAS ALONG THE M1 MOTORWAY WITH NEW PLOT DEVELOPMENT CRITERIA	
Ministry of Housing and Lands	
Planning Division	Drawing Office
Scale: 1/10000	Date: 24 January 2008

LEGEND	
	Limits of designated area
	Motorway M1

