

LIST OF CONDITIONS FOR PROPOSED COASTAL REHABILITATION WORKS AT LE MORNE BY NEW MAURITIUS HOTELS LTD[ENV/DOE/EIA/1830]

1. Notwithstanding all the other permits and clearances, a clearance from the Beach Authority and Le Morne Heritage Trust Fund shall be obtained. A copy of all the permits/ clearances obtained shall be submitted to the Director of Environment and all the conditions attached therewith shall be scrupulously observed.
2. 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.
3. The Department of Environment shall be informed in writing of the date of commencement of works on site for monitoring purposes. A programme of works shall be submitted to the Ministry of Environment, Solid Waste Management and Climate Change; the Ministry of Blue Economy, Marine Resources, Fisheries and Shipping; and the Beach Authority prior to the start of works.
4. 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 coastal works shall start prior to the approval of the EMP. The proponent shall thereafter submit monitoring reports as per the EMP approval accordingly.
5. For any future maintenance dredging works, a new detailed Environmental Monitoring Plan shall be submitted to the Department of Environment and the Ministry of Blue Economy, Marine Resources, Fisheries and Shipping for approval prior to start of works.
6. The Department of Environment shall be informed in writing of the date of completion of all works on site for monitoring purposes
7. Necessary measures shall be taken to notify the public of all coastal rehabilitation works to be undertaken in accordance with the scheduled programme of works by way of noticeboard(s)/signboard(s) at the project site, prior to and during the implementation of the project.

8. All precautionary measures shall be taken to protect the seagrass and other sensitive marine ecology of the surrounding site.
9. The proponent shall carry out monitoring of the marine ecosystem including marine ecological surveys and the current patterns (at rising and receding spring tide) on a quarterly basis for the first year and on a bi-annual basis thereafter. Copy of the reports shall be submitted to Ministry of Environment, Solid Waste Management and Climate Change and the Ministry of Blue Economy, Marine Resources, Fisheries and Shipping.
10. Electronic version of bathymetric data with GPS coordinates in WGS84 datum prior to start of works as well as a post dredging electronic bathymetry map shall be submitted to the Department for Continental Shelf, Maritime Zones Administration and Exploration.
11. A seamless bathymetry and nearshore topography chart of the study area with potential coastal inundation scenarios under forcing factors such as cyclones and climate change shall be submitted to the Mauritius Oceanography Institute.
12. Beach profile surveys shall be carried out prior and after the works at the established permanent control points as submitted in the additional information dated 3 March 2020. Thereafter, beach profile surveys shall be carried out every 3 months for the first year, and twice a year thereafter. The reports of beach profile surveys shall be submitted to the Ministry of Environment, Solid Waste Management and Climate Change and the Mauritius Oceanography Institute, for consideration.
13. The proposed beach nourishment shall be modelled together with a hydrodynamics/ sediment transport model under forcing conditions. A long term historical time series and statistical analysis of the shoreline changes together with the shoreline change rate shall be submitted to the Mauritius Oceanography Institute.
14. Prior to dredging works, all debris and detritus present within the site of works shall be removed and discarded away to a proper disposal site.
15. The benthic marine organisms present within the site of works shall be carefully handpicked and relocated to other nearby areas not affected by the dredging works in the presence of a Fisheries Officer.

16. The proponent shall resolve any conflict that may arise with the coastal users including fishermen of the region prior to, during and also after the implementation of the project to the satisfaction of the Ministry of Blue Economy, Marine Resources, Fisheries and Shipping.
17. All necessary precautions and proper security measures shall be taken so as to ensure the safety and security of the beach users, workers and tourists, at all times during the execution of the works.
18. After completion of works, the public shall have free, unrestricted and unimpeded access to the beach in the public domain.
19. The amount of sand to be dredged shall be approximately 2500 m³ as proposed in the EIA report. All sand removed from the "bras de mer" shall be used for beach replenishment within the hotel site only. No sand shall be transported away from the hotel site.
20. No heavy machinery shall have access to the sea/ lagoon except at the "bras de mer". No excavation machinery shall be used as dredging shall be carried out through pumping of material as proposed.
21. No mangrove plants shall be cut, taken, removed or damaged before, during or after the implementation of the project. The mangrove plants present in the "bras de mer" shall be adequately protected by double layered geotextile screens during the dredging works.
22. The high water mark shall not be changed at the beaches which would be replenished with sand. All sand replenishment shall be carried out above the high water mark.
23. The geo-tubes shall be placed on a temporary basis along the beach recharge zone.
24. The dredged area shall be subject to a regular monitoring and any accretion or erosion of sand shall be reported to the Ministry of Environment, Solid Waste Management and Climate Change. In case erosion of the adjacent beaches arises after the dredging works, the applicant shall take all necessary measures to remedy same with prior approval from the Ministry of Environment, Solid Waste Management and Climate Change.

25. All coastal rehabilitation works shall be undertaken preferably at low tide and between sunrise and sunset. The operations shall be interrupted during rough seas or adverse climatic conditions.
26. No waste or debris of any type shall have access to the sea. No debris shall be left amid or to be disposed on the beach and at the sea/lagoon during execution of the works and after commissioning.
27. 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.
28. Necessary measures shall be taken to prevent any hydrocarbon spills from equipment and machineries to infiltrate through the soil so as to avoid the contamination of the underground and surface waters. An absorbent material shall be placed on the ground to prevent infiltration of oil/fuel during any accidental spill.
29. During the beach rehabilitation works, 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 work areas to prevent sediment entrainment into other areas of the lagoon. The geotextile screens shall be maintained regularly to prevent any clogging. After the implementation of the project, all geotextile screens shall be removed and disposed of, to an approved disposal site
30. All 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 proponent shall nominate a haulage route to be used by heavy vehicles accessing the site during the coastal rehabilitation works and submit details thereof to the Road Development Authority and the Traffic Management and Road Safety Unit for necessary approval.
32. The proponent shall ensure that lorries/ trucks for transportation and movement of heavy equipment and material if any along Road Development Authority roads are loaded (Maximum 10 tons per Axle) in compliance with prevailing Road Traffic Regulations.

33. Any part of existing main roads leading to the project site which may be damaged during the works shall be reinstated by the proponent at his own costs, to the satisfaction of the Road Development Authority.
34. Lorries shall not be allowed to back-up on the main road. The proponent shall also ensure that construction vehicles getting in and out of the site do not smear mud on the existing road infrastructure, especially during rainy days.
35. In the event any traffic diversion is required during the work, a diversion plan shall be submitted for approval and clearance to the Traffic Management and Road Safety Unit. In case of any traffic and road safety problems arising from the rehabilitation works, Traffic Management and Road Safety Unit will come up with corrective measures and any infrastructural works required will have to be implemented by the proponent at his own cost.
36. The proponent shall ensure that clear and safe alternative access(s) is available from and to the beach at all times and to facilitate emergency evacuation in the event of a disaster, such as cyclone, Tsunami, storm surge and high waves.
37. Necessary measures shall be taken during all phases of the project so as to protect the beach and lagoon and also not to cause any nuisance to the public and surrounding environment. The site shall be properly cordoned or fenced during the execution of the works.
38. In case of any negative impact caused to the marine environment, the proponent shall at his own cost, redress the harm caused to the complete satisfaction of Ministry of Environment, Solid Waste Management and Climate Change and the Ministry of Blue Economy, Marine Resources, Fisheries and Shipping.
39. 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.

40. 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.