

**MON TRESOR SMART CITY COMPANY LTD**  
**DEVELOPMENT OF MON TRESOR SMART CITY RESIDENTIAL PHASE 1A**  
**Plaine Magnien**

**ENVIRONMENTAL IMPACT ASSESSMENT**

**Chapter 1: Project Background & Legal and Regulatory Frame work**

## **1 Background**

In November 2012 the *Royal Haskoning DHV – Rebelgroup – Mega Design* consortium was contracted by the European Investment Bank (EIB) to produce the ‘Omnican Urban Development Master Plan: Mon Trésor Site’ in cooperation with the land owner and local Promoter Omnicane Ltd.

The master plan concerns 480 hectare of freehold land belonging to Omnicane Ltd, known as ‘Mon Trésor’. This site is located in the south of the SSR International Airport and have coastal frontage at the Blue Bay Marine Park as well as the south coastal areas.

As part of international good practice, the Consultants engaged in consultations with various stakeholders during the master plan development process. This was done for the master plan to integrate information, ideas and opinions of relevant stakeholders in the master plan and to ensure future acceptance of relevant stakeholders and authorities for the proposed development. Both for the master plan itself and for the scoping of issues for the Strategic Assessment, various stakeholders were consulted, and their suggestions are integrated in the masterplan.

In the Mon Trésor Master Plan, the team reports on the results of the surveys, the meetings and workshops, the development of the vision and strategy and the design work<sup>1</sup>.

The masterplan is shown in Figure 1.1.

The Mon Trésor Project consists of several components and spread over several implementation phases:

- A Freeport & logistic zone;
- Business gateway;
- Medical Hub;
- Residential Development zones;
- Education pole

amongst others.

In 2016, following the policy decision of the Government of Mauritius to promote the development of Smart City in Mauritius, since the Mon Trésor Urban Development Project satisfies the criteria for Smart City Development, the Mon Trésor Urban Development Project was renamed Mon Trésor Smart City Project.

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<sup>1</sup> Royal Haskoning DHV (2013). Mon Trésor Urban Development Masterplan; Mon Trésor Site. Omnicane Ltd. European Investment Bank

# MASTERPLAN

## *Mon Tresor*



Figure 1.1 - Mon Tresor Masterplan 2013

Mon Trésor Smart City Project is a 60- year mixed-use development program set to become a modern, sustainable community around the live-work-play concept with a balanced mix of employment-generating business activity and an extensive residential offer.

In 2014, Architects Studio Ltd/ Boogertman & Partners were commissioned by Omnicane Ltd to develop the details of the Mon Trésor Urban Development Master plan (now known as Mon Trésor Smart City) in particular the Business Gateway, the Logistics and Business Park, the Freeport zone and the Mon Trésor Residential Phase 1.

## 1.1 Objective of the Mon Trésor Smart City Project

The main objective of the Mon Trésor Smart City Project is to create a long term value development for the surrounding region, Omnicane and Mauritius at large. This will be achieved by:

- Attracting foreign investments especially on key sectors such as high-tech, light industry, logistics, finance and tourism
- Creating new jobs while preventing urban sprawl and unnecessary energy consumption
- Building a sustainable development according to the national and local Development policies focusing on inclusiveness, energy, water, waste and preservation of natural resources
- Optimizing the use of the intrinsic and natural qualities in the country, the region and the site.

The Mon Trésor Smart City project will be based on sustainability and will follow the five principles of the Mon Trésor Sustainability Charter, namely:

### 1. Effective governance

Consultation and engagement are widely recognized as essential processes in the development of a sustainable community. The Mon Trésor Smart City project will engage the local community and stakeholders in a collaborative decision-making platform where the suggestions of the citizens will form the basis for sustainable and holistic solutions guiding the design, construction, operation and long-term stewardship of the development.

### 2. Social and economic wellbeing

Due consideration will be given to societal and economic factors affecting the health and wellbeing of future occupiers and tenants of the development such as inclusive design, adequate housing, cohesion and access to employment.

### 3. Sustainable use of resources and energy

Effective mechanisms for the comprehensive management of resources and the reduction of carbon emissions will be set in place to avoid excessive exploitation and use of resources and deterioration of the natural environment. The Mon Trésor Smart City Project will be geared towards minimum operational energy demand and carbon dioxide emissions.

### 4. Sustainable land use and ecological enhancement

Management of land, water, biodiversity and other environmental resources will be integrated to meet the needs of the occupiers of the development and to sustain ecosystem services and livelihoods.

5. Accessible transportation and high mobility

Multiple systems of sustainable transportation, connectivity and public service that will allow convenient, safe, effective and equitable access for the residents to their activities, connecting housing to work, retail services, recreation and other amenities will be created.

## **1.2 Phases for the Implementation of the Mon Trésor Smart City**

The proposed Mon Trésor Smart City Masterplan will be implemented through five phases and expected to reach completion by 2075.

The Implementation Phases are shown in Figure 1.2.1

### **1.2.1 First Phase**

The first phase of the project will involve the development of the proposed Office and Logistic Park which shall extend over a total plot area of approximately 45 Hectares. The Office Park will generally be divided in three zones which are the Business Park, the Trade and Expo and the Free-Port Zone.

### **1.2.2 Second Phase**

The Second Phase of the project will consist of the development of the Residential Zone 1 of approximately 38 Hectares which is located in the middle portion of the project. It will also include the construction of a Commercial Centre and a Sport Complex covering a total area of 22,316 m<sup>2</sup> and 58,125m<sup>2</sup> respectively.

### **1.2.3 Third Phase**

The third phase involves the development of the Residential Zone 2, which extends over a total area of approximately 101 Hectares and will contain about 547 residential dwelling units. It will also include the construction of an institutional education centre and a Technical and Service Unit which will require a gross land area of approximately 83,908 m<sup>2</sup> and 61,600 m<sup>2</sup> respectively.

### **1.2.4 Fourth Phase**

The fourth Stage of development will involve the Development of the residential zone which will contain an estimated amount of about 184 dwelling units over a total gross land area of 38.9 Hectares. The Construction of a Commercial Centre with a total land requirement of 23.9 Hectares will also be included in this Phase.

### **1.2.5 Fifth Phase**

The fifth and last phase of the proposed mixed-use development is the construction of the residential zone 4, which will accommodate a total estimated amount of 128 dwelling unit over a total gross land area of 35 Hectares. This stage of the development will also include various land portions that will be used for the tourism sector which will cover a total area of approximately 34 Hectares and estimated to accommodate a total amount of 1800 rooms.

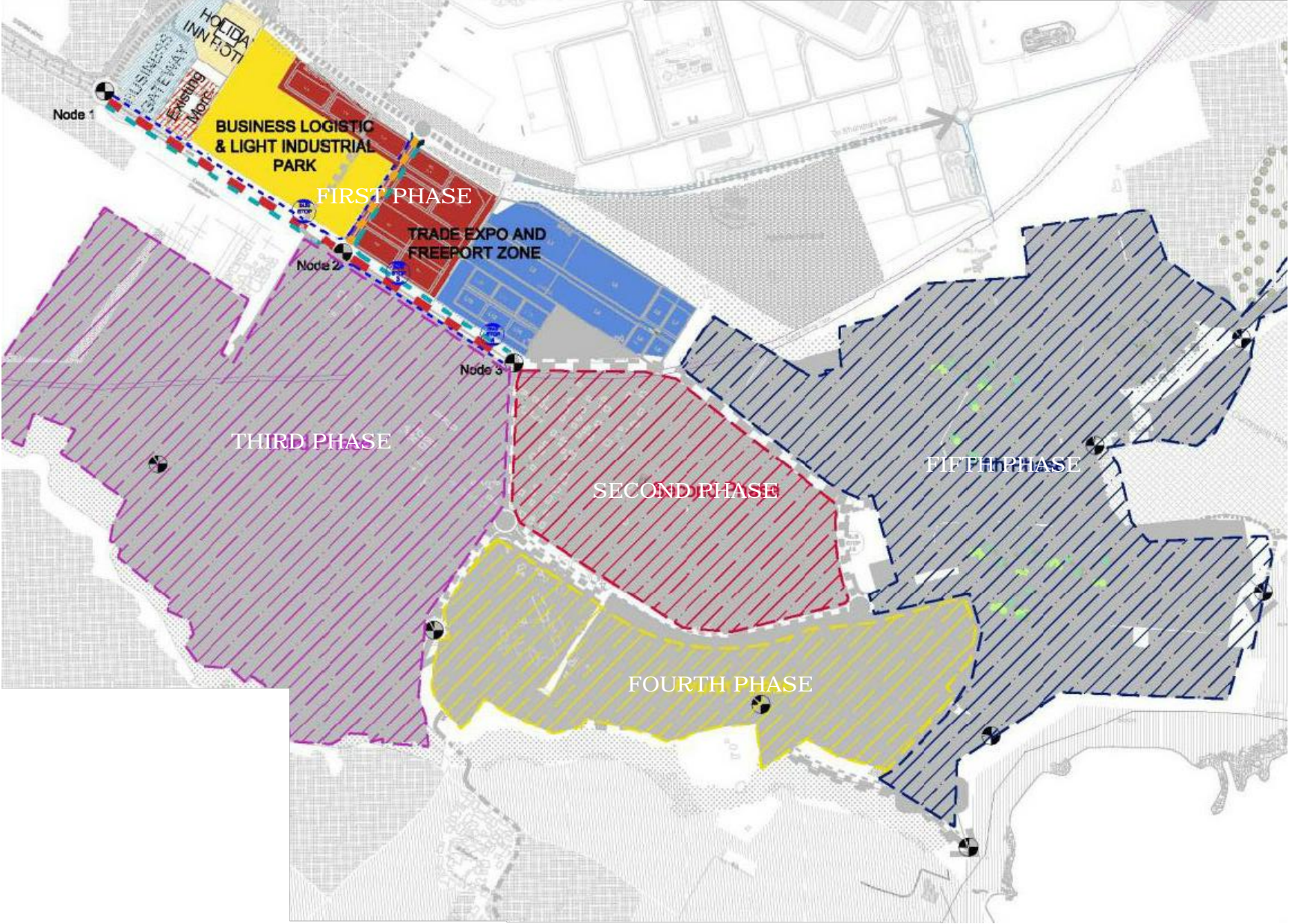


Figure 1.2.1 - Mon Tresor Smart City Implementation Phases

### **1.3 BREEAM Communities adoption to support the vision for the Development of the Mon Trésor Smart City**

#### **1.3.1 Introduction**

The BREEAM communities has been selected as the most appropriate framework to ensure that the Mon Trésor Smart City project is developed in line with sustainability principles.

BREEAM (Building Research Establishment Environmental Assessment Method) Communities is an assessment method that is offered by BRE Global.

BRE Global Limited (part of the BRE Group) is an independent third party approvals body offering certification of fire, security and sustainability products and services to an international market.

BRE Global Limited's mission is to Protect People, Property and the Planet.

BREEAM Communities is perceived as an inspiration to continuously improve real estate while demonstrating value and sustainability to clients and tenants of a development. It is a framework which provides a structure and process for a sustainable development which is geared towards the wellbeing of the society, the environment and the economy. BREEAM Communities fosters responsible action within the community and provides commercial benefits obtained from sustainability, including achieving lower costs of operations, anticipating future increased regulations and energy prices, facilitation of increased staff productivity and overall satisfaction amongst stakeholders.

BREEAM Communities is a site-wide sustainability assessment method, providing a framework through which the economic, environmental and social sustainability of the plans for large scale developments can be improved, measured and certified.

Building on the high level aims and objectives of the various standards in the BREEAM family, BREEAM Communities is an independent, third party assessment and certification standard based on the established BREEAM methodology. It is a framework for considering the issues and opportunities that affect sustainability at the earliest stage of the design process for a development. The scheme addresses key environmental, social and economic sustainability objectives that have an impact on large-scale development projects.

BRE recognizes that the selection of an appropriate site for development is a critical factor in determining how sustainable a new community will be. In the UK, the process of selecting sites for development is largely determined by developers, landowners and the planning system. Many decisions taken during the design and planning stage of a large development will have a fundamental impact on its sustainability. This scheme covers the assessment and certification of the designs and plans for a development at the neighborhood scale or larger.

A post-construction certification is not included in this assessment due to the long timescales for large developments. BREEAM may develop further stages of performance evaluations for communities at the in-use and regeneration stages.

#### **1.3.2 Steps in BREEAM Communities**

There are three steps involved in the assessment of sustainability at the master planning level:

1. Following site selection there is a process whereby the developer must show the suitability and need for specific types of developments on the site as part of a planning

application. Strategic plans for the wider area, usually contained within the local authority's planning documents, should indicate the housing, employment or services that are required. The new development will need to respond to these local requirements in order to receive planning permission. In this scheme the process described above is assessed under 'Step 1 - Establishing the principle of development'. During this step BREEAM assesses the degree to which the design team understand the opportunities to improve sustainability that necessitate a site-wide response, such as community-scale energy generation, transport and amenity requirements. All issues must be covered to ensure a holistic strategy for the site.

2. The next step in the master planning process determines the layout of the development. This will include detailed plans for how people will move around and through the site and where buildings and amenities will be located. This is called 'Step 2: Determining the layout of the development' in BREEAM Communities'.
3. 'Step 3: Designing the details' involves more detailed design of the development including: the design and specification of landscaping, sustainable drainage solutions, transport facilities and the detailed design of the built environment. The latter includes the use of whole building assessment methods such as the building related BREEAM schemes.

The BREEAM Communities framework is to be used for the first time in Africa on the first phase of the Mon Trésor area development in Mauritius and will be applied using the BREEAM Communities International Bespoke process. This process involves adapting the assessment criteria within the framework to account for the local context in which it is being applied and demonstrates the developers' commitment to sustainability.

The BREEAM Communities framework, is expected to support the integration of the Mon Trésor development within the wider area, minimizing any adverse impact on existing communities, infrastructure and local services, subsequently supporting the delivery of the high sustainability aspirations for the site.

The bespoke process has already been carried out in 2015 to adapt the assessment criteria within the framework to account for the local context in which it is being applied.

### **1.3.3 Status of BREEAM Certification for Mon Trésor Smart City**

The entire MT Smart City Development (480 Ha) has successfully obtained the interim BREEAM Communities certification (step 1) in December 2015. (See Appendix A)

The Business & Logistics Park has received its full certification in June 2017 (see Appendix A).

The MT Smart City Residential Phase 1 is presently under the process of certification.

## **1.4 Mon Trésor Smart City Residential Phase 1 - Project Overview**

The Mon Trésor Smart City Residential Phase 1 has been developed with the following components:

- 142 Nos residential serviced plots amounting to almost a total of 3.3 ha.
- Commercial lot of 19,582m<sup>2</sup>
- High street (mix commercial and residence) lot of 7,980 m<sup>2</sup>

- 409 Nos residential units comprising of 70 Nos Villas, 287 Nos Townhouses, 52 Nos Apartments
- A Clubhouse /Sports Center of 2000 m<sup>2</sup> with indoor and outdoor sports facilities
- A Beach Club of 2200 m<sup>2</sup>;
- Associated infrastructure works viz. roads, drains, potable water distribution, sewerage reticulation and treatment plant, electrical distribution etc...

Phase 1 will be implemented **as a series of Projects** phased into 1A, 1B, 1C and 1D as follows with an implementation plan as provided in the Table below.

Phase	Components	Implementation Plan	
		Start Date	Completion Date
1A	16 Villas, 83 townhouses, 26 apartments, central park and associated infrastructure	January 2019	December 2023
1B	142 Nos residential serviced plots, 26 apartments, 25 Villas, 100 townhouses, Beach club, clubhouse/sports center and associated infrastructure	January 2021	December 2025
1C	29 Villas, 52Nos townhouses, High Street (mix commercial and residence) lot of 7,980m <sup>2</sup> and associated infrastructure	July 2023	June 2027
1D	174 Nos townhouses, Commercial lot of 19,582m <sup>2</sup> and associated infrastructure	July 2025	June 2032
	Construction and Operation of PV Farm	July 2020	December 2021
	Construction and Operation of Material Recycling Facility for solid wastes	July 2020	December 2021
	Relocation of wastewater treatment plant	June 2021	December 2021

The above Table provides an estimate on the implementation of MT Residential Phase 1 based on prevailing information; however, as the property development sector is market driven, it can be expected that the implementation plan will be updated regularly together with possible variations in the types of housing units.

Hence MT Smart City Residential Phase 1 can be considered as a series of Projects and the Phase 1A Project will consist of:

- 125 Nos residential units split into 16 Nos Villas, 83 Nos Townhouse, 26Apartments;
- Central/botanical Park of area 2.3Ha;
- Refurbishment of the existing Club house of area 210m<sup>2</sup>; and
- Associated infrastructure

MT Smart City Residential Phase 1A will be the object of this environmental impact assessment (EIA) study. Other projects will also be subject to an EIA study prior to their implementation.



## 1.5 Justification of the Mon Trésor Smart City Project

Mon Trésor Smart City is a subsidiary of OMNICANE LTD, a company listed on the stock exchange of Mauritius since 1989 as well as on the SEM Sustainability Index since 2015. The activities of OMNICANE in Mauritius are focussed principally on the cane cluster at La Baraque and residential development on freehold land belonging to OMNICANE.

OMNICANE has over the years developed strategies to ensure that the Group continues to grow and contribute to shareholder value creation.

Recognizing that there is a market for property development to meet both local and international demand, in 2012, OMNICANE with the assistance of European Investment commissioned a consortium consisting of The Royal Haskoning DHV (Netherlands) – Rebel group (Netherlands) – Mega Design (Mauritius) was contracted to produce the ‘Omnicanne Urban Development Master Plan: Mon Trésor Site. The master plan concerns about 480 hectare of freehold land belonging to Omnicane Ltd, known as ‘Mon Trésor’. This site is located in the south of the SSR International Airport and have coastal frontage at the Blue Bay Marine Park as well as the south coastal areas. In 2013, the Mon Trésor Urban Master plan was finalised.

In 2015, the Government of Mauritius produced a policy decision on the development of Smart Cities in Mauritius and this policy became law through the Investment Promotion (Smart City Scheme) Regulation 2015.

In August 2015, OMNICANE applied for a Smart City Scheme (SCS) certificate from the Board of Investment (BOI) Mauritius for the Mon Trésor Urban Development Master plan. In September 2016, having conformed and fulfilled all requirements of the Smart City Scheme, Mon Trésor Urban Development Project (now known as Mon Trésor Smart City Project) obtained its SCS certificate.

In December 2015, the entire MT Smart City Development (480 Ha) has successfully obtained the interim BREEAM Communities certification (step 1) that ensures the development conform to sustainability principles.

Hence OMNICANE has developed the Mon Trésor Smart City Project in conformity with the policies of the Government of Mauritius, and ensuring that the project is sustainable. Furthermore, the Mon Trésor Smart City Project is being implemented on further justifications that include inter alia:

- Attracting foreign investments especially on key sectors such as high-tech, light industry, logistics, finance and tourism,
- Creating new jobs while preventing urban sprawl and unnecessary energy consumption,
- Building a sustainable development according to the national and local Development policies focusing on inclusiveness, energy, water, waste and preservation of natural resources,
- Optimizing the use of the qualities in the country, the region and the site.

## 1.6 Legal and Administrative Framework

The Mon Trésor Smart City Residential Phase 1A has been developed, designed and will be implemented within the legal, regulatory and institutional frameworks; these are reviewed hereunder.

### 1.6.1 Environment Protection Act 2002 as amended in 2008

As per Terms and Conditions of the Smart City Scheme (SCS) Certificate, condition 4 states:

*Condition 4: Prior to the start of construction works or development of any component of the smart city project that is listed under the 5<sup>th</sup> Schedule to the Environment Protection Act, an EIA licence issued by the Ministry of Environment will be required.*

The MT Smart City Residential Phase 1A consist mainly of residences that will constructed by the Promoters, namely villas, town houses and apartments. Under the Environment Protection (Amendment of Schedule) Regulations 2006, parcelling of land above 5 hectares is an undertaking that requires an Environmental Impact Assessment (undertaking No 34, Part B, fifth Schedule).

#### 1.6.1.1 Environmental Regulations

The Environmental Regulations and guidelines set out under the Environmental Protection Act and directly relevant to the Project are summarised below.

- **Environment Protection (Standards for Air) Regulations 1998**  
These regulations set out the national environmental standards for the emission of pollutants in the atmosphere and for the ambient air quality and the measurement methods. They have been made under Section 35 of EPA 1991<sup>2</sup>.
- **Environment Protection (Standards for effluent discharge) Regulations 2003<sup>3</sup>**  
These regulations set out the national effluent discharge standards for the release of effluents in the environment (land, underground water, surface waters). They have been made under Sections 34 and 74 of EPA 1991<sup>4</sup>.
- **Environment Protection (Standards for effluent for use in irrigation) Regulation 2003**  
This regulation provides the quality standard required for reuse as irrigation water. Rain water harvesting as well as treated effluent from the sewage treatment plant will be used for irrigation of landscaped areas
- **Environment Protection (Standards for Noise) Regulations 2004 and Environment Protection (Environmental Standards for Noise) (Amendment) Regulations 2003**  
This environmental regulation is set out in Section 41, Part VI-National Environmental Standards of the EP Act 2002 for the exposure to noise and the measurement methods.
- **Environment Protection (Standards for Built Up Environment)**  
This environmental regulation is set out in Section 46, Part VI-National Environmental Standards of the EP Act 2002 for the project site built-up environment in terms of preserving, maintaining and developing the architectural harmony and aesthetic value.
- **Hazardous Waste Regulations 2002**  
The hazardous waste regulation 2002 provides the guidelines, standards and method of reporting for the management including collection, treatment, transfer and disposal of hazardous wastes in Mauritius. The presence of asbestos products within and off Site triggers this regulation.

<sup>2</sup> Government Notice No 105 of 1998. In the Government Gazette of Mauritius No 92 of 29 August 1998.

<sup>3</sup> Regulations made by the Minister under Sections 34 and 74 of the Environment Protection Act 1991

<sup>4</sup> General Notice of 2001.

### 1.6.2 The Grand Port/Savanne DCA Outline Planning Scheme 2006

The Grand Port/Savanne District Council Area Outline Planning Scheme 2006 as amended in 2011 is the main reference against which development permit applications are evaluated. The outline planning schemes exist for all the district council areas, having their basis from the Planning Policy Guidance and incorporating district specific constraints and requirements.

The Promoters have applied for an Outline Planning Permission (OPP) from the District Council as per Town and Country Planning Act 1954 (as amended). The first clearance has been obtained 4 March 2015 and has a validity of one year. Since within this period of validity, no application for BLUP for any component forming part of the approved OPP has been submitted, the approved OPP was extended in March 2016 for a validity period of one year. In August 2016, the Building and Land use Permit (BLUP) for the component Office headquarters was obtained and the said building will become operational in November 2018. A copy of the said BLUP and the OPP clearances are given in Appendix A.

The Mon Trésor Smart City Residential Phase 1A is subject to policy SD5 and SD6 under the strategic development policies for the district of Grand Port.

#### Policy SD5- Design Quality and Sustainable Development

New development should conserve and enhance the character and attractiveness of the District so as to foster desirable and accessible living and working areas that provide an improving quality of living. Proposed development should be expected to conform to national Planning Policy Guidance (PPG) on Design quality of:

- Residential Development;
- Industrial Development;
- Commercial Development;
- Hotels and Integrated Resorts Development;

and

- Any future nationally-adopted Design Guidance matter. For all developments, relevant design considerations should include:
- Ensuring an appropriate standard of design including density, height, bulk and scale and improving areas of poor quality environment;
- Preserving and enhancing historic buildings and townscape and maintaining and strengthening local distinctiveness and sense of place;
- Protecting and enhancing urban open space, green wedges, areas of landscape significance, environmentally sensitive areas and land/ water interface areas;
- Redeveloping vacant and under-used sites and optimising the use of previously developed built-up areas; and
- Improving existing building stock.
- Adopting energy-saving designs, devices and eco-friendly principles

Development in coastal locations and in coastal settlements particularly in areas of 'Coastal Lands' as defined by updated Planning Policy Guidance – Design Guidance: Residential Coastal Development, should be carefully designed given the sensitive location and the visual impact when viewed from the lagoon. The Design Guidance contains particular design principles for development in the Coastal Lands area with which all developments should normally conform.

### **Policy SD6- Growth Zones and Action Area Planning (AAPs)**

“Where sites for major new developments are required or are being considered within the District, public and private sector stakeholders as well as public sector agencies should be first directed towards settlements capable of forming the basis for sustainable long term growth. Such growth zones have been defined and designated as Urban Renaissance Zones, Rural Regeneration Zones, Tourism Zones or Special Use Zones according to criteria established within the National Development Strategy. Rural Regeneration Zones comprise the settlements of Rose Belle/ New Grove and Chemin Grenier, the Special Use Zone focuses on Plaine Magnien and SSRIA at Plaisance and the Tourism Zone in the District around Mahebourg stretching from Grand Port to Blue Bay.

Where sites for major development can be found in designated growth zones and in other suitable areas of significance for environmental, social or economic planning and acceptable on planning grounds, scheme promoters and private sector developers should be encouraged to bring forward Action Area Plans in accordance with the Design Guidance in policy SD5 and other relevant policies contained in this Outline Planning Scheme.”

### **1.6.3 The Planning and Development Act 2004**

The Planning and Development Act is in the process of overhauling the Town and Country Planning Act 1954. The Planning and Development Act 2004 once fully proclaimed will provide for the transfer of development permitting powers to the Ministry responsible for Housing and Lands for state-significant developments, as well as some other forms of development as prescribed under Section 25 of the Act. The District Council will retain responsibility for processing non-state-significant permit applications. The Local Government Act 2003 also makes District Councils and Municipalities responsible for processing all building permit applications.

The Planning and Development Act 2004 also makes provision for the introduction of Planning Policy Guidance (PPG) which shall prevail to the extent of any inconsistency, over a development plan. PPG therefore has the status of state (national) planning policy and is a material consideration in assessing applications for development permits.

Parameters such as building setbacks from High Water Marks, height of buildings above Ground Level, Land Occupancy, are governed by the Planning Policy Guidance<sup>5</sup>.

### **1.6.4 National Development Strategy 2003**

The National Development Strategy that sets out the Development Strategy and Policies and in particular those of the Planning Policy Guidelines will govern the Project impacts on Public Utilities and the conformity with the judicious development and conservation of land resources.

#### **1.6.4.1 Planning Policy Guidance 2004**

The provisions of the National Strategy Policy, and in particular those of the Planning Policy Guidance<sup>6</sup>, will govern the Project inasmuch as the mobilisation of Public Utilities and the management of land resources, their judicious development and their conservation are concerned.

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<sup>5</sup> Approved Version. November 2004 and subsequent amendments.

<sup>6</sup> Approved Version. November 2004 and subsequent amendments.

Parameters such as building setbacks from High Water Marks, height of buildings above Ground Level, Land Occupancy, are governed by the Planning Policy Guidance (2004)<sup>7</sup>.

### **1.6.5 Investment Promotion Act (2000)**

The Smart Mauritius is an ambitious economic development programme to consolidate Mauritius into a full-fledged international business and financial hub with ideal conditions for working, living and spurring investment through the development of Smart Cities across the island.

Under the Investment Promotion (Smart City) Regulations 2015, Mon Trésor Smart City Ltd. has obtained the SCS Scheme Certificate for the development of a business gateway, offices, logistics /light industrial park, Freeport zone, 600 residential lots, 300 villas/duplexes, 100 apartments, commercial centre, leisure complex, SME's incubator, film studio, civic centre, and education and art hub on freehold land of an extent of 184.101 Ha at Mon Trésor and La Cambuse.

The MT Smart City Residential Phase 1 forms part of the said development.

A copy of the SCS certificate is given in Appendix A.

### **1.6.6 Land Conversion Permit**

The Mon Trésor Smart City Residential Phase 1 Site consists of land with buildings and infrastructure as well as land under sugar cane cultivation.

Hence under the Sugar Industry Efficiency Act 2001 (as amended), the land under cane cultivation of an extent of 158,055.30m<sup>2</sup> (15.8055Ha) would require a land conversion permit.

The land conversion permit for the said portions of land has been obtained, a copy of which is given in Appendix A.

For the Residential Phase 1A will be developed on built land that is occupied by former MTMD housing estates principally and with approx. 21,400m<sup>2</sup> (2.14Ha) of land classified under sugarcane cultivation.

### **1.6.7 Road Traffic Act**

The construction of all access roads and upgrading of the existing B85 public road requires the clearance of the Road Development Authority (RDA) and the Traffic Management and Road Safety Unit (TMRSU) of the Ministry of Public Infrastructure, Land Transport & Shipping.

A traffic impact assessment (TIA) for the Mon Trésor Smart City Master plan has already been carried out. A copy of the clearance is given in Appendix A.

### **1.6.8 SSR International Airport Safeguarding**

Development within the environs of the SSR International Airport is controlled in accordance with the Plaisance Airport (Building Restrictions) Act 1964 and Annex 14 to the Convention on International Civil Aviation (1944).

The areas subject to building control and restriction around the SSR International Airport are illustrated in detail on the Airport Safeguarding Area Restriction Inset Plan<sup>8</sup>. These include

<sup>7</sup> Approved Version. November 2004 and subsequent amendments.

<sup>8</sup> source: Outline Planning Scheme for Grand Port Savanne District Council Area- Approved Version (September 2006)

areas affected by existing and future operations and also previously defined safeguarding areas. Five zones<sup>9</sup> have been defined by the competent authority, i.e. the Department of Civil Aviation (DCA) as follows:

- **Approach Areas:** no new building or structure is permitted within the Approach Area without a No Objection Certificate from the Director of Civil Aviation
- **Transitional Surface:** there are restrictions on new buildings and structures and hence a No Objection Certificate from the Director of Civil Aviation would be required for development within this zone
- **Inner Horizontal Surface:** a No Objection Certificate from the Director of Civil Aviation is required for any new development within this zone; the height of any such development is restricted to 100.00m above Mean Sea Level (MSL)
- **Conical Surface:** restrictions vary according to location, however a No Objection Certificate from the Director of Civil Aviation is required for any new development in this zone
- **Areas Outside Obstacle Limitation Surface:** within a radius of 11 km from the threshold of Runway 14 as shown on the Restriction Inset Plan, any new building or structure exceeding 15.20m in height requires a No Objection Certificate from the Director of Civil Aviation.

The MT Smart City Residential Phase 1 Site (which includes Phase 1A) is outside the SSR International Airport Boundary (IA1) and well outside the SSR International Airport Safeguarding Area (IA1, IA2).

However as the Project Site is (a) within the Outside Obstacle Limitation Surface, all new buildings need to conform to the height restriction (not exceeding 15.2m in height) and (b) within the Inner Horizontal Surface Zone, a no objection certificate from the Director of Civil Aviation is required.

## 1.7 Implementation Schedule

Construction works for the Mon Trésor Smart City Residential Phase 1A are scheduled to start in February 2019 and will be completed in January 2023.

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<sup>9</sup> source: Outline Planning Scheme for Grand Port Savanne District Council Area- Approved Version (September 2006)