

LIST OF CONDITIONS FOR PROPOSED SMART CITY PAILLES
[ENV/DOE/EIA/1783]

1. Notwithstanding all other permits and clearances, the following clearances/permits from the following authorities shall be obtained and a copy be submitted to the Director of Environment:
 - a) A Building and Land Use Permit from the City Council of Port Louis;
 - b) A Letter of Approval for the hotel component of the project from the Ministry of Tourism;
 - c) A Fresh Letter of Intent from the Economic Development Board;
 - d) Clearance from the Wastewater Management Authority and
 - e) Clearance from the Traffic Management and Road Safety Unit with respect to Traffic Impact Assessment Report.

All conditions attached therewith shall be scrupulously observed.

2. The EIA Committee recommended that development on Phase 3 of the proposed project be deferred for the time being and that a detailed Geotechnical Investigation by a Registered Engineer (Registered with the Council of Engineers in Mauritius) to the satisfaction of the Landslide Management Unit of the Ministry of Public Infrastructure and Land Transport with copy to the Department of Environment be carried out in relation thereto. The investigation shall demonstrate amongst others:
 - (i) the suitability of the ground conditions and stability of the site for the proposed development with regard to risk of landslide, slope instability and rock fall,
 - (ii) that the proposed development will not impact on the overall stability of adjoining sites, and
 - (iii) appropriate countermeasures regarding the risks of landslide, slope instability and rock fall that shall be implemented by the proponent.
3. The Phases 1 and 2 of the proposed development shall be allowed in line with the provisions of the Planning Policy Guidance (PPG) 9 - Development on Sloping Sites and Landslide Hazard Areas of the Ministry of Housing and Lands. The maximum height of buildings over the site with slopes 10-20% shall not normally exceed 7.5m and the maximum height of a building's combined elevation shall not normally exceed 10.5m measured from the lowest part of the building to the highest point. Moreover, all proposed plots shall also comply with a minimum plot size requirement of 1000m² as well as a maximum plot coverage of 12%.
4. Prior to the start of works within the Phases 1 and 2, the proponent shall undertake a fresh and detailed Geotechnical Investigation by a Registered Engineer (Registered with the Council of Engineers in Mauritius) on part of the site exhibiting slopes to the satisfaction of the Landslide Management Unit of the Ministry of Public Infrastructure and Land

Transport with copy to the Department of Environment. The Geotechnical Investigation shall certify:

- (i) the suitability of the ground conditions and stability of the site for the proposed development with regard to risk of landslide, slope instability and rock fall; and
 - (ii) that the proposed development will not impact on the overall stability of adjoining sites.
5. The Geotechnical Investigation shall also identify appropriate countermeasures regarding the risks of landslide, slope instability and rock fall that shall be implemented by the proponent. In areas of poor bearing capacity, a Site Constraint Analysis and written statement detailing all mitigation measures shall be submitted to the Local Authority. The development type, plot coverage, building height, amongst others shall be to the satisfaction of the Local Authority and in compliance with planning guidelines of the Ministry of Housing and Lands.
6. The proponent insolido with his team of consultants, involved in the preparation of the EIA Report and the Registered Engineer undertaking the Geotechnical Investigation shall be responsible for all liabilities with respect to defects in construction, structural damages and any property damages due to landslide and any other associated risks in line with the provisions of the Building Control Act (2012).
7. The development shall be undertaken as per the mitigating measures stated in the EIA report and additional information submitted, unless as otherwise advised herein.
8. Any development to be carried out, which is a listed undertaking under the Fifth Schedule of the Environment Protection Act 2002 (as amended), shall be subjected to an Environment Impact Assessment License or a Preliminary Environmental Report Approval, as appropriate.
9. The Department of Environment shall be informed in writing of the date of commencement of works for monitoring purposes. A detailed programme of works and implementation plans shall be submitted to the Department of Environment prior to the start of works.
10. In accordance with Section 18(2)(l) of the Environment Protection Act 2002 (as amended), the proponent shall submit to the Director of Environment, an Environmental Monitoring Plan (EMP) for approval prior to start of works on site. No infrastructural works shall start prior to the approval of the EMP. The proponent shall thereafter submit reports on the implementation accordingly.
11. The Department of Environment shall be informed in writing of the date of completion of all works on site, with copy of the as-built layout plan, prior to the start of operation for monitoring purposes.
12. The project shall comply with the Investment Promotion (Smart City Scheme) Regulations 2015 and the Food Act.
13. Solid wastes and non-compostable wastes shall be collected and disposed of to the satisfaction of the Local Authority. All green and biodegradable wastes shall be composted. All recyclable wastes shall be sorted out at source and properly collected for

eventual recycling. Demolition wastes shall be sent to stone crushing plant for reprocessing (crushing) and non-recyclable wastes shall be sent to Mare Chicose Landfill.

14. The proponent shall ensure that an adequate and continuous potable water supply is available on site. The proponent shall seek confirmation regarding the availability of the water supply to the proposed site from the Central Water Authority.
15. A building setback of 20m and a road reserve of 2.0m shall be provided along the frontage of the development with Road Development Authority road for future upgrading works. The road reserve shall be properly embellished and well maintained at all times by the proponent. Existing roadside drains shall not be obstructed by soil or debris of any kind.
16. The proponent shall submit all engineering details of the proposed works to be carried out by the proponent at junction with Road Development Authority road (inclusive of road widths, road reserves, kerb radii, junction details, pavement structure, provision of footpaths, drains and street lighting) to the Road Development Authority and Traffic Management and Road Safety Unit for approval prior to start of works.
17. The design of the internal surface drain network shall be carried out such that no stormwater within the proposed development is channeled towards/into the drain network along the road network of the Road Development Authority. The stormwater drainage design pertaining to the classified road network shall be duly signed by a Registered Professional Engineer and shall have the prior approval of the Road Development Authority prior to start of works. The proponent shall carry out a hydrological study to ensure that additional stormwater resulting from the proposed development does not cause flooding of any structure along Road Development Authority roads downstream. The Road Development Authority reserves the right to request the proponent to carry out any additional works pertaining to stormwater drainage evacuation upon submission of the study and detailed engineering design calculations, at the proponent's costs.
18. Approval shall be sought from the Road Development Authority prior to any construction and connection to existing services on Ring Road. The proponent shall ensure the cleanliness of the Ring Road during the construction phase of the project through the installation of a washing bay at the site entrance. Any part of the Ring Road leading to the project site which may be damaged during the works shall be restored to an acceptable level to the Road Development Authority at the proponent's costs.
19. Street lighting shall be provided along the frontage of the development and at junction with Road Development Authority road and at main junctions.
20. Safety measures shall be implemented in consultation with Traffic Management and Road Safety Unit with respect to visibility splay and road safety.
21. The development shall fully comply with all the provisions stipulated in the Forests and Reserves Act. No trees shall be felled within the reserves of the Rivulet St. Louis and its affluents. A reserve of 8m shall be observed on either side of the Rivulet St. Louis and no development shall be allowed within the 8m rivulet reserves.
22. Any landscaping or planting programme along the Rivulet St. Louis reserves shall be done subject to the approval of the Conservator of Forests and the landscaping plan shall

23. The development shall comply fully with Clause 25 of the Rivers and Canals Act regarding construction of any kind. Necessary authorization from the Supreme Court shall be obtained for any construction works on a stream. No waste of any type shall be disposed of or have access to the Rivulet St. Louis and natural drains.
24. Onsite wastewater disposal system (septic tank/s and absorption pit/s), pumping station/s and wastewater treatment plant shall be located at not less than 30m from any river, stream, and watercourse as per provisions of the Rivers and Canals Act.
25. The existing natural drain on the proposed development site shall be preserved and maintained. Additionally, the proponent shall take necessary precautions so that the proposed development does not impact negatively on the ground water and surface water quality.
26. Given that the proposed development site is located on a sloppy region and at the foot of the mountain, the risk of flash floods exists at the proposed development site. The proponent shall carry out necessary in-depth investigations to design appropriate and reliable drainage infrastructure. The proponent shall also investigate and assess the safe and allowable capacity of the open discharge environment (receptive medium) located downstream of the proposed development site and shall ensure that the surface runoff emanating from the proposed development site will not cause any flooding and land erosion downstream at the open discharge environment.
27. Given that Rivulet St. Louis ends its course in the flood hazard vulnerable areas such as Canal Dayot, the proponent shall take appropriate measures to prevent additional flood related issues downstream to the satisfaction of the National Disaster Risk Reduction and Management Centre, Ministry of Public Infrastructure and Land Transport, Road Development Authority and the Local Authority.
28. The proponent shall make provision for an appropriate means of discharging storm water through mud/silts and hydrocarbon separators prior to open discharge to the receiving environment. The design of the entire surface drain network and silt trap/stilling basin including clear indications of low points that is lieu of eventual discharge of water shall be duly signed by a Registered Professional Engineer. A complete drainage layout including contours, spot levels and storm water disposal, detailed drainage design calculation, including clear assumptions and drainage calculation pertaining to return period, time of concentration and maximum flow shall be submitted to the Road Development Authority, the Ministry of Public Infrastructure and Land Transport, National Development Unit and the Local Authority for approval prior to construction.
29. The natural landform of the proposed development site shall be preserved so as to prevent any flooding and land erosion downstream of the proposed development site.
30. Any excavation works shall be closely monitored and the proponent shall take all necessary measures so that the proposed development does not cause any negative impacts to the subsurface water (water table) within the regions to the satisfaction of the Water Resources Unit.

31. Electric motors such as pumps, compressors, generators and other noise generating equipment shall be housed in noise attenuating structures so that the noise generated therefrom be within permissible limits as per sound proof enclosures. The noise level shall be within the permissible limits as per Environment Protection Act 2002 (as amended). The plants and equipment that will be used on site during the construction period shall be regularly serviced and maintained in good condition to minimize risk of air and noise pollution.
32. The technology for the refrigeration and air conditioning systems shall be energy efficient, ozone-friendly with an Ozone Depleting Potential value of zero. Furthermore, energy-saving devices and eco-friendly practices such as rain water harvesting, use of LED lights, renewable energies and other similar facilities shall be adopted.
33. Necessary measures shall be taken during all the phases of the project, including site preparation, construction and operation so as not to cause any form of nuisance by way of noise, vibration, dust and odour to the public and surrounding environment. The site of works shall be properly protected by fencing/hoardings to prevent air pollution during the construction phase.
34. The development shall blend harmoniously with the surrounding environment. The site shall be landscaped properly and ornamental plants and trees shall be planted to upgrade and enhance the aesthetics.
35. In case of any environmental nuisances arising from this development, this Ministry in consultation with other authorities concerned may impose additional conditions, which shall be strictly observed and will take necessary actions in accordance with the provisions of the Environment Protection Act 2002 (as amended).
36. Any proposed deviation shall be subject to an application to the Director of Environment. No deviation or part thereof shall be executed prior to the determination of the application by the Director.