

**LIST OF CONDITIONS FOR PROPOSED REDEVELOPMENT OF THE EXISTING 3-STAR MERVILLE BEACH HOTEL INTO THE LUX GRAND BAIE 5-STAR LUXURY HOTEL AT GRAND BAIE BY MERVILLE LTD[ENV/DOE/EIA/1816]**

1. The development shall be undertaken as per the mitigating measures stated in the EIA report and the additional information submitted, unless as otherwise advised herein.
2. The Department of Environment shall be informed in writing of the date of commencement of works for monitoring purposes.
3. 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.
4. All other necessary permits/clearances from the relevant Authorities, including a Building and Land Use Permit from the District Council of Riviere Du Rempart shall be obtained and a copy shall be submitted to the Director of Environment. All the conditions attached therewith shall be scrupulously observed.
5. All issues pertaining to the lease agreement shall be sorted out with the Ministry of Housing and Lands, prior to start of works on site and a Planning Clearance shall also be obtained from the latter Ministry.
6. A clearance from the Mauritius Fire and Rescue Service shall be obtained. The location of the three LPG tanks shall be to the satisfaction of the Mauritius Fire and Rescue Service and as per the Guidelines for Fire Safety Requirements for the service sector.
7. 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 infrastructural works on site. No works shall start prior to the approval of the EMP. The proponent shall thereafter submit monitoring reports as per the EMP approval. The EMP shall include a copy of the Planning Clearance from Ministry of Housing and Lands and the approved layout plan shall be submitted in the EMP.
8. Prior to the reopening of the hotel, the proponent shall obtain an Approval from the Ministry Tourism.
9. Any felling or translocation of trees on site shall be subject to prior approval of the Conservator of Forests.
10. Any desalination plant that may be provided at a later stage shall be subject to a separate EIA.
11. All new hard structures shall observe a minimum setback of 30 m from the high water mark. The proponent shall submit to the Department of Environment with copy to the Ministry of Ocean Economy, Marine Resources, Fisheries, Shipping, a beach profile

monitoring report at least twice a year, to monitor any change in profile that may arise due to the existing structures within the 30m setback from the high water mark.

12. Prior to the start of the project, necessary measures shall be taken to notify the public of the proposed works to be undertaken in accordance with the scheduled programme of works by way of press notice(s) and noticeboard(s) at the project site.
13. The proposed jetty shall be relocated in a zone of low ecological sensitivity. As such an amended plan showing an alternative location of the proposed jetty shall be submitted to the Ministry of Ocean Economy, Marine Resources, Fisheries and Shipping, the Mauritius Oceanography Institute and the Department of Environment for approval, prior to the start of works relating to the construction of the jetty.
14. The proponent shall submit details on the position of the swimming zone with their appropriate GPS coordinates to Ministry of Ocean Economy, Marine Resources, Fisheries and Shipping.
15. The jetty shall start from the Low Water Mark and shall not exceed a length of 65m. The design of the jetty shall be as specified in the EIA Report.
16. The steel tubes of the jetty or of the temporary scaffolding shall not be placed on any seagrass patches present on site and the proponent shall ensure that works do not impact the seagrass patches found on and around the proposed site for the jetty. No rocks whether loose or embedded shall be removed from the surrounding lagoon.
17. Prior to the start of the boring operations into the seabed and rocks, all living benthic organisms found within the project site for the construction of the jetty shall be carefully hand-picked and transferred to safer areas of the lagoon, in the presence of a Fisheries Officer, before the start of the construction works. Boring operations for the construction of the jetty shall not exceed a depth of 1.5m as specified in the EIA report.
18. During the construction of the jetty, all necessary measures shall be taken by the proponent to avoid any impact on the surrounding marine biota in the lagoon. Double layered geotextile screens of appropriate mesh size shall be installed around the works area to prevent sediment entrainment into other areas of the lagoon. The geo-textile screens shall be maintained regularly to prevent any clogging. All precautionary measures shall be taken by the proponent so that no residual construction materials are left in the lagoon.
19. No debris or waste of any type shall have access to the lagoon or be disposed of at sea. No heavy machinery shall have access to the sea during the construction works. Works at sea shall be carried out at low tide and between sunrise and sunset.
20. Access to the sea, the jetty and the beach shall be clear of any encumbrance. The public shall have free and unrestricted access to the jetty from the sea as well as from the shore. The public shall also have free and unrestricted access to the beach in front of the hotel.
21. After implementation of the project, all geotextile screens shall be removed and disposed of at an approved disposal site.

22. During the construction phase as well as for six months after the completion of the construction of the jetty, the proponent shall carry out monitoring of the marine ecosystem on a monthly basis and submit reports of same to the Ministry of Ocean Economy, Marine Resources, Fisheries and Shipping.
23. In case of any negative impact to the marine environment, the proponent shall, at his own cost, redress the harm caused to the complete satisfaction of the Ministry of Ocean Economy, Marine Resources, Fisheries and Shipping.
24. The proponent shall resolve any conflict that may arise with coastal users including fishermen of the region prior to, during and after the implementation of the project, to the satisfaction of the Ministry of Ocean Economy, Marine Resources, Fisheries and Shipping.
25. A Programme of Work shall be submitted to the Ministry of Ocean Economy, Marine Resources, Fisheries and Shipping prior to the start of the construction works.
26. Necessary measures shall be taken to ensure safe navigation in the area to the satisfaction of the Ministry of Tourism.
27. Solid wastes and non-compostable wastes shall be collected and disposed of to the satisfaction of the Local Authority. Excavated soil generated during construction phase shall be used as backfill material. Demolition waste and any construction debris shall be reused on site as fill material as far as possible.
28. All green and biodegradable wastes shall be composted. All recyclable wastes shall be sorted out at source and properly collected for eventual recycling. Non-recyclable wastes shall be disposed of at the landfill.
29. All domestic wastewater from the proposed development shall be disposed of in the public sewer line as per the recommendations of the Wastewater Management Authority. All kitchen wastewater shall discharge to a grease interceptor for the removal of fats, oil and grease before reaching the public sewer line. Sewers shall be designed by Civil Engineers registered with the Council of Registered Professional Engineers of Mauritius and comply with the Standard BS EN 752. The proponent/consultant shall liaise with the Wastewater Management Authority to finalise the connection points prior to start of design of the sewerage network. The detailed design drawings and report, duly signed by the Civil Engineer, shall be submitted and should include, amongst others: materials specifications for the works; detailed design drawings showing dimensions and steel reinforcement of proposed manholes, inspection chambers, pumping stations and drain crossings; layout of proposed sewers, showing the position of inspection chambers, manholes, pumping stations, fitting and sewer alignment; longitudinal sections of the proposed sewers; drawings showing details of connection of the internal sewer to the public sewers, if applicable.
30. All electric motors such as pumps, compressors, generators and other noise generating equipment shall be housed in noise attenuating structures so that noise

generated therefrom shall be within permissible limits as per Environment Protection (Environmental Standards for Noise) Regulations 1997.

31. The plant 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 proponent shall adopt energy-saving devices and eco-friendly practices such as rain water harvesting, economic bulbs, renewable energy supply (solar energy and photovoltaic cells) and other similar facilities.
33. The technology for the refrigeration and air conditioning systems shall be energy efficient, ozone-friendly with an Ozone Depleting Potential value of zero and climate friendly.
34. The proponent shall undertake a Traffic Impact Assessment (TIA) Study as per established guidelines. Moreover, the TIA as well as details on the proposed footbridge shall be submitted to the Road Development Authority and the Traffic Management and Road Safety Unit in order to obtain a clearance from the above Authorities.
35. In consultation with the Road Development Authority and the Traffic Management and Road Safety Unit, “Villas Parking & Fire Access” and “Office Access In/Out” shall be merged into one junction/ access onto Mon Choisy-Cap Malheureux B13 Road. The new access shall be staggered with “Parking Access out”. The Fire Access (B) shall be used only in case of emergency.
36. Dimensions and number of parking shall be as per the Planning Policy Guidance. In consultation with the Traffic Management and Road Safety Unit, the proponent shall review the number of access for the hotel as increasing the number access will cause more conflict points. The proponent shall redesign the accesses such that the main entrance and the office be linked internally due to close spacing of the accesses. All junctions with Mon Choisy-Cap Malheureux B13 Road shall have a minimum turning radius of 6m with adequate visibility splay.
37. A strip of land of 0.5m shall be reserved on both sides next to existing road edge along the frontage of the development for future road widening works. The strip of land shall be embellished and maintained at all times.
38. The proponent shall provide a footpath of at least 1.5m wide with drains underneath along frontage of the development on both sides of Mon Choisy-Cap Malheureux B13 Road. The footpath shall be next to the 0.5m wide strip of land.
39. The proponent shall ensure the cleanliness of the Mon Choisy-Cap Malheureux B13 Road during the construction phase of the project through the installation of a washing bay at the site entrance. Any part of the B13 Road and road furniture 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.

40. Street lighting of solar or LED type shall be provided on Mon Choisy-Cap Malheureux B13 Road along frontage of development.
41. The proponent shall liaise with the National Transport Authority and the Traffic Management and Road Safety Unit regarding the provision of bus layby and bus shelters.
42. All necessary precautions shall be taken so that the proposed development does not impact negatively on the ground water, given that the site lies in a permeable zone,
43. The proponent shall make provision for an appropriate means of discharging storm water through mud/silt traps and hydrocarbon separators prior to open discharge to the receiving environment. All drainage infrastructures to be provided on site shall be designed and constructed to the satisfaction of the Local Authority and Road Development Authority.
44. The proponent shall submit detailed engineering drawings showing storm-water drainage for the proposed development and roadside drains with outlet to the sea to the Road Development Authority.
45. Necessary bunded walls shall be provided around the proposed diesel/fuel storage tanks for standby generator and chemicals to cater for any accidental spillage and leakage.
46. Necessary measures shall be taken to prevent any hydrocarbon spills from vehicles and from the stand-by generator and diesel storage tanks to infiltrate through the soil so as to avoid the contamination of the underground and surface waters and eventually the lagoon.
47. Necessary measures shall be taken during all the phases of the project, including demolition, construction and operation so as not to cause any form of nuisances by way of noise, vibration, dust and air pollution to the public and surrounding environment. The site of works shall be properly protected by fencing/hoardings to prevent dust nuisances during the demolition and construction phases.
48. The site shall be landscaped properly and ornamental plants and trees shall be planted to upgrade and enhance the aesthetics. A Landscaping Plan shall be provided in the Environment Monitoring plan.
49. In case of any environmental pollution or nuisances arising from this development, this Ministry in consultation with other authorities concerned may impose additional conditions and will take necessary actions in accordance with the provisions of the Environment Protection Act 2002 (as amended). The additional conditions shall be strictly observed and implemented by the proponent.
50. 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.