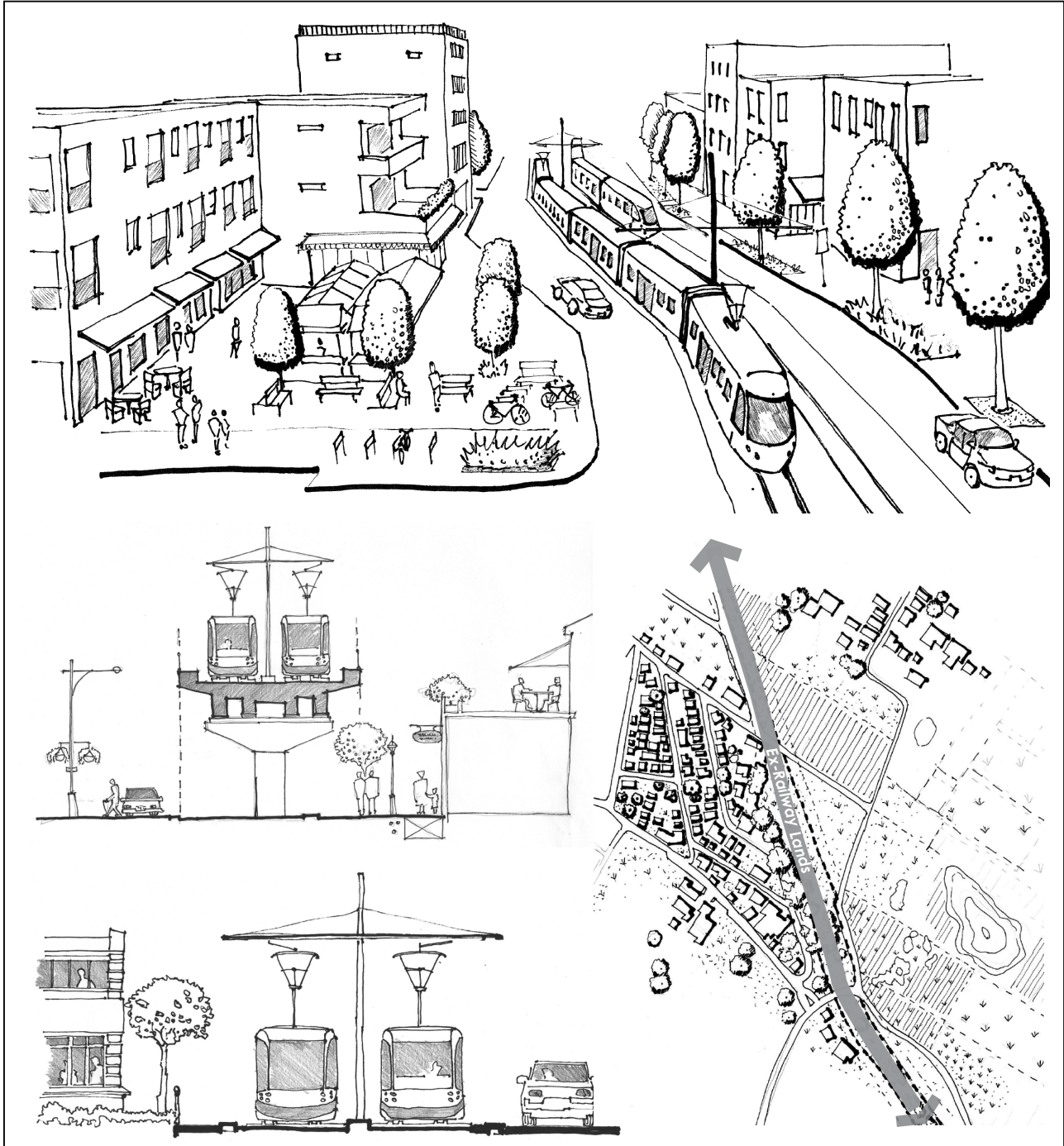


# Addendum

## Planning Policy Guidance 1 (Technical Sheet)



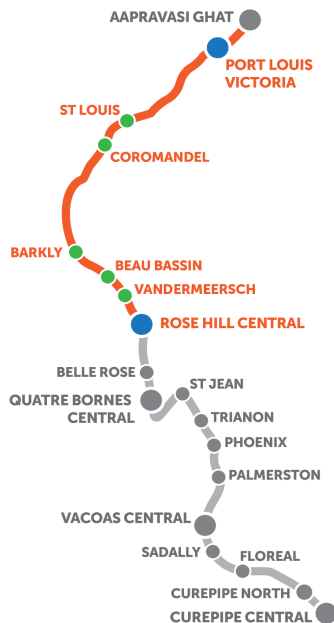
# Light Rail Corridor & Ex-Railway Lands





## Light Rail Corridor & Ex-Railway Lands

### Light Rail Station Locations



**S** Note that where this symbol is placed, the requirements provided alongside it, is considered to be the minimum/maximum acceptable and must be adhered to.

**S** The Local Authorities and light rail operator should ensure that there is no encroachment of buildings, structures, walls or objects of any kind onto the light rail corridor, as this may disrupt safe operation of the light rail.

Setback from property boundary line fronting the light rail corridor should normally increase with additional building height, as provided in PPG 1.

### CONTEXT

The Metro Express Project is the first light rail transit system being undertaken in Mauritius, since the closure of the rail transport in 1964. The 26km line stretches from Jan Palach in Curepipe to Immigration Square in Port Louis and includes 19 light rail stations, connecting five major urban centres, namely, Port Louis, Rose Hill, Quatre Bornes, Vacoas and Curepipe.

The light rail is a priority transport infrastructure project that will deliver much-needed travel improvements, urban regeneration, as well as bringing long-term economic and social benefits to communities in Mauritius. This project envisions to provide a fast and reliable mode of public transport in Mauritius. It will thus improve accessibility and connectivity between employment centres in the conurbation.

Plots of land along the light rail have high potential for development/redevelopment. Therefore, minimum building setback requirements and other design standards, with respect to the light rail corridor, need to be established.

### BUILDING SETBACKS

The primary purpose of setting setbacks to existing and future light rail corridor is for safety and access requirements for operation and maintenance. The building setbacks also protect against noise, vibration and rail-oriented emissions.

#### Light Rail Corridor

The Ministry of Land Transport and Light Rail has recommended setback requirements and railway-specific environment factors for safeguarding the existing light rail corridor.

The minimum setback requirements for proposed development, with respect to the light rail, have been outlined under two (2) scenarios, as follows:

#### a. Light rail system at-grade:

For new developments between **0 to 12 metres** from the edge of the light rail corridor, clearance from the Ministry responsible for Land Transport and Light Rail must be obtained, in which:

- S**
- In all cases, no building/structure should be constructed within an absolute minimum setback of **3 metres** from the edge of the light rail corridor, as illustrated in diagram 1;
  - The Ministry responsible for Land Transport and Light Rail may impose a setback for buildings/structures of up to **6 metres** from the edge of the light rail corridor; and



## Light Rail Corridor & Ex-Railway Lands

'New development' (0 to 12 metres) includes any kind of modification to the existing land, including all kinds of structures (temporary and permanent), landscaping, walls, sheds, parking, earthworks, earth retaining systems, underground structures, drains, lighting, advertising board etc.

- The Ministry responsible for Land Transport and Light Rail may also impose additional conditions/requirements for any non-building structures (i.e. advertising boards, communication towers, masts and posts etc.) within **12 metres** from the edge of the light rail corridor.

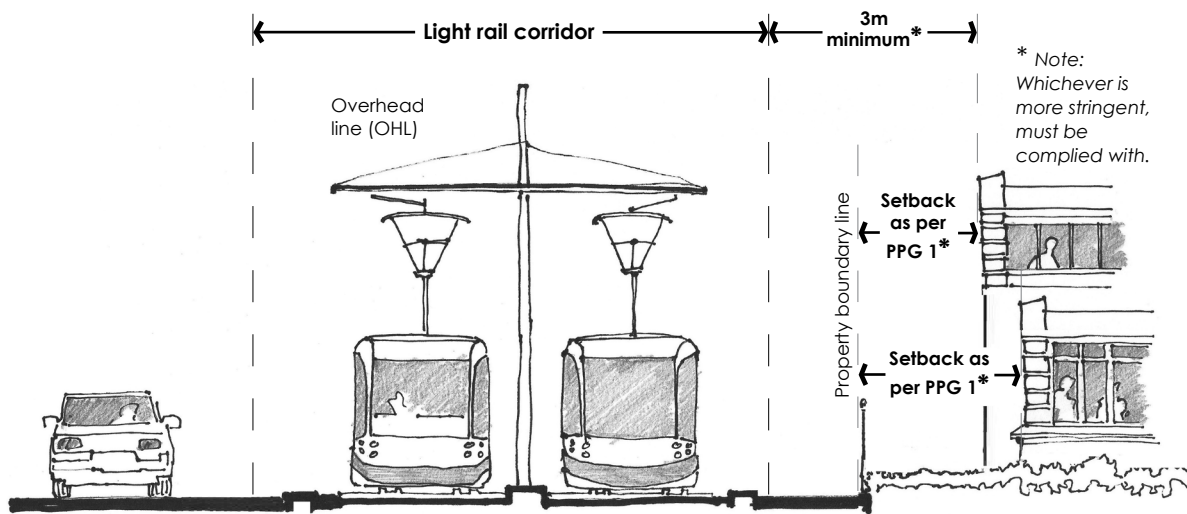


Diagram 1. Minimum setback for light rail corridor at-grade

The 'light rail corridor' is defined by the light rail operator, as per plan available on the Ministry's website: <https://housing.govmu.org/>

### b. Light rail system on elevated sections (viaducts):

For new developments between **0 to 12 metres** from the edge of the light rail corridor, clearance from the Ministry responsible for Land Transport and Light Rail must be obtained, in which:

(S)

- In all cases, no building/structure should be constructed within an absolute minimum setback of **6 metres** from the edge of the light rail corridor, as illustrated in diagram 2; and
- The Ministry responsible for Land Transport and Light Rail may impose additional conditions/requirements for any non-building structures (i.e. advertising boards, communication towers, masts and posts etc.) within the **12 metres** from the edge of the light rail corridor.

Note: The **6 metres** setback also applies to earth-filled ramps, such as mechanically stabilised earth (MSE) ramps.



## Light Rail Corridor & Ex-Railway Lands

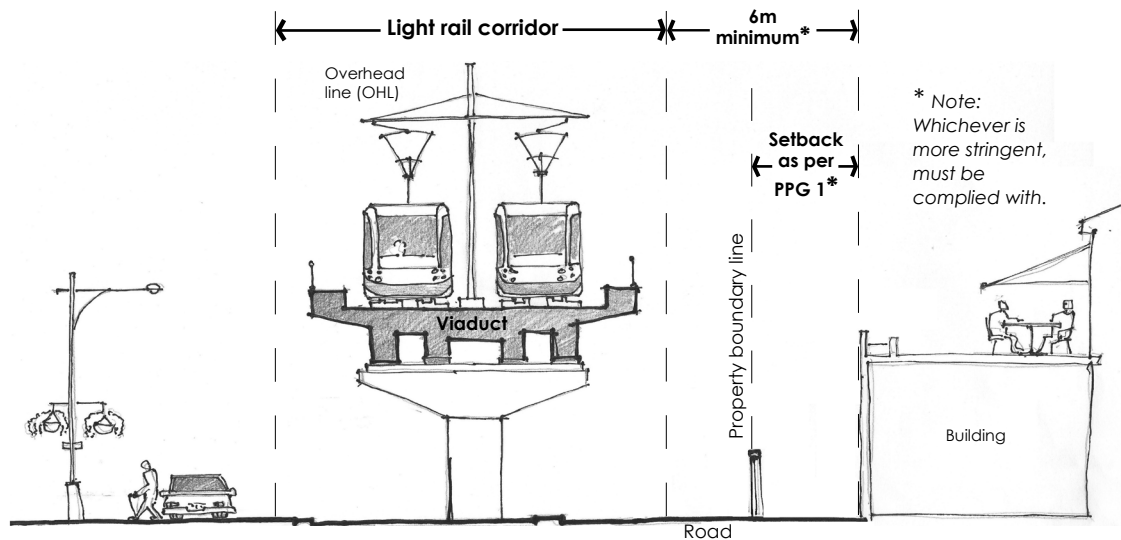


Diagram 2. Minimum setback for elevated sections (viaducts)

The 'light rail corridor' is defined by the light rail operator, as per plan available on the Ministry's website: <https://housing.govmu.org/>

Setbacks as prescribed in the relevant PPGs from the property boundary line and/or road frontages should also be complied with, as applicable.

### Ex-Railway Lands

There is also a need to safeguard all lands that form part of the ex-railway lands, as well as other alignments that have already been identified for future extensions of the light rail. The Urban Transport Programme Secretariat (UTPS), which is under the aegis of the Ministry of Land Transport and Light Rail, is responsible for safeguarding ex-railway lands and recommends appropriate setbacks to be observed from ex-railway lands.

In order to safeguard the ex-railway lands and other lands that have been earmarked for extension of the light rail, applications for new development along these lands should comply with the following guidelines, as illustrated in diagram 3:

- A minimum setback of **25 metres** from the centreline of the ex-railway lands; **or**
- A minimum setback of **15 metres** from the edge of the ex-railway lands, whichever is more stringent.

In other areas along the ex-railway lands which are already built-up, applications for new development/construction should be considered on a case-to-case basis, in consultation with the relevant authorities, including the Ministry responsible for Land Transport and Light Rail, the Urban Transport Programme Secretariat (UTPS) and the Local Authority concerned.



## Light Rail Corridor & Ex-Railway Lands

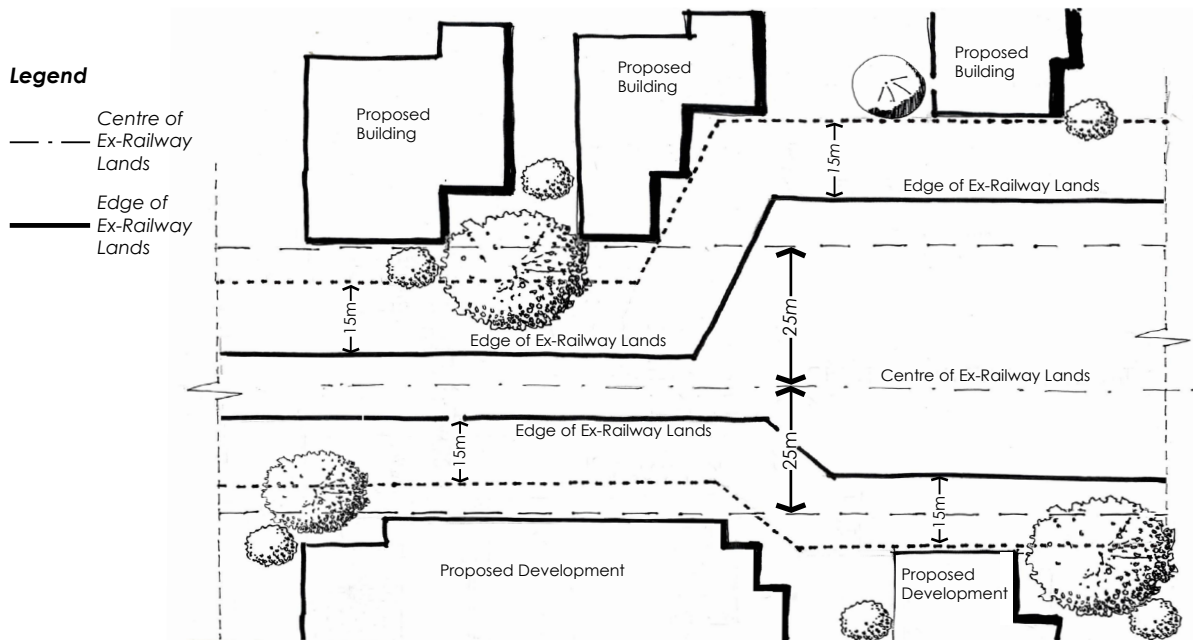


Diagram 3. Minimum setbacks from ex-railway lands

**Highest possible mitigation designs may be considered, provided same does not generate an onerous, engineered provision that overshadow the aesthetic quality of an environment.**

**Developers should be responsible for any mitigation measures required, which may include engineering designs recommended by the Local Authorities.**

### RAILWAY-SPECIFIC ENVIRONMENT FACTORS

Railway-specific environmental factors along light rail corridor need to be considered by developers of adjacent properties. These factors include noise, vibration, drainage, access, electromagnetic compatibility, amongst others and should be taken into account in the design of developments.

#### Noise Mitigation

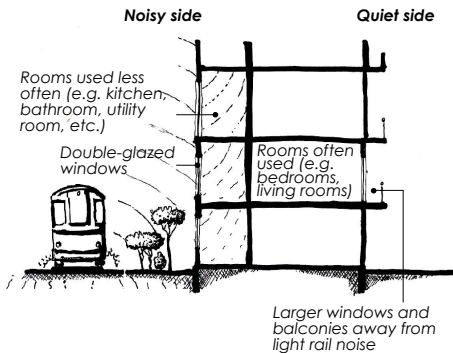
Where the light rail is in close proximity to sensitive land uses including residential, education and health, noise level should be conducive to comfortable communication during the day and should not interfere with normal sleeping patterns at night.

Developers should carefully plan any new development to ensure minimal noise impacts and consider potential complaints from residents living near light rail corridors and as far as possible, make use of standard acoustic treatments such as:

- Locate noise-sensitive buildings/rooms furthest away from the light rail corridor;
- Utilise the area facing the light rail corridor as public spaces, such as access corridors;



## Light Rail Corridor & Ex-Railway Lands



- Proper orientation of buildings and their internal layout to minimize the exposure of sensitive spaces to light rail noise. For example, bedrooms should be located away from the light rail corridor where possible, while less sensitive areas such as garages, kitchens, bathrooms and utility rooms may be located on the façade facing the light rail;
- Provision of noise barriers should be made such as well-built wooden fences, masonry and concrete walls, trees and shrubs and acoustic shielding from other structures, as shown in the diagram; and
- The use of double-glazing windows, solid core doors, exterior cladding and façade materials.

### Vibration Attenuation

Vibration from passing trains may affect the structural stability, as well as the liveability of the units within a building. Mitigation of vibration may require impeding its transmission at some point in the path between the light rail and the building. Mitigation measures to reduce vibration impacts may include, *inter alia*:

- Use of hollow core concrete or concrete construction for low-rise buildings;
- Lining the outside of the building's foundation walls with a resilient layer; or
- Use of deep concrete foundations nearby the light rail.

### Access onto the Light Rail Corridor

The light rail is designed to integrate with the urban environment. Where there are major developments occurring around light rail stations and Urban Terminals, Master Plans/Action Area Plans for transit oriented developments (TOD) may be prepared and specific guidelines shall be prescribed.

Pedestrian access towards the light rail stations are often encouraged as part of the urban integration, but it shall be assessed on the risk-based approach to determine if additional safety mitigations are required. Developers are encouraged to consult with the light rail operator for such opportunities to achieve a better outcome for the living environment.

Vehicular access from the adjacent developments via the light rail corridor is not permitted in all cases.

**S**

Developments shall not use the light rail corridor or its setbacks as maintenance access for building services.



## Light Rail Corridor & Ex-Railway Lands

### Stormwater Management and Drainage

The existing light rail corridor is constructed to achieve high flood immunity. Developments should not discharge any stormwater/surface runoff into the light rail corridor and compromise the flood immunity. Should the terrain condition necessitate stormwater to be discharged into the light rail corridor, clearance should be sought from with the Ministry responsible for Land Transport and Light Rail and from other authorities including the Land Drainage Authority.

### Ventilation

Any smoke ventilation systems shall not have its smoke discharge point facing the light rail corridor.

### Vegetation

Any vegetation/plant that has a tendency to grow more than 6 metres shall not be allowed within **12 metres** of the existing light rail corridor.

### Utility Services

Connection to existing utility services, running parallel to the light rail, should obtain prior clearance from the light rail operator.

### Hazardous Material

Developments shall not store flammable and hazardous material within **12 metres** from the light rail corridor.

### Earth Stability

All temporary and permanent earthworks and earth retaining systems shall not affect the ground stability of the light rail corridor. If such works are unavoidable, engineering assessment shall be made and clearance shall be sought from the Ministry responsible for Land Transport and Light Rail to ensure that the works does not adversely impact the ground stability of the light rail corridor.

### Electromagnetic Compatibility around the Light Rail Corridor

Developments that introduce devices such as electrified overhead line (OHL) and traction substations that may cause electromagnetic interference, shall comply with the standard EN 50121 Railway applications - Electromagnetic Compatibility.



## Light Rail Corridor & Ex-Railway Lands

**All plans submitted for approval along the light rail corridor shall be Architect and/or Engineer designed.**

**All applications for Building and Land Use Permit should be supported by a recent Land Surveyor's plan showing the property boundaries and alignment of the light rail corridor.**

### **PRIOR CONSULTATIONS**

For the orderly planning of development proposals along light rail corridors by land developers, consultation with relevant stakeholders, including the Ministry responsible for Land Transport and Light Rail, the light rail operator and Local Authorities, at the outset is imperative.

### **Further Advice and Information**

For further advice and query on the guideline, please contact the Ministry responsible for Land Transport and Light Rail and the light rail operator:

#### **Ministry of Land Transport and Light Rail,**

12th Floor, Air Mauritius Building,  
Port Louis

Tel: 210 2761 - 210 3245

Fax: 213 0537

#### **Metro Express Ltd,**

3rd Floor, SICOM Tower, Wall Street,  
Cybercity, Ebene 72201  
Mauritius

Tel: 460 0460

Fax: 468 6221

### **EFFECTIVE DATE**

With effect from **25 April 2021**