



PLANNING POLICY GUIDANCE - PPG 6

**URBAN HERITAGE AREA -  
BUFFER ZONE OF THE AAPRAVASI GHAT  
WORLD HERITAGE PROPERTY**



This document is the sixth in the series of Planning Policy Guidance. It is being issued under the title:

**PPG 6 Urban Heritage Area – Buffer Zone of the Aapravasi Ghat World Heritage Property**

The Planning Policy Guidance has been considered as the appropriate instrument to take care of development guidelines and renovation guidelines for the for the buffer zones of the Aapravasi Ghat World Heritage Property.

**Application**

This Planning Policy Guidance is applicable to the buffer zones of the Aapravasi Ghat World Heritage Property area in the district of Port Louis.

**Effective date**

With effect from 10<sup>th</sup> June 2011.

**Please do not hesitate to call on the Aapravasi Ghat Trust Fund on telephone number 2173157 if you have any queries. For your information, the Planning Policy Guidance – Aapravasi Ghat is available on the website of the Ministry of Housing and Lands at <http://housing.gov.mu>**

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## List of Abbreviations

AGTF	Aapravasi Ghat Trust Fund
AGWHP	Aapravasi Ghat World Heritage Property
BLP	Building and Land Use Permit
BZ	Buffer Zone
CHIS	Cultural Heritage Impact Statement
CZ	Core Zone
EIA	Environment Impact Assessment
FAR	Floor Area Ratio
GFS	Government Fire Services
HIA	Heritage Impact Assessment
ICOMOS	International Council of Monuments and Sites
MAC	Ministry of Arts and Culture
MCPL	Municipal Council of Port Louis
MESD	Ministry of Environment and Sustainable Development
MHL	Ministry of Housing and Lands
MP	Management Plan
MPA	Mauritius Ports Authority
MPI	Ministry of Public Infrastructure, National Development Unit, Land Transport and Shipping
MTL	Ministry of Tourism and Leisure
NDS	National Development Strategy
NGO	Non Governmental Organisation
NHF	National Heritage Fund
OUV	Outstanding Universal Value
PDA	Planning and Development Act 2004
PER	Preliminary Environmental Report
PPG	Planning Policy Guidance
STAC	Scientific and Technical Advisory Committee
TMRSU	Traffic Management and Road Safety Unit
UNESCO	United Nations Educational, Scientific and Cultural Organization
VIA	Visual Impact Assessment
WHC	World Heritage Committee
WHP	World Heritage Property

## 1. Introduction

The purpose of this Planning Policy Guidance (PPG) is to control development in the Buffer Zones(BZ) of the Aapravasi Ghat World Heritage Property (AGWHP). Control is necessary in order:

- a) to protect the Outstanding Universal Value (OUV) for which the Core Zone (CZ) was inscribed under the *Convention concerning the Protection of the World Cultural and Natural Heritage* known as the World Heritage Convention;
- b) to protect and sustain the inherent cultural significance of the CZ and BZ as the patrimony of Mauritius and its people;
- c) in tandem with other tools, to manage legitimate aspirations, development and change so as to achieve optimum use of the historical and architectural resource value of the AGWHP BZ; and
- d) to ensure that none of the heritage which is precious to Mauritius, including unique streetscapes, viewscales and other intangible heritage, will be eroded, thereby putting the site in danger.

## 2. Statement of Outstanding Universal Value

The Immigration Depot was declared a National Monument in 1987 and renamed "Aapravasi Ghat". The Aapravasi Ghat World Heritage Property (AGWHP) was inscribed on the World Heritage List during the 30th session of UNESCO's World Heritage Committee held on July 12, 2006, based on criterion (vi) of paragraph 77 of the Operational Guidelines for the Implementation of the World Heritage Convention. The management of the AGWHP is in a direct relationship with the defined OUV of the CZ.

The essence of the Statement of the OUV for the Aapravasi Ghat is as follows:

The Aapravasi Ghat Immigration Depot is the site from where the modern indentured labour Diaspora emerged. The Immigration Depot was built in 1849 to receive indentured labourers who arrived from India, Eastern Africa, Madagascar, China and South East Asia to work on the island's sugar estates. The architectural ensemble stands for this 'Great Experiment', an attempt initiated by the British Government after the abolition of slavery in the British Empire in 1834 to demonstrate the superiority of 'free' over slave labour in its plantation colonies.

The success of the 'Great Experiment' in Mauritius led to its adoption by other colonial powers as from 1840's resulting in a world-wide migration of more than two million indentured labourers. Mauritius received the greatest number of indentured labourers thus preceding Guyana, South Africa, Trinidad, Cuba, Peru and Reunion Island. The property is unique because it is the only surviving example of an Immigration Depot dating from this 19th century global labour migration.

### **3. Statement of Significance**

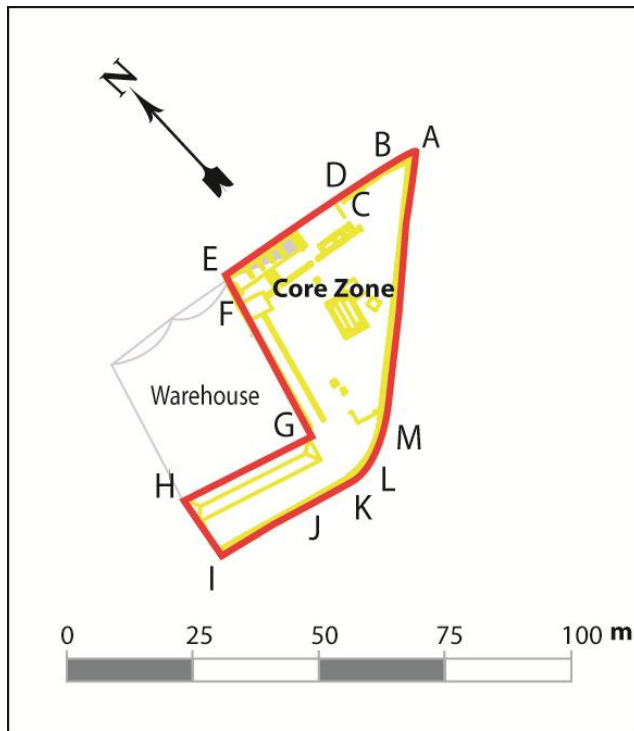
Not only are the BZs of the Aapravasi Ghat the buffer or curtilage for the CZ containing the Immigration Depot; it is also an important historic urban landscape where the origins and memories of the evolution of the oldest portion of the city are recorded, alongside its port of Trou Fanfaron. As such the remaining tangible and intangible heritage that is contained in the BZ must be protected and managed in its own right, as well as to provide a context for the CZ. The Statement of Significance provided for the BZ guides the type of development controls and guidelines attached to it.

The BZ of the AGWHP cover an area of cultural significance for the history of the Immigration Depot as nearly 70% of the Immigration Depot was located in this area before its destruction in the 20th century. Today, the visual and historical links are preserved between the CZ and its BZ as an evidence of common historical evolution. As from the late 1840s, the increasing immigration to Mauritius and expansion of port activities resulted in the development of commercial activities in the area providing materials and goods for the daily running of the Immigration Depot. As such, the surroundings of the CZ have been a centre of trade, commerce and other cultural expressions for more than two centuries, making it a place of strong interaction between people of various cultural backgrounds.

These traditions and practices have survived up to present: Merchant property owners have continued to operate in BZ 2 from the indenture period up to this date. The continuity in land use is also coupled with the continuity in the nature of commercial activities in the BZ stressing the existence of long commercial and ownership tradition evocative of the port activities and of the indenture period, together with cultural activities or intangible heritage that accompany this land use.

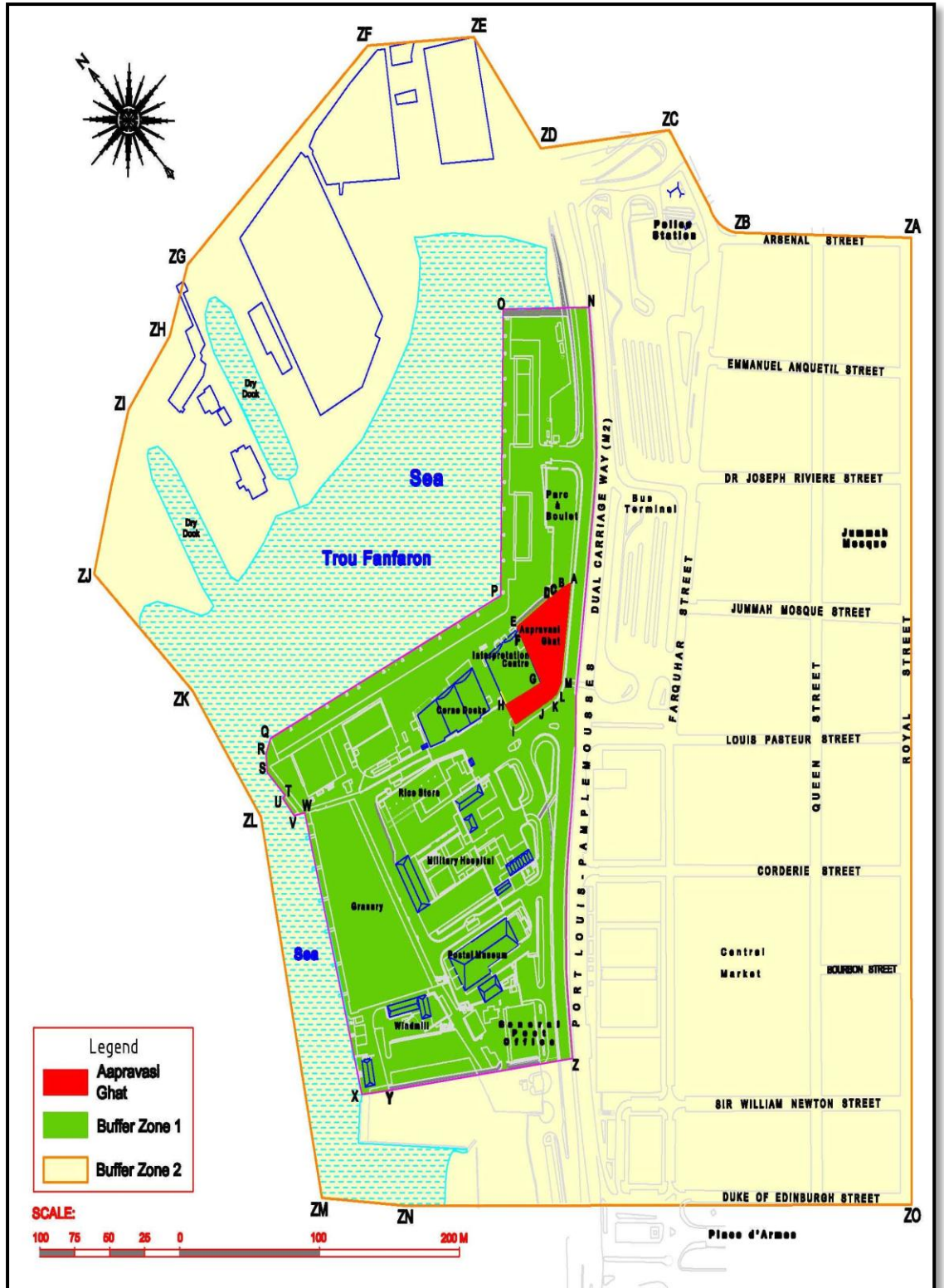
This intangible heritage is associated with several national monuments evocative of the French (1715-1810) and British (1810-1968) periods, the many remaining significant historic architectural examples of administrative and port buildings, shops, residences and religious places, as well as significant historic urban streetscapes, nodes and places. As such, the BZ present significant examples of the evolution of Mauritian colonial architecture and urbanism which stand as the legacy of the colonial past and as places of shared history erected by slaves, convicts and indentured labourers during the colonial periods.

#### 4. Coordinates of the Core Zone and Buffer Zones



POINT	CORE ZONE WGS 84 COORDINATES	
	LATITUDE	LONGITUDE
A	20° 09' 30.63"	57° 30' 13.11"
B	20° 09' 30.57"	57° 30' 12.90"
C	20° 09' 30.52"	57° 30' 12.55"
D	20° 09' 30.50"	57° 30' 12.55"
E	20° 09' 30.36"	57° 30' 11.57"
F	20° 09' 30.55"	57° 30' 11.51"
G	20° 09' 31.47"	57° 30' 11.27"
H	20° 09' 31.23"	57° 30' 10.32"
I	20° 09' 31.64"	57° 30' 10.21"
J	20° 09' 31.84"	57° 30' 11.02"
K	20° 09' 31.88"	57° 30' 11.14"
L	20° 09' 31.88"	57° 30' 11.40"
M	20° 09' 31.78"	57° 30' 11.65"

Table 1 Coordinates of turning points for the Core Zone



POINT	BUFFER ZONE 1 WGS 84 COORDINATES	
	LATITUDE	LONGITUDE
N	20° 09' 27.20"	57° 30' 17.19"
O	20° 09' 25.85"	57° 30' 15.64"
P	20° 09' 29.66"	57° 30' 11.67"
Q	20° 09' 27.87"	57° 30' 05.63"
R	20° 09' 28.01"	57° 30' 05.33"
S	20° 09' 28.28"	57° 30' 05.10"
T	20° 09' 28.87"	57° 30' 05.02"
U	20° 09' 28.88"	57° 30' 05.10"
V	20° 09' 29.30"	57° 30' 04.99"
W	20° 09' 29.43"	57° 30' 05.21"
X	20° 09' 34.14"	57° 30' 02.36"
Y	20° 09' 34.53"	57° 30' 02.90"
Z	20° 09' 37.05"	57° 30' 06.60"

**Table 2**Coordinates of turning points for Buffer Zone 1

POINT	BUFFER ZONE 2 WGS 84 COORDINATES	
	LATITUDE	LONGITUDE
ZA	20° 09' 31.46"	57° 30' 23.86"
ZB	20° 09' 28.56"	57° 30' 20.81"
ZC	20° 09' 26.10"	57° 30' 21.03"
ZD	20° 09' 24.29"	57° 30' 18.52"
ZE	20° 09' 21.71"	57° 30' 18.85"
ZF	20° 09' 20.11"	57° 30' 16.86"
ZG	20° 09' 20.16"	57° 30' 10.65"
ZH	20° 09' 20.84"	57° 30' 09.35"
ZI	20° 09' 21.16"	57° 30' 07.62"
ZJ	20° 09' 22.82"	57° 30' 04.75"
ZK	20° 09' 25.97"	57° 30' 04.90"
ZL	20° 09' 28.78"	57° 30' 04.38"
ZM	20° 09' 34.89"	57° 30' 00.23"
ZN	20° 09' 36.38"	57° 30' 01.64"
ZO	20° 09' 44.48"	57° 30' 10.60"

**Table 3**Coordinates of turning points for Buffer Zone 2

## 5. Context, location and description

The AGWHP is situated in Port Louis, adjacent to the Port. The BZ of the Aapravasi Ghat including port, customs, harbour front, transport and commercial activities, is situated around the CZ, to its East and alongside Trou Fanfaron, the whole being in the heart of the historical centre of the Colonial Era port city of Port Louis. The BZ has two components, namely BZ 1 which surrounds the CZ (the compound of the Aapravasi Ghat) to the West, and BZ 2, East of Port Louis Pamplemousses dual Carriage way (Motorway). The BZ 1 and the western part of BZ 2 are located within the port area as defined in the Ports Act 1998. The boundaries of the BZ are:

- to the West and Northwest of the AGWHP, the Trou Fanfaron harbour area and dry docks;
- to the North, the façades on the northern side of Dr. Sun Yat Sen Street;
- to the East, the façades on the eastern side of Royal Street; and
- to the South, the northern side of Duke of Edinburgh Street.

(Refer to Map 1 for the extent and boundaries of the Core and Buffer Zones).

The buildings and urban places of the BZ provide a suitable context and setting for the conservation of the CZ and its OUV.

## 6. Design Guidance

### 6.1. Objective of this Planning Policy Guidance

The objective of this PPG is to define a set of performance criteria and design standards aimed at protecting the heritage authenticity and integrity of the BZ.

This PPG will:

- support the conservation of the historical fabric;
- support the conservation of the urban character and intangible heritage of the World Heritage Property;
- increase legibility of the historical urban whole;
- add new but relevant and appropriate layers of meaning;
- assist in the processing of development applications; and
- assist in urban planning control and management.



## **6.2. Who should use this Planning Policy Guidance?**

There is a need for everyone involved in land development to contribute to a culture of high quality design in Mauritius which will respect the setting and character of the AGWHP and its surrounding area.

- Government and Municipal Council of Port Louis (MCPL), the National Heritage Fund (NHF) and Aapravasi Ghat Trust Fund (AGTF) will use this PPG to ensure the sustained conservation of the OUV of the AGWHP to enable the practical application of national and local planning policies and the management and control of the Urban Conservation Area.
- Project promoters, developers, designers and individual property owners should use this PPG to prepare proposals using appropriate design principles, while equally conforming to all relevant legislations.

## **6.3. Technical Committee**

The Technical Committee will comprise representatives of the Ministry Public Infrastructure, National Development Unit, Land Transport and Shipping (MPI), the Ministry of Housing and Lands (MHL), the Ministry of Tourism and Leisure (MTL), the Ministry of Environment and Sustainable Development (MESD), the Ministry of Arts and Culture (MAC), the MCPL, the AGTF, the NHF and the MPA.

The Committee will meet at least once every month to assess applications for development and other works in the BZs including demolitions. In so doing, the Committee will take into account any Heritage Impact Statement (HIS), Heritage Impact Assessment (HIA), Cultural Heritage Impact Statement (CHIS), Cultural Heritage Impact Assessment (CHIA), Visual Impact Assessment (VIA) and other documents submitted.

For its workings, the Committee will take into account this PPG and its related documents and will also be guided by the most current version of the AGWHP Management Plan.

## **6.4. How to use this Planning Policy Guidance**

This PPG must be read in conjunction with the AGWHP Management Plan together with other documents pertaining to the planning, management and development of the BZs.

This PPG provides a basis for practical design guidance to ensure retention of the CZ's OUV and the BZ's Cultural Significance, while stimulating innovation and local interpretation. It must be placed within the global vision, policies, principles, plans and guidelines contained in the most current version of the AGWHP Management Plan. It is not solely a prescriptive document, and allows for some flexibility in response to change and future new historical data. Fulfilling the requirements of this PPG should include creative solutions that focus on optimising the area's long term value as a heritage resource rather than maximising short-term profit.

The specific urban area is heterogeneous with different urban characters. Individual sites also have their own specificity. This PPG has proposed performance criteria and design standards accordingly.

This PPG uses a combined 'performance criteria' and 'min/max standards' approach to ensure relevant and effective planning control of the heritage area. Design Sheets are provided in Annexure A.

The BZs are managed in a centralized manner and jointly with stakeholders, including the MPI, MPA, MHL, MTL MESD, MAC, MCPL, AGTF and NHF. All bodies need to take note that it will be mandatory for prospective Building and Land Use Permit (BLP) applicants within the BZ to obtain the clearance of the Technical Committee. In terms of Port related developments in BZ 1 and 2, special conditions apply which are elaborated further in Section 7 "Integrated approach to this Planning Policy Guidance" and Section 9 "Performance criteria and design standards as planning and design guidance for the Aapravasi Ghat World Heritage Property Buffer Zones".

The process of consultation has been eliminated by the Business Facilitation Act of 2006. However, in the BZ a process of targeted consultation must be initiated at an early stage of a development proposal, and be satisfactorily and positively concluded before the application is submitted to the Technical Committee. The process of consultation is further developed in Section 8 "Participatory planning and consultation".

The nature, function, extent, form, type, visibility, and scale of any scheduled development shall be subject to the approval of the Ministry of Environment by way of a Preliminary Environmental Report (PER) or an Environment Impact Assessment (EIA), a full HIA with VIA when prescribed norms and standards are not complied with, or a full HIA and a full VIA, or for normal applications (except minor works), a Cultural Heritage Impact Statement if so required by the Technical Committee.

## 6.5. Status of this Planning Policy Guidance

This PPG is issued under Section 13 of the Planning and Development Act (PDA) 2004, which has as its main objective the translation of the National Development Strategy (NDS) into policies and principles. Special consideration has been given to that fact that Port Louis is the main city and economic lung of Mauritius. It provides those involved in its development with appropriate guidance on designing of projects, and assists authorities in determining permit applications.

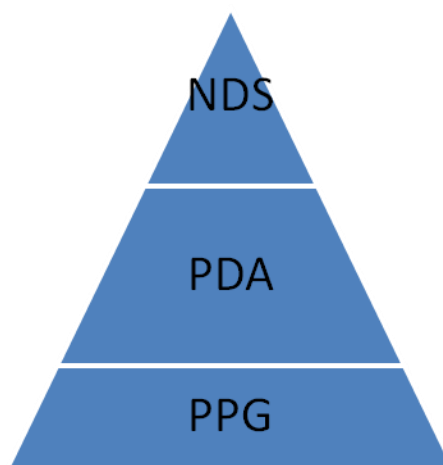


Diagram 1 Status of this PPG

## 6.6. Heritage related legislation pertaining to the Aapravasi Ghat World Heritage Property

The CZ and BZ of Aapravasi Ghat are protected at various levels. The safeguard of the CZ is ensured by the following:

- National Heritage Fund Act 2003 as a National Heritage;
- Aapravasi Ghat Trust Fund Act 2001 amended in 2006 as a national, regional and international heritage site; and
- Statutes and Operational Guidelines for the Implementation of the World Heritage Convention as a World Heritage Property (UNESCO WHP ref 1227).

The BZ, on the other hand, is protected under the following:

- Statutes and Operational Guidelines for the Implementation of the World Heritage Convention as the BZ of a World Heritage Property (UNESCO WHP ref. 1227);

- World Heritage Committee (WHC) decisions on the Core and Buffer Zones (e.g. WHC-08/32.COM/7.1);
- WHC decisions regarding the link between contemporary architecture and its historic context (e.g. WHC-08/32.COM/7.2); and
- All National heritage resources in the BZ are currently protected under the National Heritage Fund Act 2003. However most of the buildings in the AGWHP BZ are not declared as National Heritage, and are privately owned. Such buildings are nevertheless identified and listed by the relevant authority and graded according to criteria of significance, and their heritage value, landmark value, use, state of repair, alteration or demolition are controlled under the provisions of all the relevant legislation pertaining to the AGWHP area.

The guidelines stated in the AGWHP Management Plan should be adhered to in the implementation of this PPG.

The Management Plan also requires that the ICOMOS Venice Charter, the Australia ICOMOS Burra Charter, and the UNESCO WHC Nara Document on Authenticity be followed, as Guiding Principles for the conservation of historic properties. Additionally, it requires the provision of a Cultural Heritage Impact Statement (CHIS) for any development in the BZ apart from minor works. In the rare instance where a proponent puts forward an application that departs from the prescribed norms and standards, a full HIA and a full VIA are required for assessment of negative impacts on the defined heritage qualities in this PPG and accompanying documents mentioned above. The approach to such cases is further developed in Section 9.2.1.5 "Development density, setbacks and heights in the Buffer Zones". The Planning guidelines proposed in the latest revision of the Management Plan for the BZ are valid for this PPG.

## **7. Integrated approach to this Planning Policy Guidance**

The Aapravasi Ghat World Heritage Property is a discreet heritage rich area with a specific urban character that has to be protected, managed and controlled differently from other sectors and precincts of the city. A well protected and managed heritage site will benefit the city and country as a whole. Therefore any future planning initiative should integrate the requirements of the statutory documents pertaining to the AGWHP BZ.

With regard to the Port Area, the guidelines of this PPG are integrated with the objectives of the Port Master Plan as far as practicable. The Port Master Plan in itself is not subject to an EIA process. However, projects in the port area within the AGWHP BZ will undergo an EIA with a CHIS component –in which evaluation of the protection of the Integrity and Authenticity of the CZ is included.

For any development falling in the MPA controlled areas of the BZ, there must be minimal and mitigatable impact on the Integrity and Authenticity of the CZ of the World Heritage Property, inclusive of protection of the heritage quality of the BZ.

Any major development proposal in the active dockyard areas of the Port in the BZ must be dealt with in a special manner. The scope and nature of the proposal need to be submitted to the UNESCO World Heritage Committee, together with a study of possible impacts on the cultural resources and with alternatives and/or mitigation in addition to obtaining the approval of the relevant Ministries.

An Action Area Plan will need to be prepared for future development in the non-active dockyard areas of MPA controlled land of the BZ, and be made subject to a Cultural Heritage Impact Assessment and approval by the Technical Committee. Design parameters for buildings in the BZ are included in this PPG.

## **8. Participatory planning and consultation**

For specific categories of projects, it is mandatory that developers consult with Government and other relevant agencies during the planning and design process. This consultation will allow developers to assess if a proposed development is compatible with heritage protection and planning policies for the area. Small additions and alterations fall under a category of development project that can be undertaken on specified properties without prior consultation but after gaining the necessary permit.

Community consultation is required for specified categories of projects the participative process involves stakeholders including Government Departments, developers, NGOs, Forces Vives, local communities and the public at large. For EIA's, VIA's, CHIA's, HIA's and CHIS's, where required, a meaningful, transparent and genuine participative process shall be followed.

The full, open and balanced disclosure of the nature, scale and extent of a development, of relevant issues and the results of any assessment shall be made available. This participation process shall be assisted by relevant Government stakeholders.

The AGWHP Consultative Committee shall be fully informed of specific categories of projects to allow stakeholders registered with the Committee to comment on projects, and these comments may be taken into consideration by the Technical Committee.

## 9. Performance criteria and design standards as planning and design guidance for the Aapravasi Ghat World Heritage Property Buffer Zones

### 9.1. Basic principles

#### 9.1.1. Development Vision for the area

The AGWHP Management Plan contains the detailed Development Vision, Heritage Policy and Conservation Guidelines for the area. It underpins the planning guidelines of this PPG and provides the planning norms and standards that will ensure conservation of the historic urban morphology and syntax – see Annexure C for definition -, land-use, BZ relationships, precinct character, significant elements and places, view corridors, view receptors and urban viewscales, spatial organisation, circulation systems and movement systems.

The Development Vision acknowledges that:

- the BZ must continuously provide a suitable setting for the AGWHP, and must retain a high level of authenticity and integrity in terms of the historic urban form, scale, grain, space structure and architecture;
- there must be a sustained attempt to re-establish the historic links between city and port across the Port Louis Pamplermoussesdual Carriage way(Motorway);
- the area is a mixed-use urban sector.It must be improved through various means in order to achieve a vibrant, robust urban area with a specific focus on heritage quality and a potential for appropriate growth and densification.



Diagram 2 Development Vision for the Aapravasi Ghat World Heritage Property

Improvements must focus on:

- increasing quality of urban life and livability of buildings;
- precinct branding and legibility;
- conservation and compatible use and re-use of heritage streetscapes, historic places and individual heritage resources;
- a safe and pedestrian friendly spatial structure;
- limiting private vehicle entry into the area;
- connectivity to adjacent precincts and large long distance multi-modal transport nodes mainly through pedestrianisation and public intra-city transport modes;
- encouraging appropriate land-use diversity with attention to the encouragement of compatible land uses currently not present in the BZ at the time of the preparation of this PPG;
- upgrading of services and urban infrastructure including tourism infrastructure and support facilities;
- upgrading of the cultural heritage institutions in the precinct; and
- greater support for the shopping sector and especially the independent retailers that contribute diversity at ground floor of the precinct.

### **9.1.2. Conservation**

Conservation means all the processes of looking after a place so as to retain its cultural significance, and is inclusive of renovation, preservation, restoration, reconstruction, maintenance, and adaptation for re-use.

The MCPL and all property owners in the BZ are required to ensure that heritage resources will retain their significance through appropriate conservation.

## **9.2. Development criteria and standards**

### **9.2.1. Buffer specific development criteria and standards**

#### **9.2.1.1. General approach**

The Development Vision for the BZ provides for densification through adaptive re-use, infill and renewal. Therefore, any new development proposal will be subject to appropriate development controls and conditions. Likewise the performance and quality of existing buildings and places will be monitored and reviewed continuously to sustain the achievement of that Vision.



### **9.2.1.2. Applications for permits and demolition**

#### **a) Applications for permits**

For all properties in the BZ (except for properties under MPA control), the MCPL will process applications for permit by applying the development criteria and standards for the urban block and for the specific street, and obtain the recommendation from the Technical Committee for the relevant Grade of heritage resource concerned and complete the CHIS if required (or in specific instances a full HIA and VIA). The working part of the Port area located in BZ 2 must be dealt with in a special manner. Mitigatable and minimal negative impact on the Integrity and Authenticity of the CZ of the WHS must be ensured, in addition to the customary approval by the relevant Ministries.

#### **b) Demolition of property**

Approval will be required for demolition of property in the BZ. A property can only be demolished after a positive recommendation of the Technical Committee and approval from the MCPL has been obtained.

### **9.2.1.3. Plot assembly or consolidation**

It is necessary to protect the scale, form, height, grain, sense of place, land-use, visual and other intangible qualities of the historic area of the BZ. In order to retain the fine grain and diversity of land use of the area, plot assembly or consolidation will not be allowed.

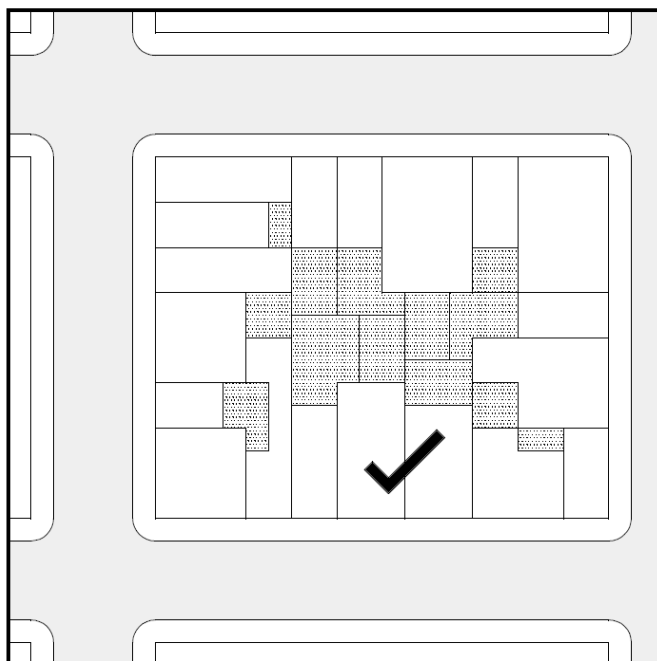
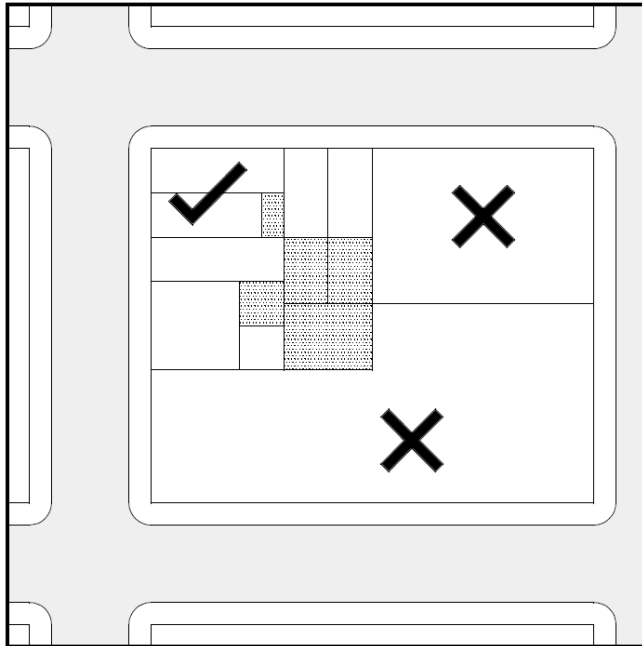


Diagram 3Plot assembly or consolidation

a) Buffer Zone 1

BZ 1 is mostly a consolidated area under control of the MPA and the issue of consolidation does not arise.

b) Buffer Zone 2

BZ 2 is for the main part made up of privately owned plots, with a few Municipal and Government properties. No further assembly of plots is allowed.

Specified historic courtyards may be made subject to conservation guidelines. The specification of sites will be derived from research and an evaluation made by the Technical Committee.

**9.2.1.4. Permitted land uses in the Aapravasi Ghat World Heritage Property Buffer Zones**

*General notes*

➤ *Compatible re-use of historic buildings*

In the case of the rehabilitation of historic buildings or places in BZ 1 and 2, only compatible re-use will be allowed. A CHIS is mandatory to assess the land and building use.

➤ *Development in proximity of the Core Zone*

Any future development in the proximity of the CZ would require a Design Statement, a CHIS and/or an EIA License or PER approval for scheduled activities, from promoters, so as to preserve the authenticity and integrity of the World Heritage Property.

➤ *Balanced diversity of use*

The specific ratio of compatible land-uses must be based on retaining a well balanced diversity of use.

#### a) Buffer Zone 1

The various components of the BZ will allow for a rich diversity of compatible land uses. This area has seen a wide variety of uses, both compatible and incompatible, over the last two and a half centuries. Due to this reason, continued research and understanding of the evolving historic condition of the urban heritage area must remain an important element on decisions regarding land use. Introduction of new land uses must be tested against a continuously updated statement of significance for the area before being tested within CHIS's, PER's or EIA's.

##### *ai) Compatible land uses*

Below are the types of land uses that would be more or less compatible:

- tourist related services (Information office, parking facilities, bureaux de change, tour bus stop and guided city tour terminus), boat rides around harbour and also to AGWHP(subject to approval of the MPA), tour boat terminus, smallboutique hotels, yacht basin;
- premises for cultural activities, museums, theatres, restaurants, art and craft centres, ateliers;
- appropriate government offices;
- specified harbour related industries, wharf for fishing boats and small fish market; and
- open green spaces and defined public squares/places.

##### *aii) Incompatible land uses*

Below are the types of land uses that would be more or less incompatible:

BZ 1 falls under the control of Mauritius Ports Authority (MPA) – despite this, large scale harbour related industry and loading/offloading, noisy activities, activities that generate strong or objectionable odours, intense traffic or sharp rise in loading/offloading activity, warehouses, storage and container yards should best be relocated to allow for activities related to waterfront development with a cultural focus.

Projects proposed by the MPA, such as the waterfront development involving the Granary or Military Hospital, are to be subject to review by the Ministry of Arts and Culture in co-operation with the World Heritage Centre of UNESCO, and made subject to retention of the World Heritage status of Aapravasi Ghat.

b) Buffer Zone 2 –Eastof Port Louis Pamplemoussesdual Carriage way(Motorway)

*bi) Compatible land uses*

Below are the types of land uses that would be more or less compatible:

- hotels, boutique hotels, guesthouses, restaurants, delicatessens, salons de thé/café ;
- general offices, general shops, diplomatic offices, larger banks with retention of retail on ground level, small bank outlets, small businesses/enterprises;
- Central Market, tourist speciality shops, small convenience stores, defined small market stalls in pedestrianised areas, specialist shops;
- small-office-house-office, service industries, crèches, offices for doctors, dentists and specialist medical suites;
- home-industries, cottage and handcraft industry that are not noisy and produce no toxic waste and can be serviced with small trucks (crafts, jewellery, watchmakers, specialised clothes, antique furniture restoration, small furniture manufacture, small home appliance servicing, specialist bakeries);
- tourist related services (Information office, parking facilities, bureaux de change, tour bus stop, boat rides around harbour and also to AGWHP(subject to approval of the MPA), tour boat terminus and guided city tour terminus, small/boutique hotel/s, yacht basin;
- premises for cultural activities, museums, theatres, art and craft centres, ateliers;
- appropriate government offices;
- specified harbour related industries and small fish market;
- open green spaces and defined public squares/places;
- small private or state run educational facilities (music/arts/crafts/computers/tertiary level courses); and
- long distance and intra city bus station, taxi stands.

*bii) Incompatible land uses*

Below are the types of land uses that would be more or less incompatible:

To protect the area's identity which is characterized by the numerous individual shops offering highly diversified wares, any proliferation of uses that will counter this identity is prohibited. Incompatible land-uses are large institutions, large supermarkets, large wholesale warehousing, large commercial concerns, business operations that generate high volumes of vehicle traffic, large vehicle service and petrol stations designed to company design pro-formas and norms.

c) Buffer Zone 2 – West of Port Louis Pamplemousses dual Carriage way (Motorway)

*ci) Compatible land uses*

Below are the types of land uses that would be more or less compatible:

Along the southern quay the following applies:

- touristic and recreational land use that will respect the heritage value of the Zone;
- open green spaces and defined public squares/places; and
- shops, crafts, market, cultural, touristic and recreational land use.

Along the northern quay the following applies:

- low density harbour related activities, as long as these do not adversely affect the CZ and do not create environmental pollution (noxious gasses, odours, noise and visual pollution); and
- the area is also suitable for rehabilitation as mixed use area with leisure, marina, housing, commercial, restaurant, entertainment and cultural facilities, as long as these do not adversely impact on the CZ.

*cii) Incompatible land uses*

Below are the types of land uses that would be more or less incompatible:

Along the southern quay the following applies:

- no heavy industry or dockyard activity that will adversely impact the CZ and heritage and touristic value of the BZ.

Along the northern quay the following applies:

- no heavy industry or dockyard activity that will adversely impact the CZ.

#### *9.2.1.5. Development density, setbacks and heights in the Buffer Zones*

It is necessary to protect the scale, form, height, grain, sense of place, land-use, visual and other intangible qualities of the historic area of the BZ. Additionally, there are important streetscapes, viewscales and other historic urban landscape qualities that will be lost if the precinct changes in an uncontrolled manner. Because the control of these urban attributes are complex in an urban centre, this PPG follows an approach of control through prescribed height restrictions and façade setbacks for additional floors (where allowed), based on an overall analysis of the historic urban qualities that have to be protected as regards urban form, scale, grain, streetscapes, viewscales, etc.

However, over and above the prescriptions for the protection of the BZ, it may in certain cases be possible to alter the prescription/s if, and only if, a full HIA and VIA assessment demonstrates that no negative impacts will be transferred to the heritage property as a whole.

The onus remains with the proponent to demonstrate and substantiate the absence of negative impact, based on a full HIA and VIA by a professional, and whose assessment will be reviewed by the Technical Committee, which may seek the views of external reviewers if the Committee so chooses.

This PPG does not instruct proponents on the science of impact assessments, but does require that professionals performing impact assessments must follow best practice.

As a minimum, a full HIA must include:

- a description of the history and evolution of the site;
- historic plans and photos of the plot and its structures;
- full documentation of existing structures and vegetation on the plot;
- an analysis of the cultural significance of the plot and its structures and vegetation, based on historical, architectural, scientific, cultural and intangible criteria, as well as its relationship to a wider context;

- an assessment of the impact due to any loss or changes to the existing plot and its structures and vegetation, as well as on the surrounding context; and
- suggestions for alternatives and/or mitigation.

As a minimum, a full VIA must include:

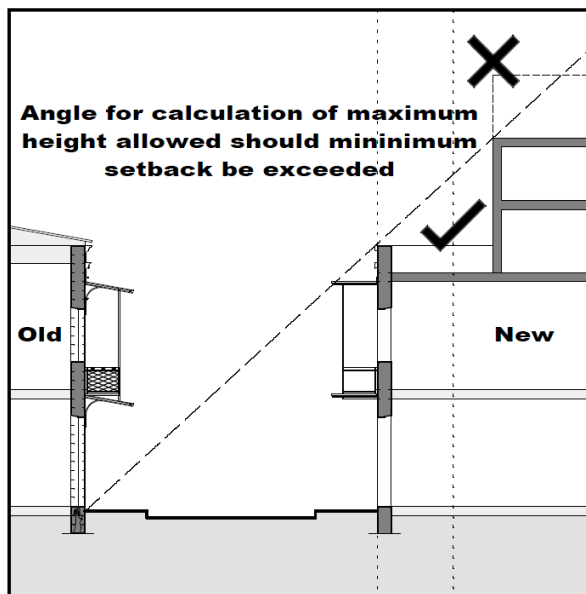
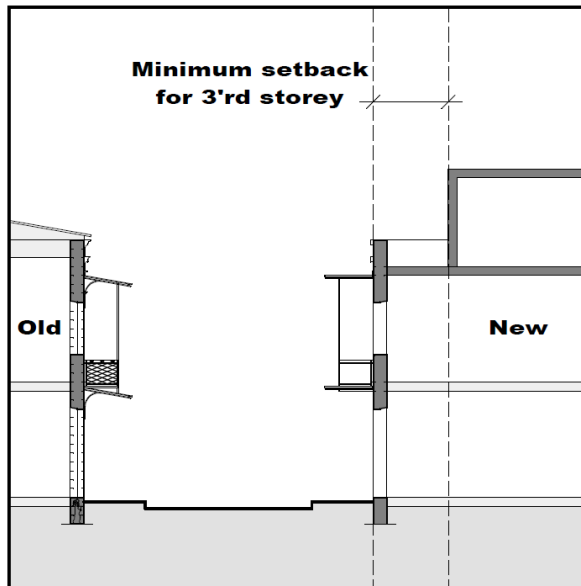
- full documentation of the visual qualities of the resource;
- identification of the critical viewpoints from where the visual resource is viewed, as well as the limits of the view cones from the critical viewpoint;
- an analysis of the visual qualities of the resource as a unit, as well as relative to its contextual role in the historic urban landscape;
- an assessment of the impact due to any loss or changes to the existing visual resource; and
- suggestions for alternatives and/or mitigation.

#### a) General guidelines

- Most of BZ 2 will have 2 storey street fronts as a rule, with exceptions, and with various setback variations in specific city blocks to control views and the urban form. The exceptions are where historic 1 storey buildings are to be preserved, and where in this PPG, a 3-5 storey street frontage is permitted in the height regulations for the specific section of an urban block.
- Higher buildings next to 1 or 2 storey National Heritage or listed historic buildings, and that are graded as having some form of cultural significance, must be designed according to strict guidelines so as not to impact negatively or result in loss of their cultural significance.



- The design of new developments on sites where approval for demolition has been granted following the recommendation of the Technical Committee along with any additional documents pertaining to the AGWHP or of new infill developments on vacant sites, will conform to this PPG's prescribed height, setback massing and coverage regulations for the specific plot and should make a scale-appropriate and a positive contribution to the historic streetscape. In the case where a proponent departs from this PPG's prescribed norms and standards, the recommendation of the Technical Committee, following a positive HIA and VIA assessment, will be the new prescribed norms and standards for that plot.
- Instead of supplying a general Floor Area Ratio (FAR) – see Annexure C for definition - and maximum building height for the whole area the specific qualities that are required for each urban block in terms of heritage conservation issues, view lines, massing, scale, and streetscape are used to determine street frontage height, setbacks, maximum height of each urban block.
- Minimum setbacks and maximum heights for additional allowable storeys for each plot in BZ 2 are provided at Annexure B: "Guidelines for blocks 15 to 44 as per Design Sheets 1 and 2". The setback is the minimum, but where setbacks larger than the minimum are suggested in a design, the height should not surpass the gradient line provided (as shown in Diagram 4 "Setbacks")– at no point may the minimum setback and maximum height allowance be surpassed on the setback line, through this manner of calculation.



**Diagram 4 Setbacks**

- Open urban spaces will only be allowed for designated urban green spaces or public places - no open lots will be used for parking;

- Buildings higher than 2 storeys may not:
  - prevent daylight from entering neighbouring properties;
  - prejudice development of adjacent properties;
  - detract from the streetscape quality as a result of their mass, scale and proportion;
  - obscure views of the city’s unique mountain setting as well as harbour setting; and
  - have adverse effect on adjacent buildings.

#### b) Height and Setback Control

##### *Buffer Zone 1*

The maximum building height outline and building alignment for all new buildings or additions are provided in Map 2.

##### *Buffer Zone 2*

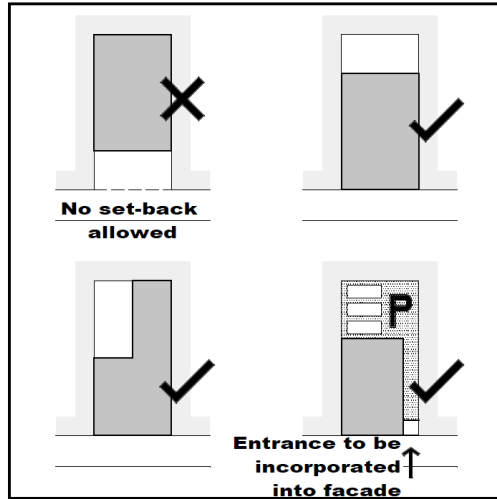
The maximum building height outline is provided in Map 2. The Height and Setback Control Guidelines for each block are provided at Annexure A: “Design Sheets relating to this Planning Policy Guidance” and at Annexure B: “Guidelines for blocks 15 to 44 as per Design Sheets 1 and 2”.

**Note: Development applications must include a detailed diagram indicating compliance with these items as part of the Cultural Heritage Impact Statement.**

#### c) Density, scale and massing on each plot

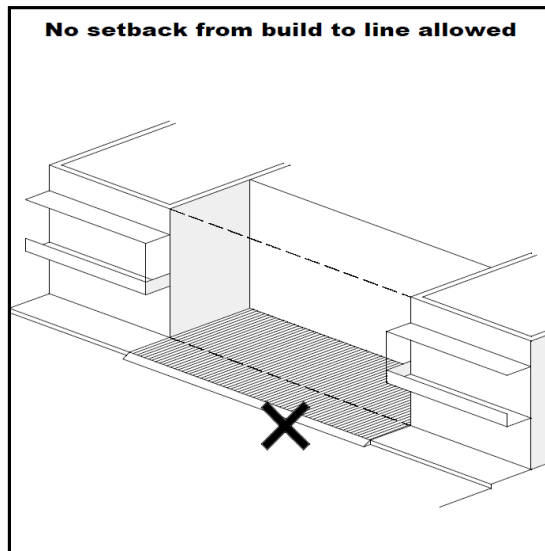
##### *Buffer Zones 1 and 2*

- A plot coverage of up to 80% is allowed for infill sections, in blocks within the maximum building height outline provided in Map 2 and Annexure B (the percentage is also regulated by compliance with regulations related to ventilation and light for interior spaces).
- The 20% non-covered, open space must be inside the building envelope and/or partly on the side and/or at the back of the plot but not at the front.



**Diagram 5 Plot coverage**

- All buildings must be on the plot's build-to-line on the front, this being the street side boundary.



**Diagram 6 Build-to-line**

- Specific historic courtyards may be subject to conservation control.
- The grain is fine in this area, any new building or addition must show how this is given effect in the design proposals.
- In the case where plots are already consolidated, any new building or addition must appear as if it is a composition of buildings on original plots.

- New buildings adjacent to graded historic buildings are required to provide a CHIS and additionally provide an appropriate setting for the heritage through establishing a design linkage between old and new that is created by giving attention to the design of the façade, architectural elements, scale, proportions and materials.

#### **9.2.1.6. *Historic streetscapes***

The BZ 1 and 2 contain historic streetscapes that are important components of an historic urban landscape, the development proposals must conform to the guidelines for each street contained in Map 2 and Annexure B.

#### **9.2.1.7. *Roads, parking and traffic management***

The roads, parking and traffic management policy refers to the relevant existing road planning and traffic regulation legislation as well as the approved development vision for the AGWHPBZ which aims to reduce traffic around the CZ.

##### **a) Approach to impacts due to heritage designation**

The traffic impacts that the heritage components and permissible activities will generate will be considered in terms of street geometrics within the BZ, where possible solutions to such impacts must be proposed, while simultaneously respecting the position, scale and format of specific and/or significant historic streets and street connections. Moreover, proposals for road alignments, new access/entrance ways, traffic control devices and land uses that have noticeable traffic impact should have the prior approval of the Traffic Management and Road Safety Unit (TMRSU) so as to minimize any adverse effect.

##### **b) Approach to vehicle density and accessibility of the Buffer Zones**

An integrated transport management scheme should be put in place to promote public transport facilities and minimise the use of private cars. Vehicle density in the area will be reduced for the benefit of pedestrians in the long run.

c) Acknowledging the heritage fabric in regular maintenance and upgrading

Where historic fabric is identified by the NHF, any maintenance or upgrade work on such fabric must meet standards and requirements of conservation. Existing historic stone footpaths and storm water drains within the BZ as identified by the NHF are to be retained as far as possible and must be restored where required, and maintained according to heritage conservation guidelines. Any removal or demolition must obtain the clearance of the Technical Committee and approval of the MCPL.

d) Parking

On-street parking: Current TMRSU policy discourages on-street parking.

On-site parking shall be discouraged as per TMRSU policy.

Use of vacant lots for parking

Parking on open plots will not be allowed. (See Diagram 7 “Parking”)

Centralised multi-storey inner block parking options will be allowed in blocks with special guidelines to be applied in these cases.

Off-site parking lots and parking garages: Long-stay non-operational parking will be in centralised off-site parking garages or sites only.



Diagram 7 Parking

#### e) Pedestrianisation

Full pedestrianisation means that only pedestrians are allowed on a movement surface. All pedestrianisation priority areas are as approved by TMRSU only.

A pedestrianisation priority area is not a pedestrian-only street or linkage, but rather a surface where vehicles are allowed for parking or deliveries rather than normal through traffic, but with walkway and street being of similar finish, with walkway-level pedestrian crossings, with street finishes, levels, barriers and signage clearly giving pedestrians a priority over cars.

Any design of pedestrianisation must be executed only after taking into account the character of historical monuments and listed historic buildings and streetscapes.

Safe pedestrian crossing of vehicle arteries must be achieved through road surface material choice and through devices such as raised surfaces.

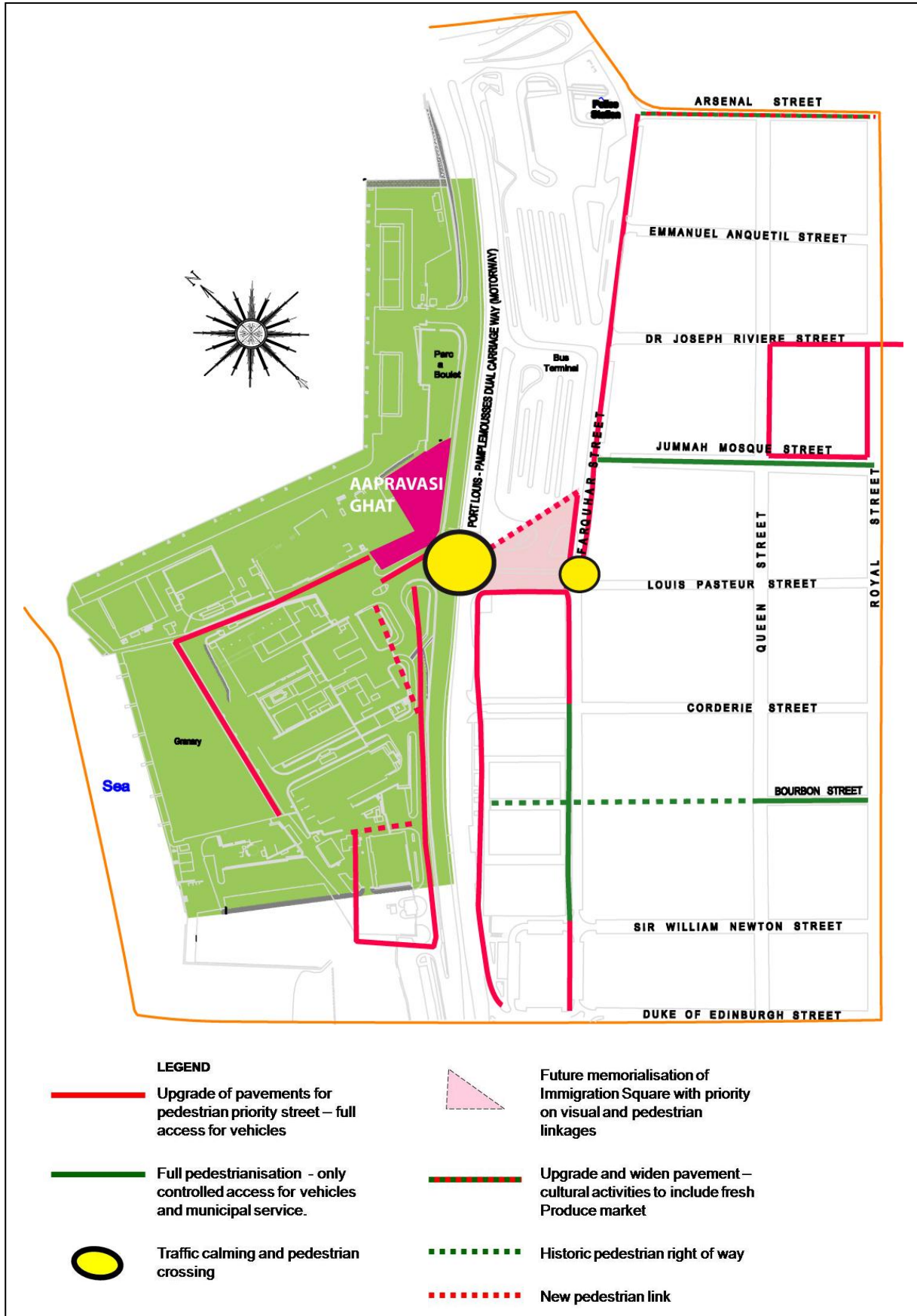


Diagram 8 Pedestrianisation and pedestrian priority areas



### *Buffer Zone 1*

- The roads alongside the Granary and next to the Cold Storage facility are designated as pedestrian connections and their walkways on the West and North sides will be upgraded to connect AGWHP and Corderie Street.
- Upgrade of the walkway West of Port Louis Pamplemousses dual Carriage way (Motorway) up to the Military Hospital, from where a new walkway and a ramp are to be constructed to allow for a more direct connection across the open space to the entrance of the AGWHP.
- A small pedestrian link is to be created from the historic southern gateway at the Central Post Office to the square at the State Property Development Company Windmill Museum.
- The northern gateway must likewise be opened to allow for a pedestrian connection past the historic buildings north of the Central Post Office and to connect to the square at the State Property Development Company Windmill Museum.

### *Buffer Zone 2*

- The upgrading and conservation of historic pedestrian ways through the Central Market, through the historic Bus Terminal (Immigration Square), and along Port Louis Pamplemousses dual Carriage way (Motorway).
- The upgrading of the walkways of Dr. Joseph Rivière Street from Queen Street to the Citadel as a new linkage.
- The upgrading of the walkway on the East side of Port Louis Pamplemousses dual Carriage way (Motorway) to connect to the existing underpass on Sir William Newton Street and the eventual upgraded connection to AGWHP.
- The upgrading of the southern walkway of Farquhar Street from Pasteur Street up to Dr. Sun Yat Sen Street to support commuters.
- The upgrading of walkways on Dr. Sun Yat Sen Street between Farquhar and Royal Streets.
- The following sections of streets must be fully pedestrianised:
  - Farquhar Street (between Sir William Newton and Corderie Streets, but with special attention to linkage with the Place Sookdeo Bissoondoyal (Place d'Armes));

- Bourbon Street through the Central Market; and
- Jummah Mosque Street between Farquhar and Royal Streets, with special walkways and street furniture all around the Jummah Mosque (which must act as a strong orientation point and spatial movement organiser for pedestrians).
- Pedestrianisation of a portion of the Bus Terminal (Immigration Square) in a triangular portion described by the connection of Louis Pasteur Street with Port Louis Pamplemousses dual Carriage way(Motorway), the corner of Farquhar and Jummah Mosque Streets and lastly the corner of Farquhar and Louis Pasteur Streets, so demarcating the historic Bus Terminal (Immigration Square), is required to provide for safe NorthSouth pedestrian movement between the CZ and BZ 2 and the Citadel as well as across the whole of BZ 2, and to regain and reinforce the historic urban landscape of this junction.

#### f) Traffic calming

Traffic calming should be applied in Farquhar Street, Louis Pasteur Street and Port Louis Pamplemousses dual Carriage way(Motorway) at the proposed pedestrian linkage element from Jummah Mosque Street towards the AGWHP. The traffic calming element must be of a surface material that clearly links the devices to the historical urban landscape and helps to brand the area. Signage must be according to traffic safety standards, but take into account the location of heritage elements and the important views to AGWHP, to the harbour as well as the view down Farquhar Street to the South.

#### ***9.2.1.8. Acknowledging tangible and intangible heritage in the introduction of large scale Traffic Centre or linear transport developments***

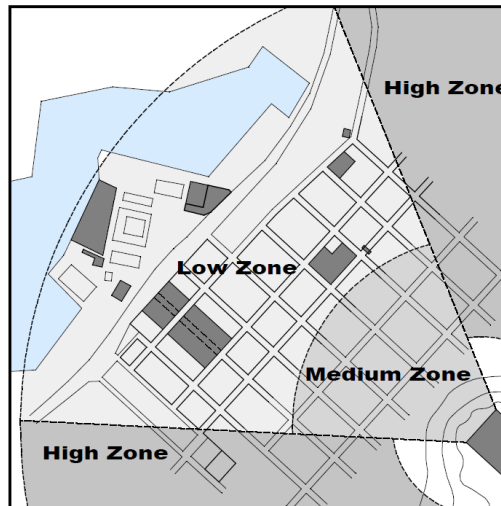
Any enlargement or upgrade of any Traffic Centre must be made subject to submission of a Cultural Heritage Impact Statement.

There is a great need for calming of traffic in the Port Louis Pamplemousses dual Carriage way(Motorway) and to allow for a pedestrian connection across the Port Louis Pamplemousses dual Carriage way(Motorway) at AGWHP, at the crossing of Louis Pasteur Street with Port Louis Pamplemousses dual Carriage way(Motorway).

If the construction of linear transport development in the BZ is unavoidable, no heritage fabric should be negatively impacted on by the location of the structure and the elements attached to it. Also, the system's design and location must be made subject to a PER and/or full EIA and inclusive of submission of a CHIS.

**9.2.1.9. Key view corridors, viewsapes and landmarks to be protected**

a) Protected key view corridors and viewsapes



**Diagram 9 Protected view corridors and viewsapes**

*Place SookdeoBissoondoyal (Place d'Armes)*

- The views from Government House down the Place SookdeoBissoondoyal (Place d'Armes) to the Caudan must be protected – no elements from the BZ shall intrude into the visual corridor.
- In the all important view from Port Louis Pamplermousses dual Carriage way(Motorway)towards Government House, the ensemble of buildings of the North-western corner is an important set-piece that requires special planning control and design guidance. No existing historic buildings in this block may be demolished in future, but should be conserved through adaptive re-use, restoration and maintenance, to a quality similar to the buildings on the Place SookdeoBissoondoyal (Place d'Armes) between Farquhar and Queen Streets and befitting their adjacency to the city's main square.

- The southern edge of the BZ on the Place SookdeoBissoondoyal (Place d'Armes) must be controlled as an integrated part of the conservation and development directives for the whole public square (including Place SookdeoBissoondoyal (Place d'Armes)).
- Any new development must respect the scale, proportions, form and façade character of the existing historic architecture.
- In the view from Government House, no new building, addition or alteration must appear above the Royal Palms located on the North side of the Place.
- Street signs and furniture on the square shall be controlled to provide for a unified character of the place.
- The view corridor down the North-South streets from and to the Place SookdeoBissoondoyal (Place d'Armes) must be protected.

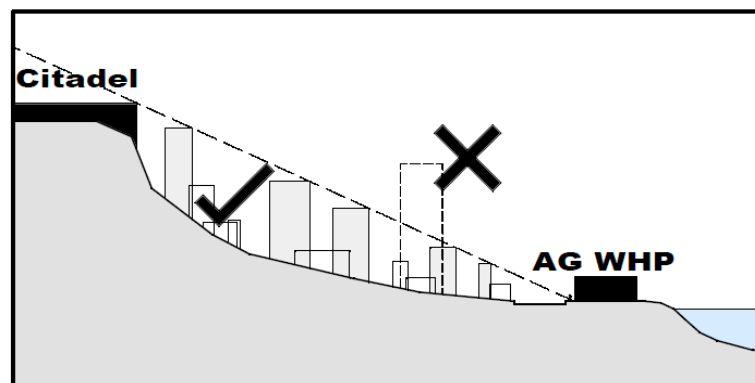
#### *Farquhar Street*

- The view corridor in Farquhar Street must be protected and its pedestrianisation up to Louis Pasteur Street must link with the Place SookdeoBissoondoyal (Place d'Armes).

#### *Views to and from the Mountain and the Citadel in relation to the Buffer Zone*

- Visual contact with the mountain setting, that is part of the visual character of Port Louis is vital and must be protected.
- The views of the Citadel from the port area, and views towards AGWHP and the ensemble of historical buildings in BZ 1 from the Citadel, projecting over the mainly low rise area of the BZ 2, must be protected.
- The intention is to re-instate the Citadel as an important visual landmark of the historical urban landscape. Views towards the mountain from the seaward side and particularly the Trou Fanfaron harbour area must clearly frame the Citadel as a focal point of the city. No tall buildings may block this view and the scale of buildings should be such that their scale will not overshadow that of the Citadel, which should remain the focal point of the view.
- The uninterrupted view corridor towards the Citadel and the mountain ridge from the Bus Terminal (Immigration Square), looking eastwards up Jummah Mosque Street, must be protected – no buildings or signage must be allowed to encroach into the street or narrow the field of view.

- This applies for Dr Joseph Rivière Street too, where the view westwards down to the harbour must also be protected – no buildings must be erected in the Bus Terminal (Immigration Square) space in this view corridor.
- The viewscape on the BZ from the Citadel must be protected by means of a height control plane - the gradient of the height control plane is such that no buildings must encroach over the line taken from the West side castellation of the Citadel at eye level, to the bottom of the historical buildings lining the west side of Port Louis Pamplemousses dual Carriage way(Motorway).



**Diagram 10** Viewscape from the Citadel

#### *Corderie Street*

- The quality of the historic view down Corderie Street has been compromised heavily through insensitive and high rise developments in the last years. Any new development must respect the lower scale and fine grain of the remaining historic architecture, with no building elements projecting into the street or narrowing the field of view.

#### *Visual linkage across Bus Terminal (Immigration Square)*

The historical Bus Terminal (Immigration Square) has been lost as an important public place of the city, and the current conglomeration of small kiosks along Farquhar Street and the configuration of the Bus Terminal (Immigration Square) are currently blocking and making impossible any visual linkage between Jummah Mosque Street, an important pedestrian route and heritage route, and the AGWHP. This visual linkage must be regained through various urban intervention and mitigation of the current Bus Terminal (Immigration Square) configuration.

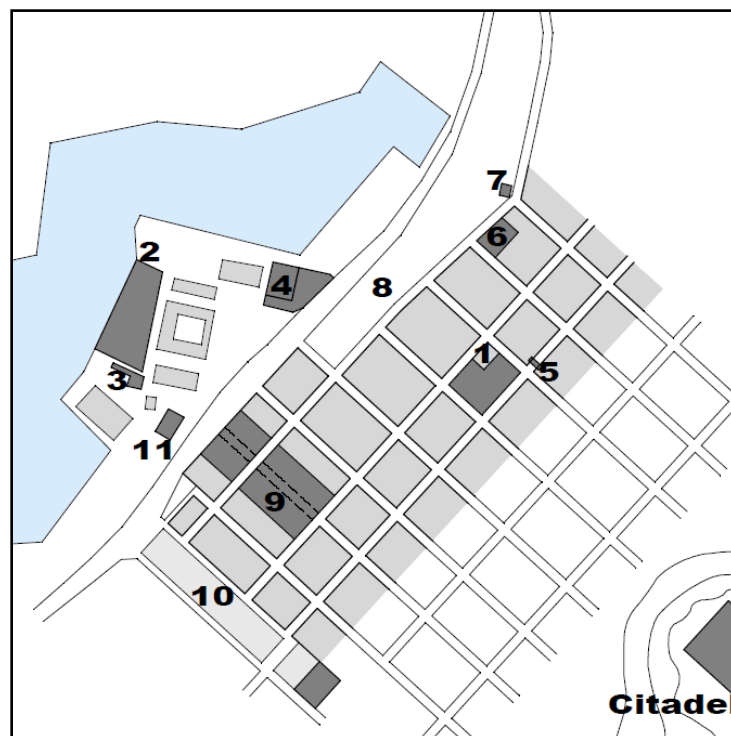
### *Tall buildings and views*

For the BZ, there is a restriction on the location of tall buildings exceeding that prescribed in this PPG and where they will impinge on established views or opportunities for new views from public vantage points.

#### b) Protected Landmarks

The landmark value of the following buildings and spaces is protected:

1. Jummah Mosque;
2. The Granary;
3. The SPDC Windmill Museum;
4. The AGWHP;
5. The Gate of China Town;
6. The warehouses on Farquhar Street North;
7. The Trou Fanfaron Police Station;
8. The position of Immigration Square;
9. The Central Market;
10. Place Sookdeo Bissoondoyal (Place d'Armes);
11. The Central Post Office with adjacent harbour gates.



**Diagram 11 Protected Landmarks**

#### 9.2.1.10. *Public space design*

##### a) Defined open public places and green spaces

- Any existing significant historic public open spaces and significant historic uses of places or streets will be protected within the BZ.
- The design of any green spaces and/or public places must relate to historic qualities, architectural character and urban patterns of the area, be based on research of the historic condition and support the conservation vision.
- Private property owners along major public spaces are bound to guidelines regarding signage, use of pavements, the placing of elements that can be impediments to visual enjoyment and physical connections to heritage buildings or elements, as well as hours of servicing premises in terms of garbage removal.

##### b) Urban events management

- Urban event venues may be located in existing historic buildings and/or outside locations.
- Event spaces, elements, advertising and signage must be designed to enhance the character of the historic urban landscape. Advertising will only be allowed in designated areas/locations.
- Any institution implementing urban events should seek the views of the AGTF in the designation of places for such projects.

#### 9.2.1.11. *Detailed design elements*

##### a) Street furniture

- Street furniture is to be robust and practical, and designed in harmony with the historic environment.
- Reconstruction of street furniture to appear as “*period*” pieces must be based on factual knowledge.
- Contemporary pieces must be designed to have a meaningful link with the historic context, and there must be a family relationship with other infrastructure such as heritage signage among and the like.

- No hawker stalls will be allowed on sidewalks. The historic practice of using the back of open shop doors as display cabinet should be encouraged. Historic greenmarket activity on Dr. SunYatSen Street must be supported through minor walkway design and supportive surface materials.

b) Sidewalk paving and materials

- Where possible, historic stone paving material must be uncovered and restored/repaired for use in upgrade projects.
- More recent walkways in bad condition must be provided with new paving that is in harmony with the historic paving.

c) Water features and storm water drainage

- Historic fountains and drinking spouts must be protected and restored.
- Historic storm water channels must be restored/repaired, and appropriate 'bridging' elements must be placed at shop entrances and pedestrian crossings to facilitate movement and delivery. For any new water features to be installed in the precinct, these must be so designed as to be in harmony with the historic fabric of the immediate surroundings and the historic urban pattern, in the manner prescribed for street furniture.

d) Small scale features and embellishments

- Urban beautification or maintenance projects should conserve and integrate historic mailboxes, lamp posts, benches, walls, gates and fences, lamps and or other urban embellishments according to the AGWHP Management Plan.
- Any new elements must be designed whilst taking into account the historic fabric of the immediate surroundings and the historic urban pattern.

e) Heritage signage

- The existing heritage signage in the city is well designed and executed and must be used as template for heritage signage and information transfer where free standing signs can be placed. At smaller or cramped sites, plaques can be attached to walls without damaging the heritage fabric.



- Any historic street signage is to be retained while new street signage for the whole precinct must be of uniform design and not in conflict with historic signs. A uniform heritage signage that is compatible with the theme of the precinct and with a uniform branding must be designed and approved for information transfer of heritage data and routes.

f) Street signage

- Existing historic street signage must remain in situ to retain the historic character.
- Street names can be either painted on sidewalk curbs or uniform new metal plates can be attached on building corners.
- Since the precinct is and needs to remain pedestrian friendly the deployment of traffic signage must be aligned likewise without any conflict with heritage signage. Care must be taken to avoid unnecessary proliferation of traffic signs for vehicles and pedestrians as it can cause negative visual impact on qualities of the historic urban landscape.

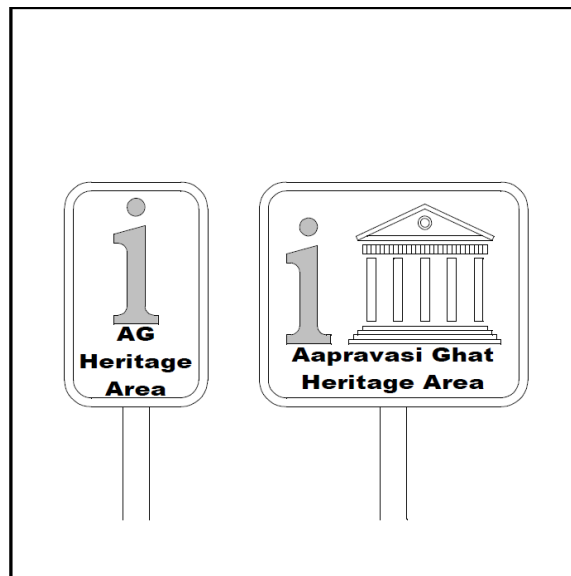
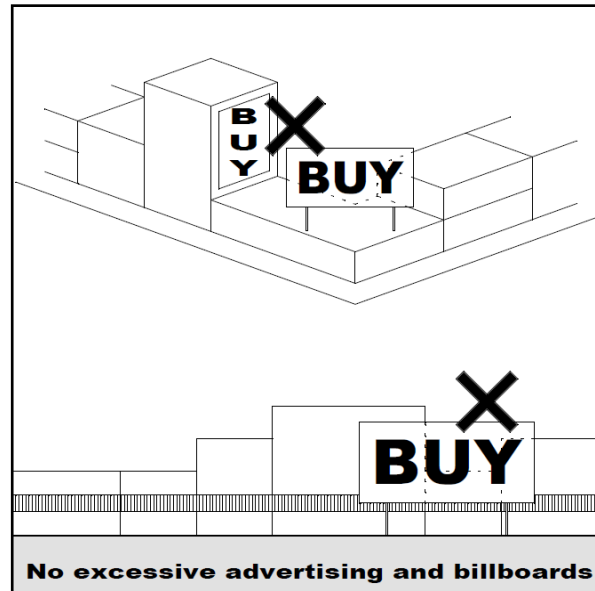


Diagram 12 Street signage

g) Advertising boards

- The size and quality of display boards for advertisements as well as neon signage within the BZ is controlled.
- Historic advertising boards and signs with cultural significance must be retained. Existing advertising boards that detract from the heritage value as determined may be removed or replaced as decided by the MCPL.

- New advertising boards on walkways, against and on top of buildings will be allowed as provided for in this PPG. Designated views for streets as described in this PPG must be maintained and not be encroached upon or obstructed by advertising boards.



**Diagram 13 Advertising boards**

#### h) Tourist information signage

- International guidelines of information transfer to tourists must be followed, but the execution must be such that the panels and signs are positively associated with the heritage fabric in terms of colour, scale, text, and the like, as well as being of the same family of design as the heritage place and building markers.
- Signage must not impact negatively on the significant heritage fabric or historic streetscapes.
- The total tourist information signage system in the BZ must be subject to CHIS. The MTL must be consulted about guidelines for legibility, location and the like.

### *9.2.1.12. Other infrastructures, utility services, amenities and structures*

#### a) Historic infrastructure

- Significant and/or unique historic infrastructure, structures, amenities and utility services are part of the historic urban landscape and are to be protected. Such elements must be highlighted as positive resources of the BZ and included in heritage tours.
- The MCPL and the Road Development Authority (RDA) are responsible for the maintenance and restoration of these historic elements as part of the management of the BZ.
- Demolition and/or removal of such historic elements must not occur without prior clearance from the Technical Committee and approval of the MCPL.

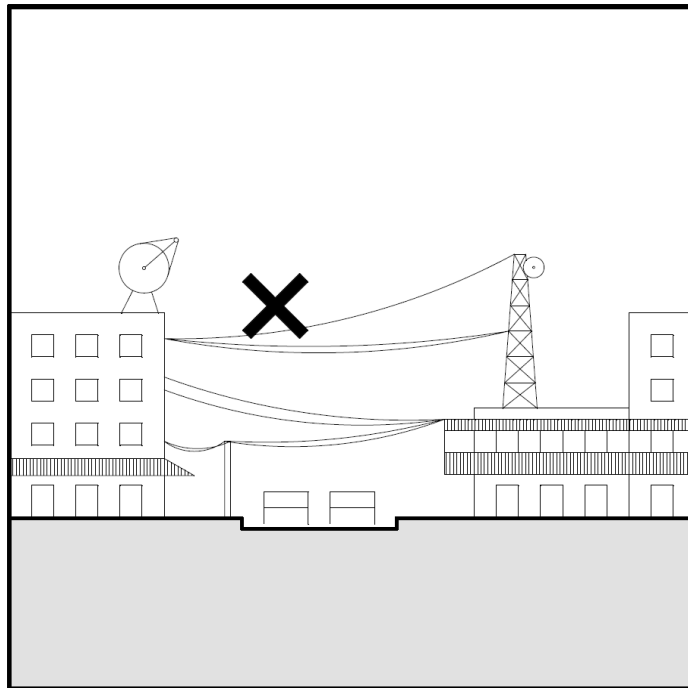
#### b) Fire services

- The upgrading of fire services for rehabilitated historic buildings must not damage and must retain historical façades and details as far as possible, and be devised in such a manner as to mitigate impact on the heritage fabric and streetscapes. Fire fighting devices, including alternate means of fire escape, must be positioned in appropriate locations and be sensitive to historical fabric, views and access.
- In the redevelopment of inner city blocks, required access for fire trucks must be ensured.
- Owners of historical buildings must allow for inspection by the Government Fire Services (GFS), and be required to prepare a fire risk-preparedness programme for the building, remove dangerous material or illegal structures, as well as to upgrade ineffective fire protection measures of the building but with respect for the integrity and authenticity of the heritage.
- The risk of fire spreading through the BZ must also be assessed by the GFS and the necessary rectifications must be documented and conveyed to property owners.
- Historic fire hydrants can be made non-operational but must not be removed - they are to be maintained.

#### c) Telecom and electricity

- Infrastructure for electricity and telecom must not impact negatively on historic streetscapes or buildings – examples would be large numbers of cables crossing important street-based views, large telecom dishes and telecom towers.

- Current electricity and telecom infrastructure must be audited in terms of their level of heritage and visual impact.



**Diagram 14 Telecom and electricity**

d) Public toilets

All public toilets in the BZcan be inside existing buildings or outside, but must be of a design that does not detract from the heritage and scenic value of the area.

e) Visitor Information Office

The Office can be housed in an existing building, but if a new structure is to be erected, the design has to be made subject to the drafting and approval of a CHIS.

f) Industrial buildings

If such buildings are subject to adaptive re-use, the industrial heritage component that is no longer used functionally must be retained or re-interpreted. If materials are removed, these must be kept or re-used in the cultural precinct.

### **9.2.2. Protecting intangible heritage in the Buffer Zones**

The BZs comprise areas of priceless cultural diversity that have evolved over a period of about three centuries of settlement. In the continuous management of development in the BZs, care must be taken to conserve, *inter alia*, the intangible heritage, the emotive character of the area, the “spirit of the place”, the associations with and remembrance value inherent to the remaining heritage fabric and places and the remains of historical socio-cultural/economic/political/religious use of sites by a full spectrum of the community.

In the drafting of development frameworks for sectors of the BZs, or for specified categories of development, research on intangible heritage and a relevant management plan for its conservation will be required.

### **9.2.3. Plot specific development criteria and standards**

#### **Buffer Zone 1**

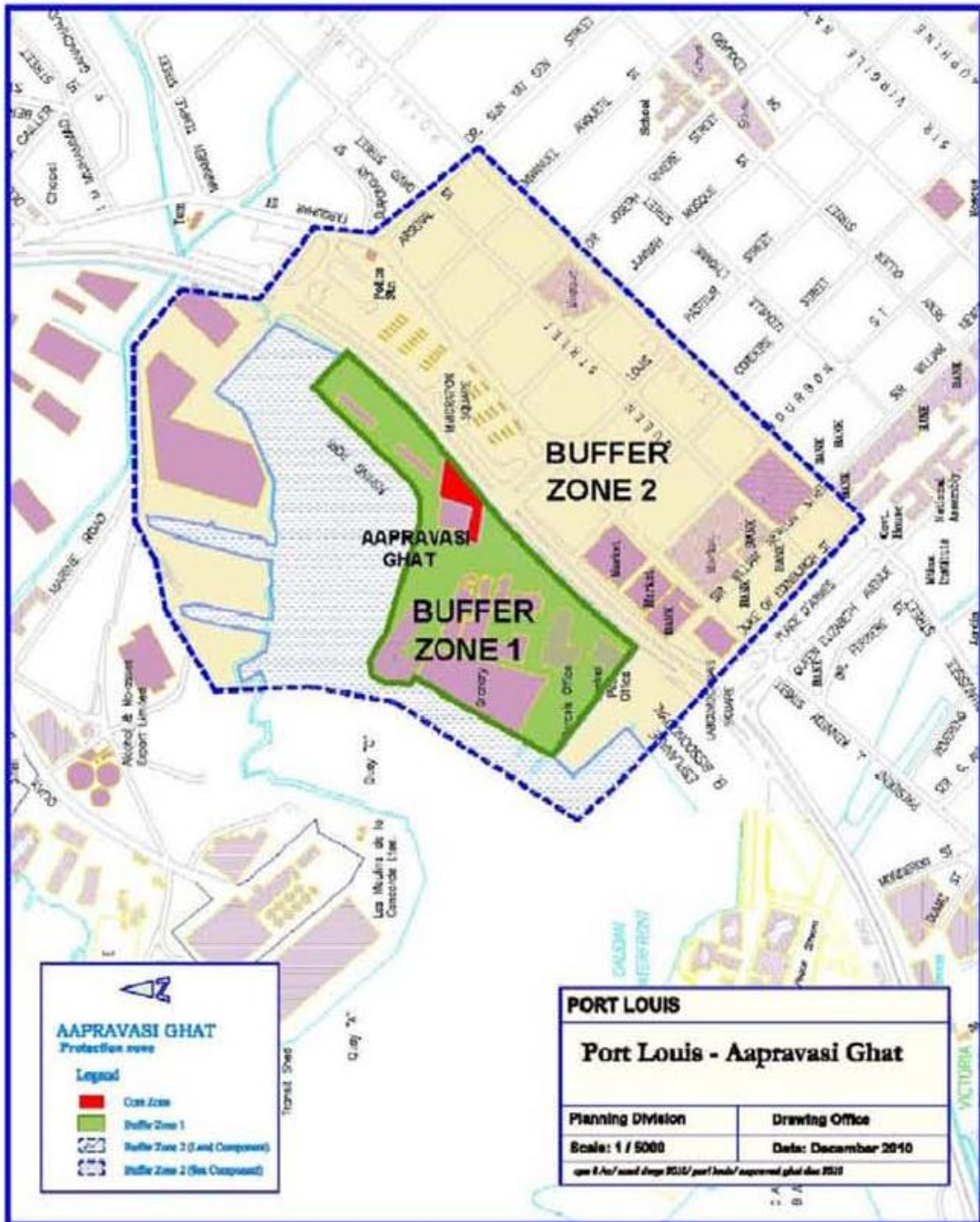
The Port Master Plan refers to design guidelines for the consolidated MPA area. These are subject to the stipulations in previous sections of this PPG.

#### **Buffer Zone 2**

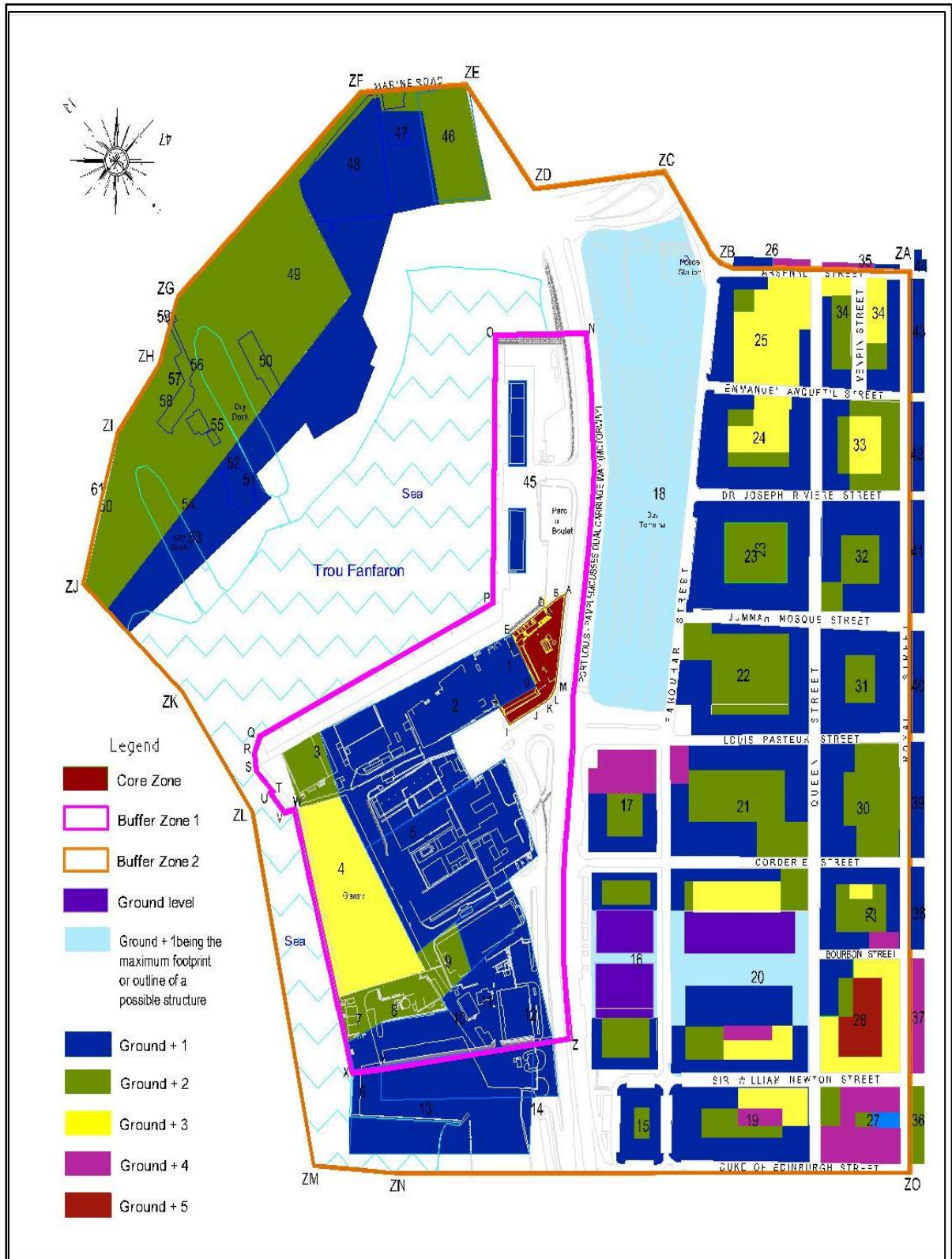
Development criteria and standards for each individual plot in BZ 2 are integrated with those of the larger land parcels or urban blocks they are part of (see Map 2). The criteria for each individual plot therefore needs to be read in conjunction with higher order requirements for larger urban sectors and the BZ 2 as a whole as contained in the Design Sheets.

Note:

All diagrams in the Annexures A and B should be consulted for the whole area.



Map 1 Extent and boundaries of the Core and Buffer Zones



Map 2 Block Number, height control and massing in the Buffer Zones

## AnnexureA: Design Sheets relating to this Planning Policy Guidance

### Design Sheet 1: Height and setback control guideline for plots in Buffer Zone 2 – East of Port Louis Pamplemousses dual Carriage way(Motorway)

As a general rule no building in BZ 2 may project over the gradient that exists between the bottom of plinths of the first row of National Heritage situated West of Port Louis Pamplemousses dual Carriage way(Motorway)(including and between the old gatehouse and the park North of AGWHP) and a point at eye height at the western lookout point of the Citadel (See Diagram 10); Baseline height as per photographic survey carried out as at 01 January 2008 may remain as they are, but all new buildings and additions to buildings should follow building requirements, as detailed in Annexure B.

**Note:** In the BZ, the street boundary of a plot is employed as the compulsory build-to-line for the Ground + 1 storey component of any new building or addition/alteration. The build-to-line refers to the line or edge to which all the historic buildings have been **built-to**, forming a continuous edge, and which new buildings are to respect and also **built-to**.

Any storey above Ground level is not to project past the street boundary of the plot or encroach on a sidewalk canopy, and balconies that project past the boundary have to remain open to sky or with a protective cover above only but not on the sides or front.

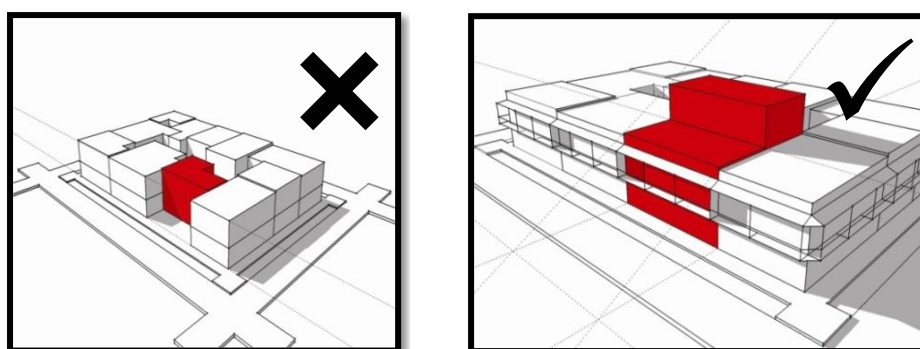


Diagram 15 Built-to-line

Detailed guidelines for specific street sections are spelt out in Annexure B.



## Design Sheet 2: Pro-forma streetscape management sheet

### Roofscape

For BZ 2, the roof design must follow one of the following options:

- A low pitched metal sheet roof or flat concrete roof hidden behind a parapet, using British era buildings in the BZ as a precedence;
- A steep pitched roof of min 45 degrees with hipped ends and finished with either timber shingles or corrugated metal sheets. Dormer windows can also be incorporated as can be seen on most roofs of this type in the area; or
- A pitched roof of around 30 degrees with a masonry gable facing the street. Roof to be finished in corrugated metal sheets.

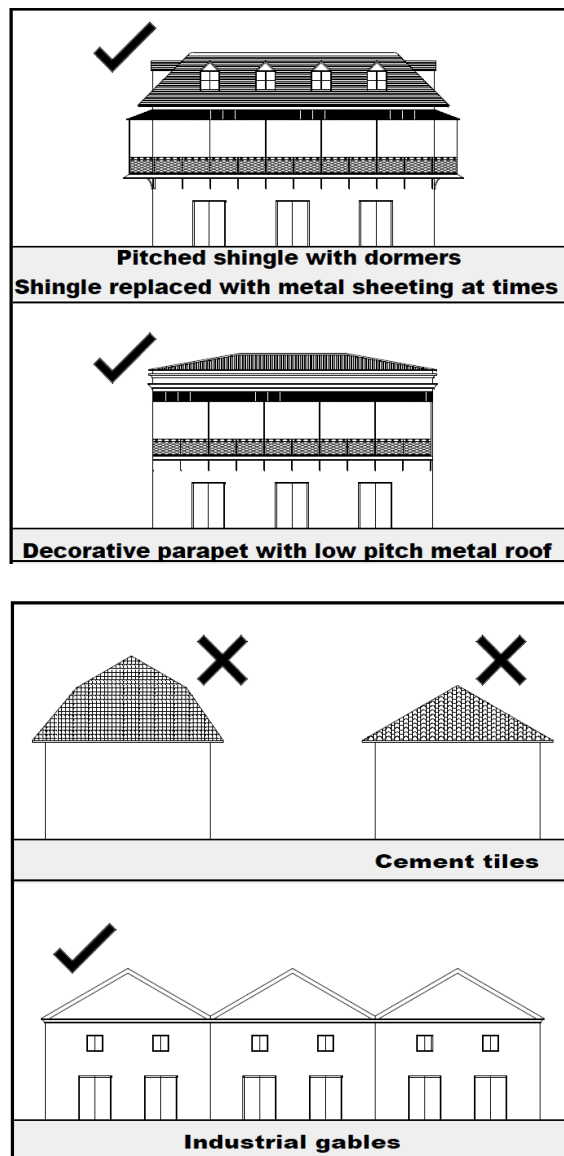


Diagram 16 Roofscape in Buffer Zone 2

## Walkways and balconies

They must be covered by a roof that is either of sloping corrugated metal sheet on cantilevered steel brackets, flat cantilevered concrete or of sloping corrugated metal sheet on timber or steel beams with timber, steel, stone or concrete columned colonnade, the choice of which is to be subject to the most prevalent covering and column type in the surrounding or of the existing historic fabric.

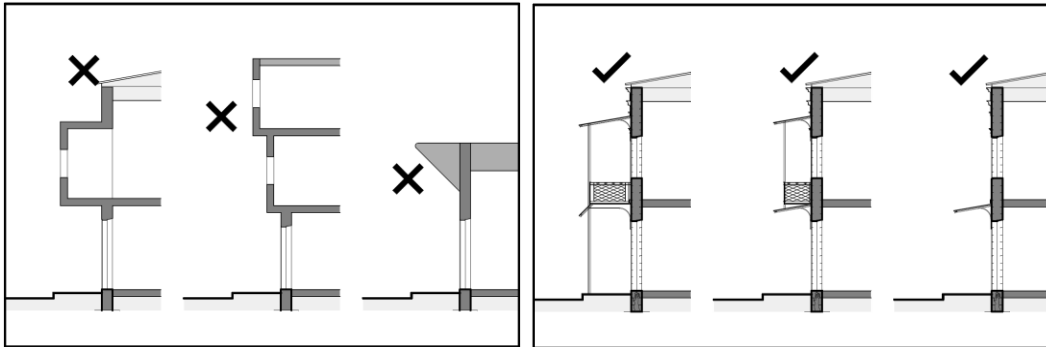


Diagram 17 Covered walkways and balconies

## Architectural style

The preferred approach to 'style' is through the concept of Critical Regionalism – that is, all new buildings or additions may be of architecture of its time period and new materials may be used, but a contextual approach is required.

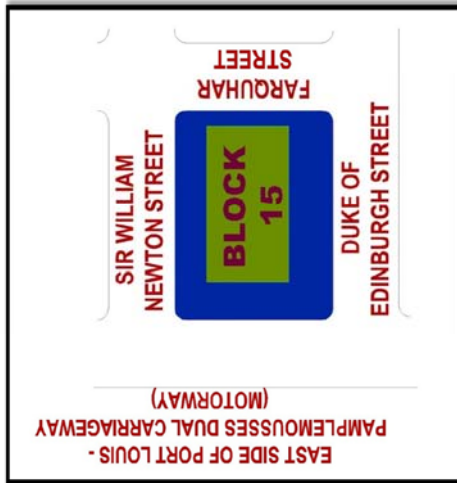
The positive relationship between the following should be demonstrated in the design statement accompanying the CHIS:

- historic context of the site, immediate area and the street;
- massing, scale, proportions, elements, details, colours, materials and critical viewlines;
- natural context in terms of climate control, use of sunlight and response to land form.

**Note:** Development applications must include a detailed diagram indicating compliance with these items as part of the CHIS.

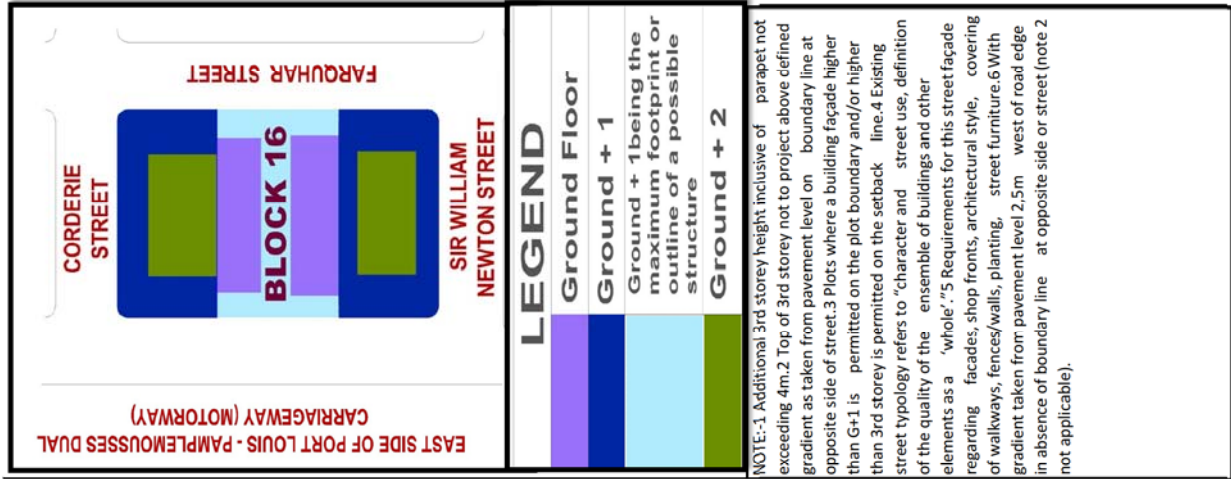
Detailed guidelines for specific street sections are spelt out in Annexure B.

Annexure B: Guidelines for blocks 15 to 44 as per Design Sheets 1 and 2



- NOTE:-**
1. Additional 3rd storey height inclusive of parapet not exceeding 4m.
  2. Top of 3rd storey not to project above defined boundary line from pavement level on boundary line at opposite side of street.
  3. Plots where a building façade higher than G+1 is permitted on the plot boundary and/or higher than 3rd storey is permitted on the setback line.
  4. Existing street typology refers to "character and street use, definition of the quality of the ensemble of buildings and other elements as a 'whole'."
  5. Requirements for this street façade regarding facades, shop fronts, architectural style, covering of walkways, fences/walls, planting, street furniture.
  6. With gradient taken from pavement level 2.5m west of road edge in absence of boundary line at opposite side of street (note 2 not applicable).

Street Name	Nominal street width (m)	Default prescribed height of façade on plot boundary	Minimum setback for 3 <sup>rd</sup> storey <sup>1</sup>	3rd storey with setback larger than the minimum <sup>2</sup>	Exceptions <sup>3</sup>	Existing Street typology <sup>4</sup>	Requirements for Street façade <sup>5</sup>
Sir William Newton Street	13.5 m	Ground + 1	8.0 m	27.5 degrees	N/A	Single historic building with huge potential for revitalisation occupying a prominent location. Canopies and finishes are in bad condition with excessive advertising. The street has small shops that are in line with the historic land use and street typology.	The historic buildings with canopies should be restored according to their authentic design. Excessive advertising, display boxes, services and the use of modern materials such as roller shutter doors should be controlled. Paving material should be in line with the historic fabric.
Farquhar Street	13.5 m	Ground + 1	8.0 m	27.5 degrees <sup>6</sup>	N/A	Single historic building with huge potential for revitalisation occupying a prominent location. Canopies and finishes are in bad condition with excessive advertising. A slight variation in roof height is also existent. The street has small shops that are in line with the historic land use and street typology.	The balconies should be repaired and maintained. The excessive advertising and display boxes should be controlled. Paving material must be in line with the historic fabric. The paint should be removed from basalt structures. The central segment can be developed with additional floor to line up with adjacent buildings.
Duke of Edinburgh Avenue	N/A	Ground + 1 with total not exceeding top of Royal Palms	13.0 m	N/A	N/A	Single historic building with huge potential for revitalisation occupying a prominent location. Canopies and finishes are in bad condition with excessive advertising. The street has small shops that are in line with the historic land use and street typology.	The historic buildings with canopies should be restored according to their authentic design. The excessive advertising, display boxes, services and the use of modern materials such as roller shutter doors should be controlled. Paving material should be in line with the historic fabric.
East side of /Motorway	N/A	Ground + 1	14.0 m	Gradient Line from eye level at western lookout point at Citadel to bottom of plinths of National Heritage on West side of Motorway .	N/A	Single historic building with huge potential for revitalisation occupying a prominent location. Canopies and finishes are in bad condition with excessive advertising. The street has small shops that are in line with the historic land use and street typology.	The balconies should be repaired and maintained. Excessive advertising and display boxes should be controlled. The paving material must be in line with the historic fabric. The paint should be removed from basalt structures.

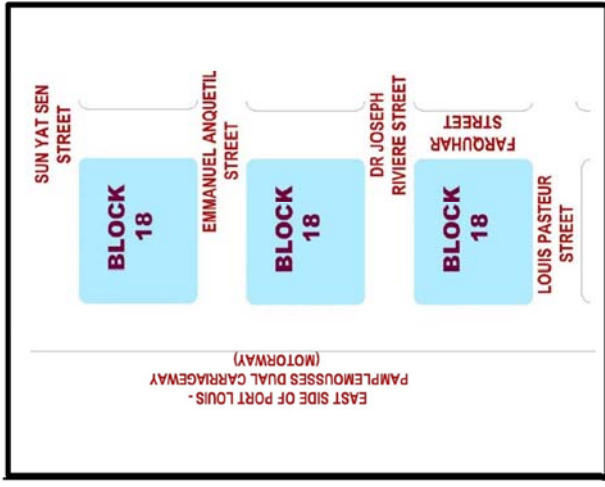


Street Name	Nominal street width (m)	Default prescribed height of façade on plot boundary	Minimum setback for 3 <sup>rd</sup> storey <sup>1</sup>	3rd storey with setback larger than the minimum <sup>2</sup>	Exceptions <sup>3</sup>	Existing Street typology <sup>4</sup>	Requirements for Street façade <sup>5</sup>
Sir William Newton Street	13.5 m	Ground + 1	8.0 m	27.5 degrees	N/A	The historic basalt structures are in fairly good condition but are closed off from the street activity by corporate tenant. The buildings are in prominent location between market and the pedestrian underpass.	The advertising and the use of colour should be controlled. The commercial activities on ground floor should be encouraged.
Farquhar Street	13.5 m	Ground + 1	8.0 m	27.5 degrees <sup>6</sup>	N/A	The street is varied in heights and character with old basalt buildings in the southern sector. The commercial activity is dense to a degree of blocking traffic. The northern sector is not contributing to urban fabric. The Central Market's single ceremonial entrance is bottlenecking activity.	The street should be pedestrianised. The Central Market can have more street related activity to enhance pedestrian experience. Buildings on the northern edge should not be used as a precedence.
Corderie Street	11.5 m	Ground + 1	7.0 m	33.0 degrees	N/A	The style is a mix of modern and decorative architecture not sympathetic to the historic urban fabric. The street buildings are varied in height.	The modern buildings should not be used as a precedence and preferably be adapted over time to be more sympathetic to the historic urban fabric. The paving material should be replaced with original material. The encroachment of the build-to-line on upper levels should be controlled.
East side of Port Motorway	N/A	Ground + 1	14.0 m	Gradient Line from eye level at western lookout point at Citadel to bottom of plinths of National Heritage on West side of Motorway.	N/A	The street's buildings are varied in heights and character with an old basalt building on the South West corner which is in good condition, but closed off from street by tenant. Commercial activity exists but the Central Market turns back on the street with palisade fence where rubbish is dumped.	The Central Market edge can be improved and changed by allowing street facing commercial activities in place of the fence. The vacant North West corner site can be developed. New canopies could be set up to protect pedestrians. The paving material must be in line with the historic fabric.



NOTE:-1. Additional 3rd storey height inclusive of parapet not exceeding 4m.2 Top of 3rd storey not to project above defined gradient as taken from pavement level on boundary line at opposite side of street.3 Plots where a building façade higher than G+1 is permitted on the plot boundary and/or higher than 3rd storey is permitted on the setback line.4 Existing street typology refers to "character and street use, definition of the quality of the ensemble of buildings and other elements as a 'whole'."5 Requirements for this street façade regarding facades, shop fronts, architectural style, covering of walkways, fences/walls, planting, street furniture.6 With gradient taken from pavement level 2.5m west of road edge in absence of boundary line at opposite side or street (note 2 not applicable).

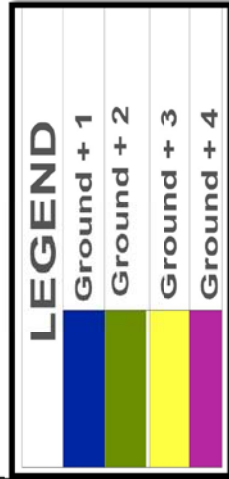
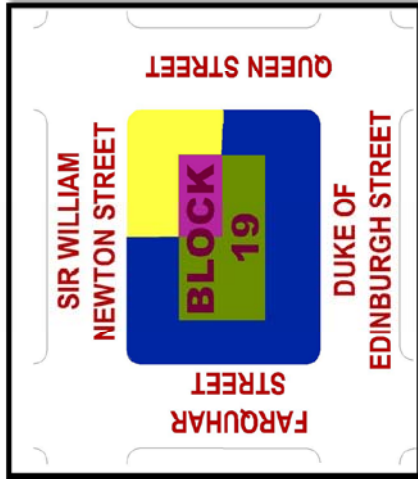
Street Name	Nominal street width (m)	Default prescribed height of façade on plot boundary	Minimum setback for 3 <sup>rd</sup> storey <sup>1</sup>	3rd storey with setback larger than the minimum <sup>2</sup>	Exceptions <sup>3</sup>	Existing Street typology <sup>4</sup>	Requirements for Street façade <sup>5</sup>
Louis Pasteur Street	13.5 m	Ground + 4	8.0 m	27.5 degrees	N/A	The street style is varied in period, character and heights with lots of activity on street due to the proximity of the bus terminal. Architectural value is weak. The modern buildings are not sympathetic to the historic urban character.	Modern buildings should not be used as a precedence and preferably adapted over time to be more sympathetic to the historic urban fabric. The encroachment of the build-to line on upper levels should be controlled. Paving material should be replaced with original material.
Farquhar Street	13.5 m	Ground + 1	8.0 m	27.5 degrees <sup>6</sup>	Except at corner with Louis Pasteur Street, ground + 4	The street style is varied in heights and character with old basalt buildings located in southern sector. The commercial activity is dense to a degree of blocking traffic. The northern sector is not contributing to urban fabric.	Street should be pedestrianised. The historic buildings on the southern edge should be restored and possibly increased in height to enhance property and to correspond to the surrounding buildings. The buildings on the northern edge should not be used as a precedence.
Corderie Street	11.5 m	Ground + 1	7.0 m	33.0 degrees	N/A	The street is composed of mainly historic basalt buildings with variations in height. The condition of the buildings varies but the streetscape has potential for revitalisation if it is restored.	The historic buildings with canopies should be restored according to their authentic design. Paving material must be in line with the historic fabric. Single storey structures can possibly be increased by one storey. The encroachment of the build-to line on upper levels should be controlled.
East side of Port Louis –Motorway	N/A	Ground + 1	14.0 m	Gradient Line from eye level at western lookout point at Citadel to bottom of plinths of National Heritage on West side of Motorway.	Except at corner with Louis Pasteur Street, ground + 4	The street is composed of mixed character and heights but has an old sector of basalt buildings with canopies in good condition to the South. Commercial activity is average. A building on the South West corner seems unoccupied and not responsive to the street activity. The open North West corner is ideal for iconic building visible to incoming traffic from the North.	The vacant North West corner site may be developed, possibly with iconic building as welcoming beacon to the traffic coming from the North. The canopies can be extended across the northern buildings. The northern buildings can improve street activity through more responsive facades and increased trading on street level. Pedestrian links to the North and to the West can be improved. The paving material should be in line with original material.



**LEGEND**  
 Ground + 1 being the maximum footprint or outline of a possible structure

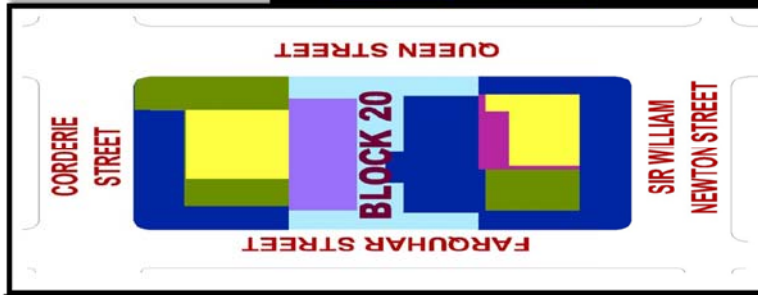
- NOTE:-**
1. Additional 3rd storey height inclusive of parapet not exceeding 4m.
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  4. Existing street typology refers to "character and street use, definition of the quality of the ensemble of buildings and other elements as a 'whole'."
  5. Requirements for this street facade regarding facades, shop fronts, architectural style, covering of walkways, fences/walls, planting, street furniture.
  6. With gradient taken from pavement level 2.5m west of road edge in absence of boundary line at opposite side or street (note 2 not applicable).

Street Name	Nominal street width (m)	Default prescribed height of facade on plot boundary	Minimum setback for 3 <sup>rd</sup> storey <sup>1</sup>	3rd storey with setback larger than the minimum <sup>2</sup>	Exceptions <sup>3</sup>	Existing Street typology <sup>4</sup>	Requirements for Street facade <sup>5</sup>
Louis Pasteur Street	13.5 m	Ground + 1	8.0 m	27.5 degrees	N/A	This area is currently used as a bus terminal with no structures to respond to buildings on opposite side of street. Due to high vehicular activity pedestrian flow across street is hampered. Vegetation creates shaded spaces for public use.	The controlled height of the two blocks taken up by the existing bus terminus is ground level only of 4.5m maximum to respect the scale and heights of the Apravasi Ghat, of the historic police station, and surrounding historic fabric. It is also to preserve views from the Citadel towards the harbour, and with any structure having a maximum footprint as per dotted line on the height control, scale and massing map of the BZ.
Farquhar Street	13.5 m	Ground + 1	8.0 m	27.5 degrees <sup>6</sup>	N/A	This area is currently used as a bus terminal with small structures creating opportunity for advertising, seating and informal commercial trade, though these structures are too small to respond to buildings on opposite side of street.	An urban design is required for these blocks to be able to integrate the various needs including Immigration Square, pedestrian linkage between the BZ 1 and 2, public transport routes etc. An HIA is required for larger scale plans.
East side of Motorway	N/A	Ground + 1	14.0 m	Gradient Line from eye level at western lookout point at Citadel to bottom of plinths of National Heritage on West side of Motorway.	N/A	This area is currently used as a bus terminal with no structures. Major vehicular trunk route eliminates all interaction with opposite side of road with little or no pedestrian activity along street. All focus is directed towards East towards built-up area. Built barricades eliminate pedestrians crossing trunk route.	If the existing open bus terminus needs to be formalised as a roofed structure this is to be ground level only (no G+1) with roof height adequate for proper movement of buses, natural lighting and proper ventilation, but with no part of the roof structure higher than the historic warehouses (controlled height G+1 maximum) on the East side of Farquhar Street between Jumman Mosque and Dr. Sun Yat Sen Streets.
							If there are to be formalised hawkers stalls, these are to be inside this structure and can be two levels under the larger roof of the terminus. For any use of the demarcated area, the southern edge of any structure shall not encroach over the historic northern boundary of the Immigration Square, and no structure coverage shall be on Dr. J. Riviere Street in order to preserve the view towards the harbour area and towards the Citadel, while light transparent roofing in this street area may only occur as a last resort.



NOTE:-1 Additional 3rd storey height inclusive of parapet not exceeding 4m.2 Top of 3rd storey not to project above defined gradient as taken from pavement level on boundary line at opposite side of street.3 Plots where a building façade higher than G+1 is permitted on the plot boundary and/or higher than 3rd storey is permitted on the setback line.4 Existing street typology refers to "character and street use, definition of the quality of the ensemble of buildings and other elements as a 'whole'".5 Requirements for this street façade regarding facades, shop fronts, architectural style, covering of walkways, fences/walls, planting, street furniture.6 With gradient taken from pavement level 2.5m west of road edge in absence of boundary line at opposite side or street (note 2 not applicable).

Street Name	Nominal street width (m)	Default prescribed height of façade on plot boundary	Minimum setback for 3 <sup>rd</sup> storey <sup>1</sup>	3rd storey with setback larger than the minimum <sup>2</sup>	Exceptions <sup>3</sup>	Existing Street typology <sup>4</sup>	Requirements for Street façade <sup>5</sup>
Sir William Newton Street	13.5 m	Ground + 1	8.0 m	27.5 degrees	Except at Corner with Queen Street, ground + 3	The street style is an extreme mix of old and new buildings, character and heights. The newer buildings are not responsive to the historic urban character. Activity exists on the street though not all buildings are sympathetic to this.	The paving material must be in line with the historic fabric. Modern buildings should not be used as a precedence and preferably be adapted over time to be more sympathetic to the historic urban fabric. Placement of services should be controlled.
Farquhar Street	13.5 m	Ground + 1	8.0 m	27.5 degrees <sup>6</sup>	N/A	The street is composed of historic basalt buildings in fairly good condition with uniform character and heights in a prominent location. The commercial activity is dense due to proximity of the Central Market. The facades are not in line with the historic small shop street edge typology at this stage. The urban value of this street is high.	This street has an excellent streetscape that should be maintained together with encouraging commercial activity on the street. Advertising should be controlled.
Duke of Edinburgh Street	N/A	Ground + 1 with total not exceeding top of Royal Palms	13.0 m	N/A	N/A	The street is composed of historic basalt buildings in good condition of similar design and heights; they are in a prominent location. The buildings are of extreme value. Corporate tenants are unfortunately closing off buildings to street activity opposite Place d'Armes.	Commercial activity on ground floors should be encouraged to revive historic land use and street typology. The balconies should be restored to their authentic historic design. The basalt tile paving should preferably be replaced with original basalt block.
Queen Street	11.5	Ground + 1	7.0m	33.0 degrees	Except at Corner with Sir William Newton Street, Ground + 3	The street is varied in character and heights with old basalt buildings of importance located to South. The buildings need to be revitalised through appropriate activities. Parts also require some reconstruction. The neoclassical building on North East corner is degrading urban fabric. Street is in a prominent location of CBD.	Historic buildings in good condition need to be reused in an appropriate manner to ensure the retention of the historic street façade. The modern buildings in the northern sector should not be used as a precedence and preferably be adapted over time. The paving material must be in line with the historic fabric.

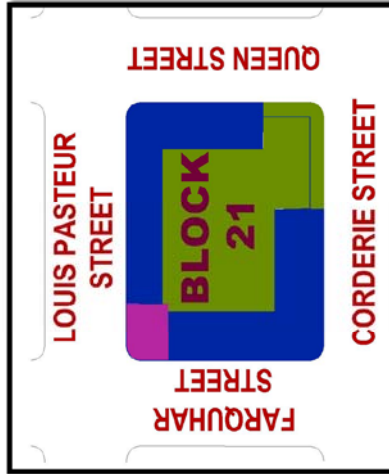


LEGEND	
	Ground Floor
	Ground +1
	Ground +2 (being the maximum footprint or outline of a possible structure)
	Ground +3
	Ground +4

- NOTE:-
1. Additional 3rd storey height inclusive of parapet not exceeding 4m.
  2. Top of 3rd storey not to project above defined gradient as taken from pavement level on boundary line at opposite side of street.
  3. Plots where a building facade higher than G+1 is permitted on the plot boundary and/or higher than 3rd storey is permitted on the setback line.
  4. Existing street typology refers to "character and street use, definition of the quality of the ensemble of buildings and other elements as a 'whole'."
  5. Requirements for this street facade regarding facades, shop fronts, architectural style, covering of walkways, fences/walls, planting, street furniture.
  6. With gradient taken from pavement level 2,5m west of road edge in absence of boundary line

Street Name	Nominal street width (m)	Default prescribed height of facade on plot boundary	Minimum setback for 3 <sup>rd</sup> storey <sup>1</sup>	3rd storey with setback larger than the minimum <sup>2</sup>	Exceptions <sup>3</sup>	Existing Street typology <sup>4</sup>	Requirements for Street facade <sup>5</sup>
Sir William Newton Street	13.5 m	Ground + 1	8,0 m	27,5 degrees	N/A	The street is composed of mixed historic basalt and neo classical inspiration buildings which are similar in height with open site in the centre used as a parking area. These buildings are not responsive to urban fabric and require appropriate development.	The vacant central site should be developed through possible small scaled commercial activity on the ground floor similar to typical historic buildings in its vicinity to revive the historic streets' typology. The modern buildings should not be used as a precedence but preferably be adapted over time to be more sympathetic to the historic urban fabric. The paving material must be in line with the historic fabric. Advertising, placement of services and the use of roller shutter doors should be controlled.
Farquhar Street	13.5 m	Ground + 1	8,0 m	27.5 degrees <sup>6</sup>	N/A	The street is varied in height and character with old basalt buildings in southern sector. The commercial activity is very dense to a degree of blocking traffic. The northern sector of modern buildings and the new Central Market do not contribute to the urban fabric.	The Central Market interface should be improved by allowing trading activities onto the street to encourage interaction between street and the buildings. The continuation of the buildings' canopies should be encouraged. The modern buildings should not be used as a precedence and preferably be adapted over time to be more sympathetic to the historic urban fabric.
Corderie Street	11,5	Ground + 1	7,0m	33,0 degrees	Except at Corner with Queen Street, Ground + 2	The street shows an extreme mix in character and heights and little historic value. Activities are numerous on the street and ground floors of most buildings are devoted to these activities.	The modern buildings should not be used as a precedence and preferably be adapted over time to be more sympathetic to the historic urban fabric. Paving material must be in line with the historic fabric. The encroachment of the build-to line on upper levels should be controlled.
Queen Street	11.5	Ground + 1	7,0m	33,0 degrees	Except at Corner with Corderie Street, Ground + 2	The street style shows an extreme variation in character and heights. The street style has poor aesthetic value including the Central Market. The commercial activity is dense due to its proximity of the Central Market. The bank located on the South East corner does not respond to street activity or the traditional architectural character.	The modern buildings should not be used as a precedence and preferably be adapted over time. The paving material must be in line with the historic fabric. The canopies and balconies should be extended along the facade. The bank could be easily adapted to a more sympathetic style with the possibility of creating a more interactive facade.

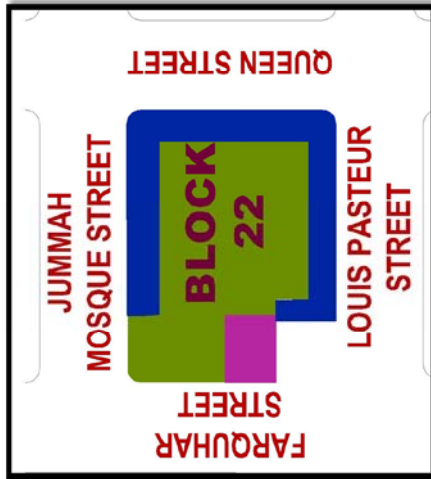




**NOTE:-**

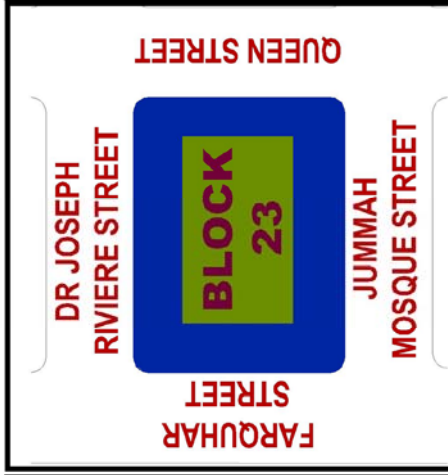
1. Additional 3rd storey height inclusive of parapet not exceeding 4m.
2. Top of 3rd storey not to project above defined gradient as taken from pavement level on boundary line at opposite side of street.
3. Plots where a building façade higher than G+1 is permitted on the plot boundary and/or higher than 3rd storey is permitted on the setback line.
4. Existing street typology refers to "character and street use, definition of the quality of the ensemble of buildings and other elements as a 'whole'."
5. Requirements for this street façade regarding facades, shop fronts, architectural style, covering of walkways, fences/walls, planting, street furniture.
6. With gradient taken from pavement level 2,5m west of road edge in absence of boundary line at opposite side or street (note 2 not applicable).

Street Name	Nominal street width (m)	Default prescribed height of façade on plot boundary	Minimum setback for 3 <sup>rd</sup> storey <sup>1</sup>	3rd storey with setback larger than the minimum <sup>2</sup>	Exceptions <sup>3</sup>	Existing Street typology <sup>4</sup>	Requirements for Street façade <sup>5</sup>
Louis Pasteur Street	13,5	Ground + 1	8,0m	27,5 degrees	Except at corner with Farquhar Street, Ground + 4	The street style is varied in period, character and heights with two open sites having the potential for revitalisation. Modern tower blocks are not sympathetic to the historic urban fabric or street activity. The street has little architectural value.	The numerous vacant sites could be developed through public and commercial activity on the ground floor to reflect the historic street typology. The modern buildings should not be used as a precedence and preferably be adapted over time to be more sympathetic to the historic urban fabric. The encroachment of the build-to-line on upper levels should be controlled.
Farquhar Street	13,5	Ground + 1	8,0 m	27,5 degrees <sup>6</sup>	Except at corner with Louis Pasteur Street, Ground + 4	The street is varied in heights and character with old basalt buildings in the southern sector. The commercial activity is dense to a degree of blocking traffic. The northern sector is not contributing to the urban fabric.	The vacant central site should be developed through possible commercial activity on the ground floor to increase responsiveness to the street's typology. The modern buildings should not be used as a precedence and preferably be adapted over time to be more sympathetic to the historic urban fabric. The paving material must be in line with the historic fabric. Placement of services and the use of colour should be controlled. The historic buildings with canopies should be restored according to their authentic design.
Corderie Street	11,5	Ground + 1	7,0m	33,0 degrees	Except at corner with Queen Street, Ground + 2	The street style is a mix of old and new buildings, character and heights with open site that has potential for revitalisation.	The vacant central site should be developed through possible commercial activity on the ground floor to increase responsiveness to the street's typology. The modern buildings should not be used as a precedence and preferably be adapted over time to be more sympathetic to the historic urban fabric. The paving material must be in line with the historic fabric. Placement of services and the use of colour should be controlled. The historic buildings with canopies should be restored according to their authentic design.
Queen Street	11,5	Ground + 1	7,0m	33,0 degrees	Except at Corner with Corderie Street, Ground + 2	The street style shows an extreme variation in character and heights. The street style has poor aesthetic value including the Central Market. The commercial activity is dense due to its proximity of the Central Market. The bank located on the South East corner does not respond to street activity or the traditional architectural character.	The modern buildings should not be used as a precedence and preferably be adapted over time. The paving material must be in line with the historic fabric. The canopies and balconies should be extended along the façade. The bank could be easily adapted to a more sympathetic style with the possibility of creating a more interactive façade.



NOTE: 1. Additional 3rd storey height inclusive of parapet not exceeding 4m. 2. Top of 3rd storey not to project above defined gradient as taken from pavement level on boundary line at opposite side of street. 3. Plots where a building façade higher than G+1 is permitted on the plot boundary and/or higher than 3rd storey is permitted on the setback line. 4. Existing street typology refers to "character and street use, definition of the quality of the ensemble of buildings and other elements as a "whole". 5. Requirements for this street façade regarding facades, shop fronts, architectural style, covering of walkways, fences/walls, planting, street furniture. 6. With gradient taken from pavement level 2.5m west of road edge in absence of boundary line at opposite side or street (note 2 not applicable).

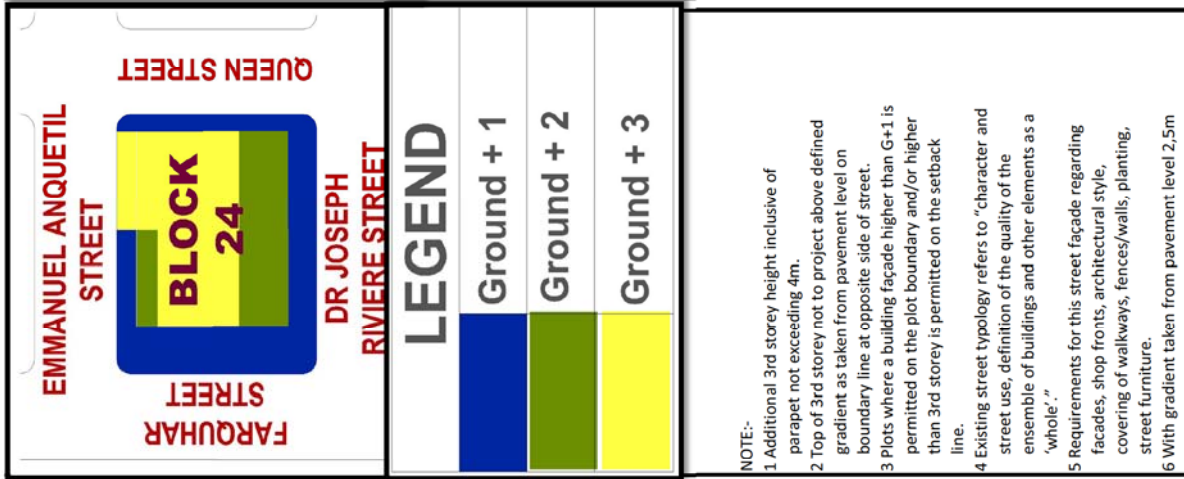
Street Name	Nominal street width (m)	Default prescribed height of façade on plot boundary	Minimum setback for 3 <sup>rd</sup> storey <sup>1</sup>	3rd storey with setback larger than the minimum <sup>2</sup>	Exceptions <sup>3</sup>	Existing Street typology <sup>4</sup>	Requirements for Street façade <sup>5</sup>
Louis Pasteur Street	13.5	Ground + 1	8.0m	27.5 degrees		The street style is varied in period, character and heights with a centre building set back from the street reserved for parking. Commercial activity is weak. The historic basalt building on the South East corner is in need of renovation.	The historic basalt building should be restored to its original design. The setback from the build-to-line, advertising and the use of colour should be controlled.
Farquhar Street	13.5	Ground + 2	13.5m	33.0 degrees <sup>6</sup>	Except at corner with Louis Pasteur Street, Ground + 4	The street style is varied in heights and character with continuity in street canopies. The style has a weak urban value. The commercial activity of this street is dense due to its proximity to the bus terminal.	The modern buildings should not be used as a precedence and preferably be adapted over time to be more sympathetic to the historic urban fabric. Paving material must be in line with the historic fabric.
Jummah Mosque Street	11.5	Ground + 1	7.0m	33.0 degrees	Except at corner with Farquhar Street, Ground + 2	The street style is varied in heights and character with open site in the centre that has potential for revitalisation. Most buildings are adapted to the little activity on street.	The vacant central site should be developed through public and commercial activity on the ground floor to reflect the historic street's typology. The modern buildings should not be used as a precedence and preferably be adapted over time to be more sympathetic to the historic urban fabric with canopies extending across the façade. The use of colour on basalt structures should be controlled.
Queen Street	11.5	Ground + 1	7.0m	33.0 degrees		The street is composed of mostly historic basalt buildings ranging between 1 & 2 storeys. The buildings have potential for revitalisation. The buildings have potential for revitalisation but are currently unused and thus don't respond to the need of the street activity.	The historic buildings are in desperate need of restoration and maintenance. Advertising and the use of colour should be controlled. Single storey building can be increased in height by one storey.



**NOTE:-**

1. Additional 3rd storey height inclusive of parapet not exceeding 4m.
2. Top of 3rd storey not to project above defined gradient as taken from pavement level on boundary line at opposite side of street.
3. Plots where a building façade higher than G+1 is permitted on the plot boundary and/or higher than 3rd storey is permitted on the setback line.
4. Existing street typology refers to "character and street use, definition of the quality of the ensemble of buildings and other elements as a 'whole'."
5. Requirements for this street façade regarding facades, shop fronts, architectural style, covering of walkways, fences/walls, planting, street furniture.
6. With gradient taken from pavement level 2,5m west of road edge in absence of boundary line at opposite side or street (note 2 not applicable).

Street Name	Nominal street width (m)	Default prescribed height of façade on plot boundary	Minimum setback for 3 <sup>rd</sup> storey <sup>1</sup>	3rd storey with setback larger than the minimum <sup>2</sup>	Exceptions <sup>3</sup>	Existing Street typology <sup>4</sup>	Requirements for Street façade <sup>5</sup>
Dr. Joseph Rivière Street	11.5	Ground + 1	7.0m	33.0 degrees	N/A	The street is composed of historic basalt structures except from an open site with temporary structures on the North West corner. The Merchant Navy Club, which was of extreme heritage importance, has been destroyed leaving a vacant plot. The set back from the street behind high boundary wall is respected for habitations. Little activity exists on the street and matches nearly in-existent activity.	The vacant site on the North West corner should be rebuilt – if there are no plans to allow for an authentic reconstruction then a significant public building that commemorates the memory of the Merchant Navy Club in terms of form, material and scale can be built, without copying the building exactly. Commercial activity on ground floor can be permitted to increase street vitality and allow for income from the site. The historic building is in desperate need of restoration and maintenance. Paving material must be in line with the historic fabric.
Farquhar Street	13.5	Ground + 1	17.0m	33.0 degrees <sup>6</sup>	N/A	The street is composed of historic basalt industrial structures with continuous built edge except the North western corner. Canopies are continuous for most of streetscape. Activity is limited to some commercial trade and industrial trade. Sidewalk is narrow with asphalt finish.	Buildings are to be retained and restored with commercial and industrial trade encouraged. Sidewalk is to be restored to original basalt finish and pedestrian crossing to be formalised. North West corner is to be developed in manner sympathetic to existing buildings through similar use, scale and building form, height and architectural elements such as canopies.
Jumma Mosque Street	11.5	Ground + 1	7.0m	33.0 degrees	N/A	The street style is a mix of historic basalt industrial buildings with slight variations in height. The style is true to historic character, in its scale and in its use of material. Most buildings are closed and do not respond to the street which has little activity. The buildings and portion of the street have potential for revitalisation.	The historic buildings are in desperate need of restoration and maintenance. The use of colour and advertising should be controlled. Trade and activities should be encouraged along the street.
Queen Street	11.5	Ground + 1	7.0m	33.0 degrees	N/A	The street is composed of mostly historic basalt buildings ranging between 1 & 2 storeys. The buildings have potential for revitalisation, with modern infill in the centre.	The historic buildings must be maintained. Advertising and the use of colour should be controlled. The single storey buildings can be increased in height by one storey. Paving material must be in line with the historic fabric. The use of modern materials such as roller shutter doors should be controlled.



Street Name	Nominal street width (m)	Default prescribed height of façade on plot boundary	Minimum setback for 3 <sup>rd</sup> storey <sup>1</sup>	3rd storey with setback larger than the minimum <sup>2</sup>	Exceptions <sup>3</sup>	Existing Street typology <sup>4</sup>	Requirements for Street façade <sup>5</sup>
Dr. Joseph Riviere Street	11.5	Ground + 1	7.0m	33.0 degrees	N/A	The street shows no distinctive style with slight variations in heights. The architectural or urban values are poor and the activity on the street is almost inexistent. The street style is varied in height and character. The northern sector is used as a parking lot and does not respond to street style. The street has poor architectural value except for basalt boundary walls. The basalt pavement was replaced with asphalt. The commercial activity is average.	Trace and activity should be encouraged along street. The paving material must be in line with the historic fabric. The buildings should be adapted to be more sympathetic to the historic urban morphology and character. The street should be more pedestrian orientated through the setting up and restoration of continuous canopies and historically responsive facades. The vacant site on the North West corner should be developed. Advertising should be controlled. Canopies should be extended along the street facade. The basalt face of the southern building should be restored while a modern addition on the upper floor could be adapted over time to be more sympathetic to the historic urban fabric.
Farquhar Street	13.5	Ground + 1	17.0m	33.0 degrees <sup>6</sup>	N/A	The street style is a mix of tower buildings unsympathetic to the historic urban fabric with a large open site used for parking. Activity on the street is poor and not operating on ground floor. The street has poor value.	The vacant site on the North West corner should be developed through public and commercial activities on the ground floor to reflect the historic street's typology. Vacant plots should not be used as parking areas. The modern tower buildings should not be used as a precedence and preferably be adapted over time to be more sympathetic to the historic urban fabric. Paving material must be in line with the historic fabric.
Emmanuel Anquetil Street	7.5	Ground + 1	5.0m	45.0 degrees	Specified plots, ground + 3	The street typology is varied in character and heights with no buildings of value that contribute to the urban morphology. The building styles do not reflect the street's historic character and there is a lack of historic land uses.	The modern buildings should not be used as a precedence and preferably be adapted over time to be more sympathetic to the historic urban fabric. The paving material must be in line with the historic fabric. The use of modern materials such as roller shutter doors should be controlled. Advertising and the use of colour should be controlled.
Queen Street	11.5	Ground + 1	7.0m	33.0 degrees	N/A		



exceeding 4m.2 Top of 3rd storey not to project above defined gradient as taken from pavement level on boundary line at opposite side of street.3 Plots where a building façade higher than G+1 is permitted on the plot boundary and/or higher than 3rd storey is permitted on the setback line.4 Existing street typology refers to "character and street use, definition of the quality of the ensemble of buildings and other elements as a 'whole' ".5 Requirements for this street façade regarding facades, shop fronts, architectural style, covering of walkways, fences/walls, planting, street furniture.6 With gradient taken from pavement level 2.5m west of road edge in absence of boundary line at opposite side or street (note 2 not applicable).

Street Name	Nominal street width (m)	Default prescribed height of façade on plot boundary	Minimum setback for 3 <sup>rd</sup> storey <sup>1</sup>	3rd storey with setback larger than the minimum <sup>2</sup>	Exceptions <sup>3</sup>	Existing Street typology <sup>4</sup>	Requirements for Street façade <sup>5</sup>
Sun Yat Sen Street	9.5	Ground + 1	6.0m	38.0 degrees	Except at corner with Queen Street, ground + 3	The street is composed of modern buildings unsympathetic to the historic urban fabric by the use of character and heights. An open site in the centre has potential for revitalisation. The street has poor architectural value and little activity.	The central vacant site should be developed through public and commercial activities on the ground floor to reflect the historic street's typology. The modern buildings should not be used as a precedence and preferably be adapted over time to be more sympathetic to the historic urban fabric by the use of canopies extending across the façade. The paving material must be in line with the historic fabric. Trade and activity should be encouraged along the street.
Farquhar Street	13.5	Ground + 1	17.0m	33.0 degrees <sup>6</sup>	N/A	The street style is varied in character and heights with historic basalt industrial structures in the southern sector that require maintenance. The northern corner building is not contributing to the urban fabric. Advertising is excessive and air conditioning devices are visible on old buildings.	The historic building on the southern sector should be restored. Advertising and the use of colour should be controlled. The modern buildings in the northern sector should not be used as a precedence and preferably be adapted over time. The paving material must be in line with the historic fabric.
Emmanuel Anquetil Street	7.5	Ground + 1	5.0m	45.0 degrees	Specified plots, ground + 3	The street style is varied in character and in heights with a historic basalt building on the South West corner covered with excessive advertising and air conditioning devices. Activity on the street is restricted to restaurants.	The modern buildings should not be used as a precedence and preferably be adapted over time to be more sympathetic to the historic urban fabric. The paving material must be in line with the historic fabric. The use of colour and advertising should be controlled. The encroachment of the build-to-line on upper levels should be controlled.
Queen Street	11.5	Ground + 1	7.0m	33.0 degrees	Except at corner with Sun Yat Sen Street, ground + 3	The street style is similar in character and in heights. The street has no buildings of value contributing to urban fabric. The buildings are not very responsive to street.	The modern buildings should not be used as a precedence and preferably be adapted over time to be more sympathetic to the historic urban fabric. The paving material must be in line with the historic fabric. The use of modern materials such as roller shutter doors should be controlled. Advertising and the use of colour should be controlled.

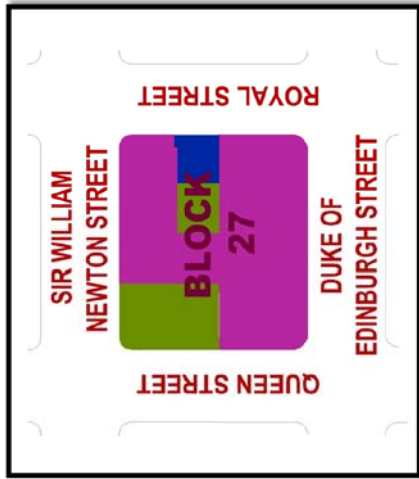


LEGEND	
	Ground + 1
	Ground + 4

Street Name	Nominal street width (m)	Default prescribed height of façade on plot boundary	Minimum setback for 3 <sup>rd</sup> storey <sup>1</sup>	3rd storey with setback larger than the minimum <sup>2</sup>	Exceptions <sup>3</sup>	Existing Street typology <sup>4</sup>	Requirements for Street façade <sup>5</sup>
Sun Yat Sen Street	9.5	Ground + 1	6.0m	38.0 degrees	Except at corner with Queen Street, ground + 3	The street is composed of modern buildings unsympathetic to the historic urban fabric with variations in character and heights. The street shows little architectural value and very little activity exists on the street.	The modern buildings should not be used as a precedence and preferably be adapted over time to be more sympathetic to the historic urban fabric. The paving material must be in line with the historic fabric. The building height, encroachment of the build-to line on upper levels and the placement of services should be controlled. Trade and activity should be encouraged along the street.

**NOTE:-**

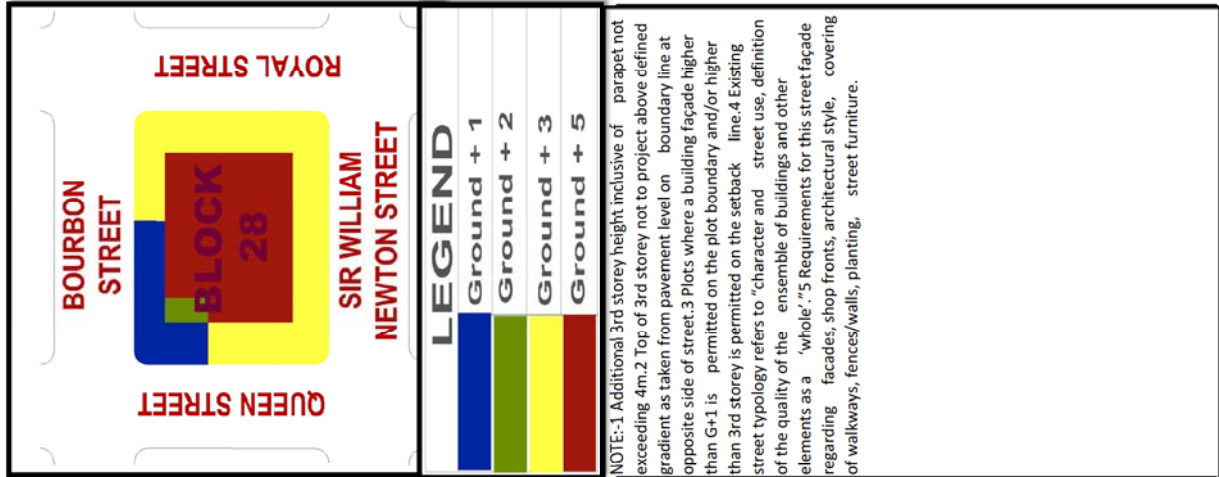
- 1 Additional 3rd storey height inclusive of parapet not exceeding 4m.
- 2 Top of 3rd storey not to project above defined gradient as taken from pavement level on boundary line at opposite side of street.
- 3 Plots where a building façade higher than G+1 is permitted on the plot boundary and/or higher than 3rd storey is permitted on the setback line.
- 4 Existing street typology refers to "character and street use, definition of the quality of the ensemble of buildings and other elements as a 'whole'."
- 5 Requirements for this street façade regarding facades, shop fronts, architectural style, covering of walkways, fences/walls, planting, street furniture.



**NOTE:-**

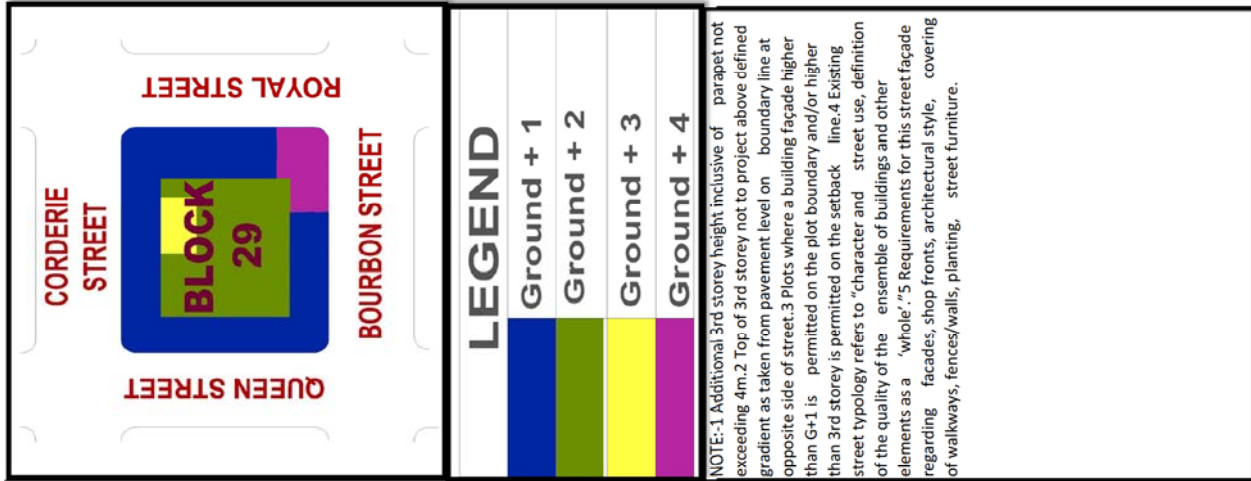
1. Additional 3rd storey height inclusive of parapet not exceeding 4m.
2. Top of 3rd storey not to project above defined boundary line at opposite side of street.
3. Plots where a building façade higher than G+1 is permitted on the plot boundary and/or higher than 3rd storey is permitted on the setback line.
4. Existing street typology refers to "character and street use, definition of the quality of the ensemble of buildings and other elements as a 'whole'."
5. Requirements for this street façade regarding facades, shop fronts, architectural style, covering of walkways, fences/walls, planting, street furniture.

Street Name	Nominal street width (m)	Default prescribed height of façade on plot boundary	Minimum setback for 3 <sup>rd</sup> storey <sup>1</sup>	3rd storey with setback larger than the minimum <sup>2</sup>	Exceptions <sup>3</sup>	Existing Street typology <sup>4</sup>	Requirements for Street façade <sup>5</sup>
Sir William Newton Street	13.5	Ground + 2	8,0m	27,5 degrees	Except at corner with Royal Street, Historic basalt buildings are in need of renovation. 4. Except at corners with Sir William Newton and Duke of Edinburgh Street, ground + 4	The street style is varied in character and in heights with modern buildings not sympathetic to the historic urban fabric. Some activity exists on the street but not all buildings are responsive to this. Historic basalt buildings are in need of renovation.  The street style is of extreme mixed character and heights with no buildings responsive to the historic character of the CBD. This is no continuity in the pedestrian canopies. There is too little street facing activity and the historic street typology is not supported.	The paving material must be in line with the historic fabric. Modern buildings should not be used as a precedent and preferably be more sympathetic to the historic urban fabric. The paving material must be in line with the historic fabric. The height and setback from the built-to line should be controlled.
Royal Street	16.5	Ground + 1	9,0m	24,0 degrees			The historic buildings with canopies should be restored according to their authentic design. The height of developments should be controlled. The modern buildings should not be used as a precedent and preferably be adapted over time to be more sympathetic to the historic urban fabric. The basalt tile paving could possibly be replaced with original basalt blocks. The western corner building could be developed through public and commercial activities on the ground floor to reflect the historic street typology.
Duke of Edinburgh Street	N/A	Ground + 4 with total not exceeding top of Royal Palms	13,0m	N/A	N/A	The street style is a mix of old and new buildings with different character but similar in heights. There are few insensitive additions to the historic building. The street has little activity. Plantation House is not responsive to the street style. The historic building has potential for revitalisation through adaptive use.	The historic structure with balconies should be restored according to its authentic design and the increase in height should be controlled. The buildings have potential for revitalisation through adaptive use. There is a need to replace insensitive additions by those that will reflect the historic street typology.
Queen Street	11.5	Ground + 2	7,0m	33,0 degrees	Except at corner with Duke of Edinburgh Street, ground + 4	The street style is varied in character and heights and shows insensitive additions to the historic basalt buildings. The building on the South West corner is in a prominent position on Place d'Armes and has potential for revitalisation through adaptive use.	

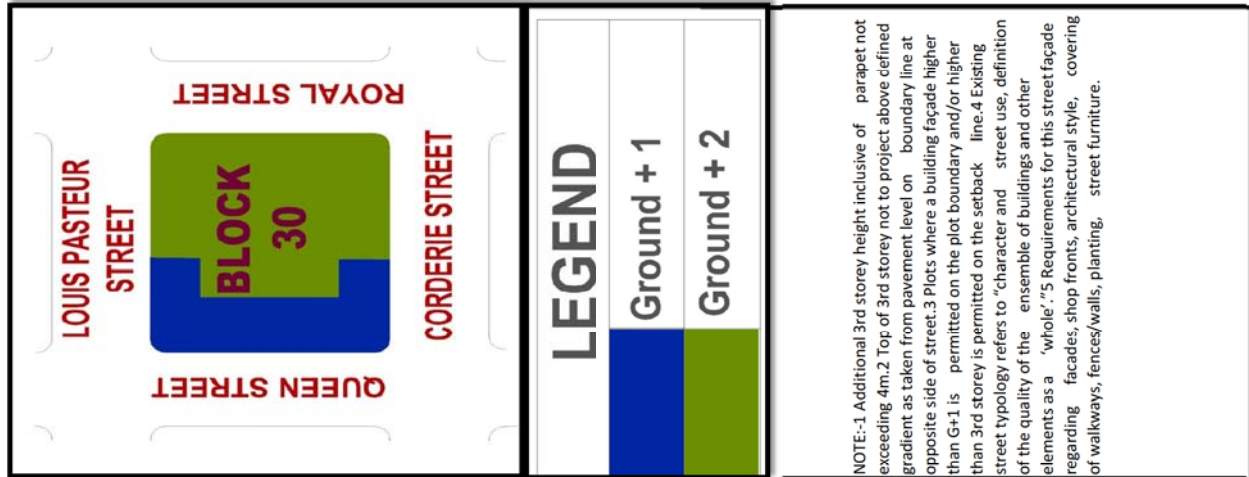


Street Name	Nominal street width (m)	Default prescribed height of façade on plot boundary	Minimum setback for 3 <sup>rd</sup> storey <sup>1</sup>	3rd storey with setback larger than the minimum <sup>2</sup>	Exceptions <sup>3</sup>	Existing Street typology <sup>4</sup>	Requirements for Street façade <sup>5</sup>
Sir William Newton Street	13.5	Ground + 3	8,0m	27.5 degrees	N/A	The single modern mass is not responsive to the historic urban fabric or to the activity on the street. The shop fronts' line building edge and the original basalt pavements have been replaced with patterned concrete.	The modern buildings should not be used as a precedence and preferably be adapted over time to be more sympathetic to the historic urban fabric. The paving material must be in line with the historic fabric.
Royal Street	16.5	Ground + 4	9,0m	24.0 degrees	Except at corner with Bourton Street, ground + 3	The single modern mass is not responsive to the historic urban fabric or to the activity on the street. The shop fronts' line building edge and the original basalt pavements have been replaced with patterned concrete.	It is recommended to operate a complete redesign of the ground floor to be more sympathetic to the historic urban fabric allowing and encouraging possible commercial activity on the ground floor to revive the historic street typology.
Bourbon Street	11.5	Ground + 1	7,0m	33.0 degrees	Except at corner with Royal Street, ground + 3	The style is composed of a mix of old and new buildings, character and heights. The new modern mass is not sympathetic to the historic urban fabric or to the street activity. The old basalt block paving has been replaced by patterned concrete. The old buildings are in need of repairs.	The historic buildings with canopies should be restored according to their authentic design. The modern buildings should not be used as a precedence and preferably be adapted over time to be more sympathetic to the historic urban fabric. The paving material must be in line with the historic fabric. The height of developments should be controlled.
Queen Street	11.5	Ground + 1	7,0m	33.0 degrees	Except at corner with Sir William Newton Street, ground + 3	The street style is varied in character and heights. The modern bank building is not responsive to the historic urban fabric or to the street activity. The pavement material has been altered to patterned concrete from the original basalt blocks.	The historic structure with balconies should be restored according to its authentic design and the increase in height should be controlled. Advertising and the use of colour should be controlled. The paving material must be in line with the historic fabric. The modern buildings should not be used as a precedence and preferably be adapted over time to be more sympathetic to the historic urban fabric.





Street Name	Nominal street width (m)	Default prescribed height of façade on plot boundary	Minimum setback for 3 <sup>rd</sup> storey <sup>1</sup>	3rd storey with setback larger than the minimum <sup>2</sup>	Exceptions <sup>3</sup>	Existing Street typology <sup>4</sup>	Requirements for Street façade <sup>5</sup>
Corderie Street	11.5	Ground + 1	7,0m	33.0 degrees	N/A	The street type is varied in character but show similar heights. The historic basalt buildings are in dire need of renovation. The modern infill is not contributing to the streetscape character. The ground floor of the buildings is responsive to the activity on the street.	The historic buildings with canopies should be restored according to their authentic design. The paving material must be in line with the historic fabric. The use of colour should be controlled.
Royal Street	16.5	Ground + 1	9,0m	24.0 degrees	Except at corner with Bourbon Street, ground + 4	The street type is varied in character and in height with a majority of historic basalt buildings in need of renovation. The SE corner building is not contributing to the historic urban fabric. The street is composed of active commercial activity with positive ground floor responsiveness.	The historic buildings with canopies should be restored according to their authentic design. The paving material must be in line with the historic fabric. The use of colour on basalt structure and services should be controlled. The modern buildings should not be used as a precedent and preferably be adapted over time to be more sympathetic to the historic urban fabric.
Bourbon Street	11.5	Ground + 1	7,0m	33.0 degrees	Except at corner with Royal Street, ground + 4	The street type is a mix of old and new buildings, character and heights. The new modern mass is not sympathetic to the historic urban fabric. The old buildings are in need of repairs.	The historic buildings with canopies should be restored according to their authentic design. The modern buildings should not be used as a precedent and preferably be adapted over time to be more sympathetic to the historic urban fabric. The placement of services and the use of colour on basalt structures should be controlled.
Queen Street	11.5	Ground + 1	7,0m	33.0 degrees	N/A	The street is composed of continuous historic basalt buildings with continuous canopies similar in height. Unfortunately, buildings are in dire need of renovation and are currently unresponsive to the street activity.	The historic buildings are in desperate need of restoration according to their authentic design and require maintenance. The use of colour on basalt structures should be controlled.

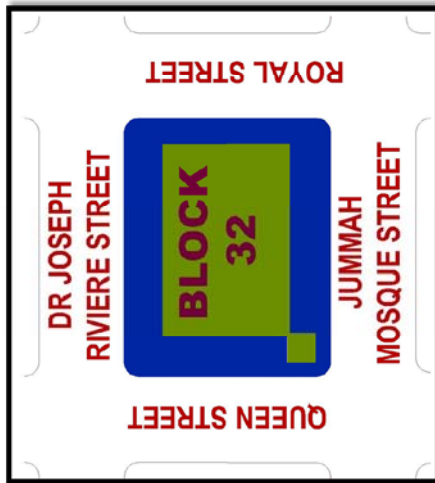


Street Name	Nominal street width (m)	Default prescribed height of façade on plot boundary	Minimum setback for 3 <sup>rd</sup> storey <sup>1</sup>	3rd storey with setback larger than the minimum <sup>2</sup>	Exceptions <sup>3</sup>	Existing Street typology <sup>4</sup>	Requirements for Street façade <sup>5</sup>
Corderie Street	11.5	Ground + 1	7,0m	33.0 degrees	Except at corner with Royal Street, ground + 2	The street is composed of a mix of character and heights with a historic basalt building with timber shingle pitched roof on the South West corner that is in need of renovation and has potential for revitalisation. The modern building is not sympathetic to the historic urban fabric. The paving material must be in line with the historic fabric. The encroachment of the build-to line on upper levels should be controlled.	
Royal Street	16.5	Ground + 2	9,0m	24,0 degrees	N/A	The street is composed of an extreme mix of old and new buildings and varies in heights. One building in the centre has historic value and is in need of renovation. The street's related commercial activity is in line with the historic land use.	
Louis Pasteur Street	13.5	Ground + 1	8,0m	27,5 degrees	Except at corner with Royal Street, ground + 2	The modern mass buildings vary in heights and are not sympathetic to the historic urban fabric. Some activity exists on the street with shop fronts responsive to this. The street buildings have poor architectural value.	
Queen Street	11.5	Ground + 1	7,0m	33.0 degrees	N/A	The street varies in character and heights with one building of historic value on the South West corner. The street activity is dynamic with most of the ground floors responsive to this.	



NOTE:-1 Additional 3rd storey height inclusive of parapet not exceeding 4m.2 Top of 3rd storey not to project above defined gradient as taken from pavement level on boundary line at opposite side of street.3 Plots where a building façade higher than G+1 is permitted on the plot boundary and/or higher than 3rd storey is permitted on the setback line.4 Existing street typology refers to "character and street use, definition of the quality of the ensemble of buildings and other elements as a "whole".5 Requirements for this street façade regarding facades, shop fronts, architectural style, covering of walkways, fences/walls, planting, street furniture.

Street Name	Nominal street width (m)	Default prescribed height of façade on plot boundary	Minimum setback for 3 <sup>rd</sup> storey <sup>1</sup>	3rd storey with setback larger than the minimum <sup>2</sup>	Exceptions <sup>3</sup>	Existing Street typology <sup>4</sup>	Requirements for Street façade <sup>5</sup>
Jummah Mosque Street	11,5	Ground + 1	7,0	33,0 degrees	N/A	The street is composed of a mix of old and new buildings, character and heights. The historic basalt buildings are in need of renovation, maintenance. The encroachment of the newly completed infill on the North East corner is not responding to the historic urban fabric.	The historic basalt buildings with balconies are in desperate need of restoration and require maintenance. The encroachment of the build-to-line on the upper levels of the modern building should be controlled.
Royal Street	16,5	Ground + 1	9,0m	24,0 degrees	N/A	The street is composed of an extreme mix of old and new buildings and is varied in heights. One building on the South West corner has historic value and is in good condition.	The vacant central site should be developed with possible commercial activity on the ground floor to increase responsiveness to the street style. The height and the build to line should be controlled during future developments. The paving material must be in line with the historic fabric.
Louis Pasteur Street	13,5	Ground + 1	8,0m	27,5 degrees	N/A	The street is composed of an extreme mix of character and heights but contribute positively to the street's typology. The historic basalt building is in good condition on the South East corner. The modern buildings are not sympathetic to the historic urban character.	The modern buildings should not be used as a precedence and preferably be adapted over time to be more sympathetic to the historic urban fabric. The paving material must be in line with the historic fabric. The encroachment of the build-to-line on the upper levels and the design of canopies should be controlled.
Queen Street	11,5	Ground + 1	7,0m	33,0 degrees	N/A	The street is composed of varied character and heights with two buildings of historic value in the northern sector. The street activity is dynamic.	The historic buildings are in desperate need of restoration and require maintenance. The use of colour on basalt structure should be controlled. The modern buildings should not be used as a precedence and preferably be adapted over time to be more sympathetic to the historic urban fabric.



NOTE:-1 Additional 3rd storey height inclusive of parapet not exceeding 4m.2 Top of 3rd storey not to project above defined gradient as taken from pavement level on boundary line at opposite side of street.3 Plots where a building façade higher than G+1 is permitted on the plot boundary and/or higher than 3rd storey is permitted on the setback line.4 Existing street typology refers to "character and street use, definition of the quality of the ensemble of buildings and other elements as a 'whole'".5 Requirements for this street façade regarding facades, shop fronts, architectural style, covering of walkways, fences/walls, planting, street furniture.

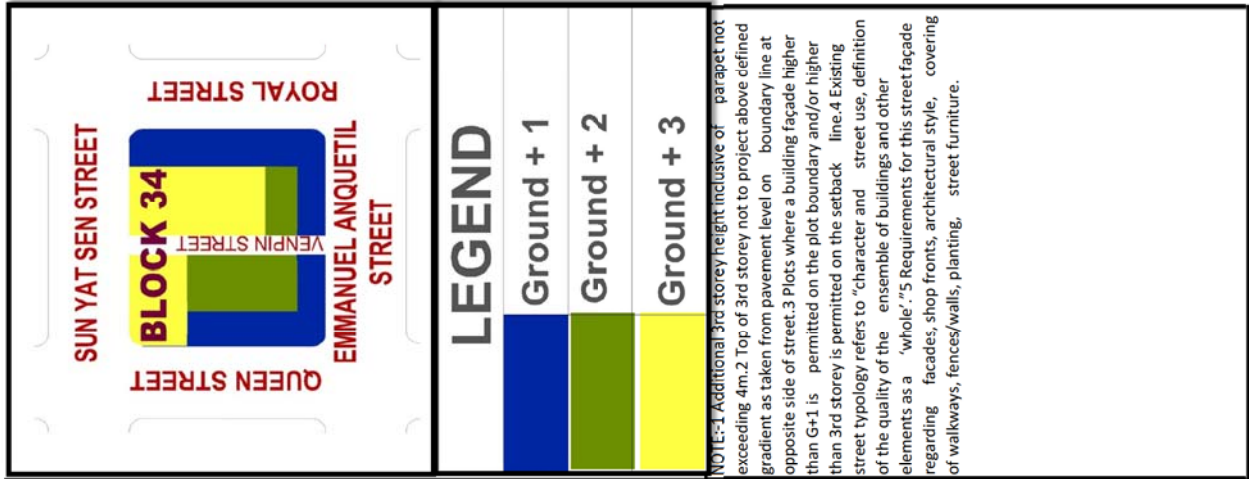
Street Name	Nominal street width (m)	Default prescribed height of façade on plot boundary	Minimum setback for 3 <sup>rd</sup> storey <sup>1</sup>	3rd storey with setback larger than the minimum <sup>2</sup>	Exceptions <sup>3</sup>	Existing Street typology <sup>4</sup>	Requirements for Street façade <sup>5</sup>
Jummah Mosque Street	11.5	Ground + 1	7.0m	33.0 degrees	Except at corner with Queen Street, ground + 2	The Jummah Mosque is an important cultural node and has strong historic value. The Jummah Mosque is responsive in design and scale to the historic urban fabric. The street shows some activity with a corner shop. The remainder of the street edge is closed and has a street typology that detracts from the historic character.	The basalt block pavement should be repaired. The increase of trade and activity should be encouraged along street.
Royal Street	16.5	Ground + 1	9.0m	24.0 degrees	N/A	The Jummah Mosque is an important cultural node and has strong historic value. The street activity is dynamic with commerce on the ground floor.	Advertising should be controlled.
Dr Joseph Rivière Street	11.5	Ground + 1	7.0m	33.0 degrees	N/A	The Jummah Mosque is an important cultural node and has significant historic value. The Jummah Mosque is responsive in design and scale to the historic urban fabric. The activity on the street is poor with an open site located in the North West corner used as a parking.	The vacant site on the North West corner should be developed with possible commercial activity on the ground floor to increase responsiveness to the street style. The open site should not be used as a parking.
Queen Street	11.5	Ground + 1	7.0m	33.0 degrees	Except at corner with Jummah Mosque Street, ground + 2	The Jummah Mosque has a significant cultural value but is not in line with the street style which has a vacant lot used for parking on the North West corner. The street does not have canopies to protect pedestrians.	The vacant site on the North West corner should be developed with possible commercial activity on the ground floor to increase the responsiveness to the street style. The canopies and balconies should be extended along the façade.



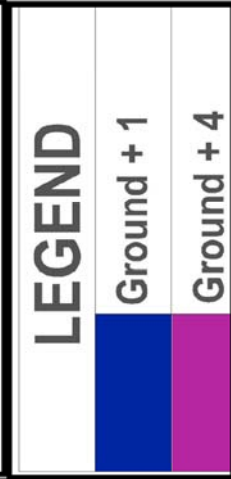
LEGEND	
	Ground + 1
	Ground + 2
	Ground + 3

- NOTE:-
1. Additional 3rd storey height inclusive of parapet, not exceeding 4m.
  2. Top of 3rd storey not to project above defined gradient as taken from pavement level on boundary line at opposite side of street.
  3. Plots where a building facade higher than G+1 is permitted on the plot boundary and/or higher than 3rd storey is permitted on the setback line.
  4. Existing street typology refers to "character and street use, definition of the quality of the ensemble of buildings and other elements as a 'whole'."
  5. Requirements for this street facade regarding facades, shop fronts, architectural style, covering of walkways, fences/walls, planting, street furniture.

Street Name	Nominal street width (m)	Default prescribed height of facade on plot boundary	Minimum setback for 3 <sup>rd</sup> storey <sup>1</sup>	3rd storey with setback larger than the minimum <sup>2</sup>	Exceptions <sup>3</sup>	Existing Street typology <sup>4</sup>	Requirements for Street facade <sup>5</sup>
Emmanuel Anquetil Street	7.5	Ground + 1	5.0m	45.0 degrees	Except at corner with Royal Street, ground + 2	All the modern structures vary in height and are not sympathetic to the historic urban fabric. The building on the North East corner burnt down. The activity on the street is poor and responds to the street's typology.	The modern buildings should not be used as a precedence and preferably be adapted over time to be more sympathetic to the historic urban fabric. The paving material must be in line with the historic fabric. The encroachment of the build-to-line on the upper levels should be controlled. The burnt building on the North East corner should be restored with possible commercial activity on the ground floor to increase responsiveness to the street's typology.
Royal Street	16.5	Ground + 2	9.0m	24.0 degrees	N/A	The streetscape is in a bad state with half of the block open and the corner building with no historic value burnt down. The street is in dire need of development.	The vacant site on the South East corner should be developed with possible commercial activity on the ground floor to increase responsiveness to the street style. The burnt building on the North East corner should be restored to be more sympathetic to the historic urban fabric. The height, setback from the built-to line and the use of colour should be controlled.
Dr Joseph Riviere Street	11.5	Ground + 1	7.0m	33.0 degrees	Except at corner with Royal Street, ground + 2	The street is composed of historic basalt ruins and of an open site used for parking. The street elements do not contribute to the urban fabric. The street does not show sign of activity.	The vacant site on the South West corner and the ruins on the South East corner should be developed with possible commercial activity on the ground floor to increase responsiveness to the street style. The site should not be used as a parking. Attempt must be made to retain historic ruins and to incorporate them into a new development. The paving material must be in line with the historic fabric.
Queen Street	11.5	Ground + 1	7.0m	33.0 degrees	N/A	The street is composed of buildings of no urban value varying in heights and of a large open section on the South West corner. The street shows little activity that adds positive character to the historic street typology.	The vacant site on the South West corner should be developed with possible commercial activity on the ground floor to increase responsiveness to the street style. The modern buildings should not be used as a precedence and preferably be adapted over time to be more sympathetic to the historic urban fabric.



Street Name	Nominal street width (m)	Default prescribed height of façade on plot boundary	Minimum setback for 3 <sup>rd</sup> storey <sup>1</sup>	3rd storey with setback larger than the minimum <sup>2</sup>	Exceptions <sup>3</sup>	Existing Street typology <sup>4</sup>	Requirements for Street façade <sup>5</sup>
Emmanuel Anquetil Street	7.5	Ground + 1	5.0m	45.0 degrees	N/A	The street is composed of modern structures fairly similar in height and not sympathetic to the historic urban fabric. The street shows no sign of activity with the ground floor detracting from the historic street typology.	The modern buildings should not be used as a precedence and preferably be adapted over time to be more sympathetic to the historic urban fabric. The paving material must be in line with the historic fabric. The design of balconies should be controlled.
Royal Street	16.5	Ground + 1	9.0m	24.0 degrees	N/A	The street is composed of buildings varying in character but similar in height with an average of 2 storeys but with two open sites that have the potential for revitalisation. The modern buildings are not responsive to the historic character of urban fabric.	The vacant central site should be developed with possible commercial increase responsiveness to the street architectural style. The modern buildings should be adapted to be more responsive to the historic urban fabric regarding the design of the roofs and balconies.
Sun Yat Sen Street	9.5	Ground + 3	6.0m	38.0 degrees	Except at corner with Royal Street, ground + 1	The street is composed of modern buildings unsympathetic to the historic urban fabric with variation in character and heights. The street has poor architectural value and shows very little activity.	The modern buildings should not be used as a precedence and preferably be adapted over time to be more sympathetic to the historic urban fabric. The paving material must be in line with the historic fabric. The use of colour and advertising should be controlled. The encroachment of the build-to-line on the upper levels should be controlled.
Queen Street	11.5	Ground + 1	7.0m	33.0 degrees	Except at corner with Sun Yat Sen Street, ground + 3	The streetscape and the buildings have little urban value and vary in height. The street shows little activity that reflects the historic character of the street.	The historic buildings are in desperate need of restoration according to their authentic design and require maintenance. The use of advertising and the colour on basalt structures should be controlled. The modern buildings should not be used as a precedence and preferably be adapted over time to be more sympathetic to the historic urban fabric.



**NOTE:-**

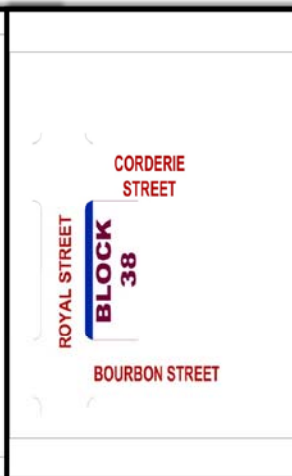
1. Additional 3rd storey height inclusive of parapet not exceeding 4m.
2. Top of 3rd storey not to project above defined gradient as taken from pavement level on boundary line at opposite side of street.
3. Plots where a building façade higher than G+1 is permitted on the plot boundary and/or higher than 3rd storey is permitted on the setback line.
4. Existing street typology refers to "character and street use, definition of the quality of the ensemble of buildings and other elements as a 'whole'."
5. Requirements for this street façade regarding facades, shop fronts, architectural style, covering of walkways, fences/walls, planting, street furniture.

Street Name	Nominal street width (m)	Default prescribed height of façade on plot boundary	Minimum setback for 3 <sup>rd</sup> storey <sup>1</sup>	3rd storey with setback larger than the minimum <sup>2</sup>	Exceptions <sup>3</sup>	Existing Street typology <sup>4</sup>	Requirements for Street façade <sup>5</sup>
Sun Yat Sen Street	9.5	Ground + 4	6.0m	38.0 degrees	Except at corner with Royal Street, ground + 1	The street style is varied in character and heights with an open site in the centre that has potential for revitalisation. The historic basalt building on the South East corner is in need of renovation. The activity on the street is poor. The modern building on the South West corner is not sympathetic to the historic urban fabric.	The vacant central site is to be developed with possible commercial activity on the ground floor to increase responsiveness to the street style. The historic buildings are in desperate need of restoration and require maintenance. The modern additions onto the historic basalt structures should not be used as a precedence and preferably be adapted over time to be more sympathetic to the historic urban fabric. The building heights and the design of balconies should be controlled.

Street Name	Nominal street width (m)	Default prescribed height of façade on plot boundary	Minimum setback for 3 <sup>rd</sup> storey <sup>1</sup>	3rd storey with setback larger than the minimum <sup>2</sup>	Exceptions <sup>3</sup>	Existing Street typology <sup>4</sup>	Requirements for Street façade <sup>5</sup>
<b>Block 36</b> Royal Street	16.5	Ground + 1	9.0m	N/A	N/A	The street style is a mix of modern character and is varied in heights. The street shows no continuous building edge and buildings are not responsive to the historic urban fabric. Pedestrian canopies are absent and the street shows little activity or elements that reflect the historic street typology.	The modern buildings should not be used as a precedence and preferably be replaced over time to be more sympathetic to the historic urban fabric. The paving material must be in line with the historic fabric.
<b>Block 37</b> Royal Street	16.5	Ground + 1	9.0m	N/A	N/A	The single modern mass is not responsive to the historic urban fabric or to the activity on the street. The street shows closed building edge and original basalt pavements which were replaced with concrete tiles. The pedestrian activity is poor.	The modern buildings should not be used as a precedence and preferably be adapted over time to be more sympathetic to the historic urban fabric. The paving material must be in line with the historic fabric.
<b>Block 38</b> Royal Street	16.5	Ground + 1	9.0m	N/A	See MP	The street style is an extreme mix of character and heights. The commercial activity is dense on the street and buildings are responsive to this on ground level. The historic basalt buildings are in need of renovation.	The historic buildings with canopies should be restored according to their authentic design. The paving material must be in line with the historic fabric. The use of colour on basalt structures should be controlled. The modern buildings should not be used as a precedence and preferably be adapted over time to be more sympathetic to the historic urban fabric. The use of modern materials such as roller shutter doors should be controlled.

**NOTE:-**

- 1 Additional 3rd storey height inclusive of parapet not exceeding 4m.
- 2 Top of 3rd storey not to project above defined gradient as taken from pavement level on boundary line at opposite side of street.
- 3 Plots where a building façade higher than G+1 is permitted on the plot boundary and/or higher than 3rd storey is permitted on the setback line.
- 4 Existing street typology refers to "character and street use, definition of the quality of the ensemble of buildings and other elements as a 'whole'."
- 5 Requirements for this street façade regarding facades, shop fronts, architectural style, covering of walkways, fences/walls, planting, street furniture.

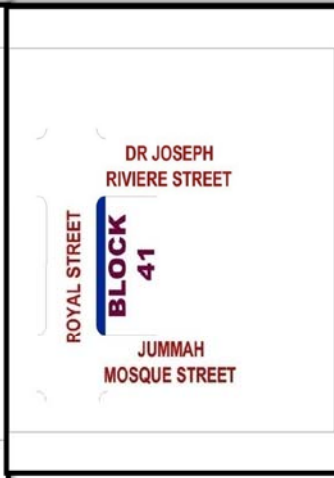
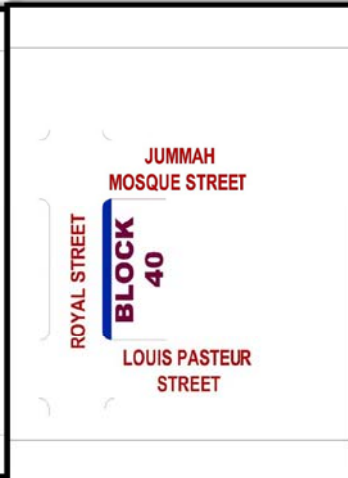




Street Name	Nominal street width (m)	Default prescribed height of façade on plot boundary	Minimum setback for 3 <sup>rd</sup> storey <sup>1</sup>	3rd storey with setback larger than the minimum <sup>2</sup>	Exceptions <sup>3</sup>	Existing Street typology <sup>4</sup>	Requirements for Street façade <sup>5</sup>
<b>Block 39</b> Royal Street	16.5	Ground + 1	<b>9.0m</b>	N/A	See MP	The street style is composed of mainly historic basalt buildings with timber shingle pitched roofs all in need of renovation. An open site in the centre has potential for revitalisation and thus show little sign of activity on the street.	The historic buildings with canopies should be restored according to their authentic design. The paving material must be in line with the historic fabric. The vacant central site should be developed with possible commercial activity to revive the historic street's typology. The use of modern materials such as roller shutter doors should be controlled.
<b>Block 40</b> Royal Street	16.5	Ground + 1	<b>9.0m</b>	N/A	See MP	The street style is an extreme mix in character and heights. The street buildings are not responsive to the historic urban fabric or to the street activity.	The historic buildings with canopies should be restored according to their authentic design. The paving material must be in line with the historic fabric. The modern buildings should not be used as a precedence and preferably be adapted over time to be more sympathetic to the historic urban fabric. The use of modern materials such as roller shutter doors should be controlled.
<b>Block 41</b> Royal Street	16.5	Ground + 1	<b>9.0m</b>	N/A		The street style is composed of an extreme mix of character and heights. Most buildings are not responsive to the historic urban fabric. One historic basalt building with pitched shingle roof located in the centre is in need of renovation. The street shows dynamic activity and the ground floor is responsive to this.	The historic buildings with canopies should be restored according to their authentic design. The paving material must be in line with the historic fabric. The modern buildings should not be used as a precedence and preferably be adapted over time to be more sympathetic to the historic urban fabric. The use of modern materials such as roller shutter doors should be controlled.

**NOTE:-**

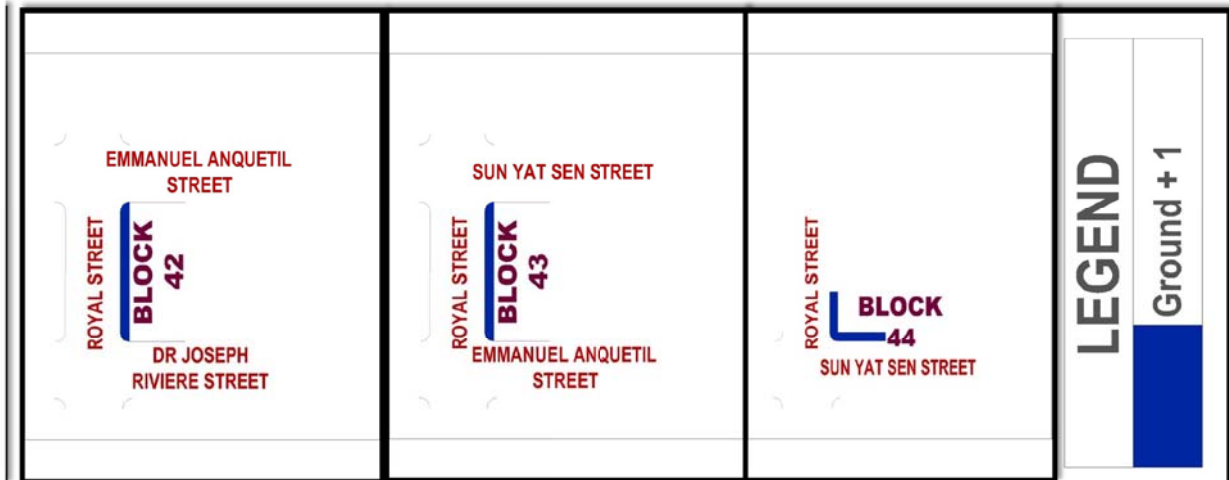
- 1 Additional 3rd storey height inclusive of parapet not exceeding 4m.
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- 3 Plots where a building façade higher than G+1 is permitted on the plot boundary and/or higher than 3rd storey is permitted on the setback line.
- 4 Existing street typology refers to "character and street use, definition of the ensemble of buildings and other elements as a 'whole'."
- 5 Requirements for this street façade regarding facades, shop fronts, architectural style, covering of walkways, fences/walls, planting, street furniture.



Street Name	Nominal street width (m)	Default prescribed height of façade on plot boundary	Minimum setback for 3 <sup>rd</sup> storey <sup>1</sup>	3rd storey with setback larger than the minimum <sup>2</sup>	Exceptions <sup>3</sup>	Existing Street typology <sup>4</sup>	Requirements for Street façade <sup>5</sup>
Royal Street	16.5	Ground + 1	9,0m	N/A	See MP	The street style is varied in character and heights, and has hardly any building of urban value or fabric. The commercial activity on buildings responsive to the historic urban fabric. The activity on the street is poor.	The modern buildings should not be used as a precedence and preferably be adapted over time to be more sympathetic to the historic urban fabric. The paving material must be in line with the historic fabric. The commercial activity on the ground floor should be increased to revive the historic street's typology.
Royal Street	16.5	Ground + 1	9,0m	N/A	See MP	The street style is mixed in character and in heights. An open site is located on the North West corner. The historic basalt buildings are in need of renovation. The modern buildings are not sympathetic to the street activity or fabric.	The vacant site on the North West corner should be developed with possible commercial activity on the ground floor to revive the historic street's typology. The modern buildings should not be used as a precedence and preferably be adapted over time to be more sympathetic to the historic urban fabric. The use of colour on basalt structures should be controlled.
Royal Street	16.5	Ground + 1	9,0m	N/A	See MP		

**NOTE:-**

- 1 Additional 3rd storey height inclusive of parapet not exceeding 4m.
- 2 Top of 3rd storey not to project above defined gradient as taken from pavement level on boundary line at opposite side of street.
- 3 Plots where a building façade higher than G+1 is permitted on the plot boundary and/or higher than 3rd storey is permitted on the setback line.
- 4 Existing street typology refers to "character and street use, definition of the quality of the ensemble of buildings and other elements as a 'whole'."
- 5 Requirements for this street façade regarding facades, shop fronts, architectural style, covering of walkways, fences/walls, planting, street furniture.



## Annexure C: Glossary

### Adaptation

Means modifying a place to suit the existing use or a proposed use.

### Adaptive reuse

Modifying a historic cultural landscape, place or building for a use different than its original use.

### Associations

Mean the special connections that exist between people and a place.

### Authenticity

Conservation of cultural heritage in all its forms and historical periods is rooted in the values attributed to the heritage. Our ability to understand these values depends, in part, on the degree to which information sources about these values may be understood as credible or truthful. Knowledge and understanding of these sources of information, in relation to original and subsequent characteristics of the cultural heritage, and their meaning, is a requisite basis for assessing all aspects of authenticity.

### Build-to-line

Means a building line onto which it is compulsory or mandatory to position a building façade or edge of a structure.

A build-to line can be a plot boundary line or any distance from a plot boundary.

### Bulk

The combined effect of the arrangement, volume, size and shape of a building or group of buildings.

### Compatible use

Means a use, which respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance.

### Conservation

- a) Means all the processes of looking after a place so as to retain its cultural significance.
- b) The dynamic application of appropriate legal, economic and operational measures to preserve specific assets from destruction or deterioration and to safeguard their future.
- c) All efforts designed to understand cultural heritage, know its history and meaning, ensure its material safeguard and, as required, its presentation, restoration and enhancement.

### Context

The specific character, quality, physical, historical and social characteristics of a building's setting. Depending on the nature of the proposal, the context could be as small as a suburban street or as large as a whole town.

### Cultural Landscapes

Cultural landscapes are particular landscapes that reflect interaction over time between people and their surroundings.

### Cultural landscape areas

Specific topographically delimited parts of the landscape, formed by various combinations of human and natural agencies, which illustrate the evolution of human society, its settlement and character in time and space and which have acquired socially and culturally recognised values at various territorial levels, because of the presence of physical remains reflecting past land use and activities, skills or distinctive traditions, or depiction in literary and artistic works, or the fact that historic events took place there.

### Cultural Qualities

Cultural qualities are attributes of cultural landscapes that reflect human value systems.

### Cultural significance

Means aesthetic, historic, scientific, social or spiritual values for past, present or future generations. Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects. Places may have a range of values for different individuals or groups.

### Curtilage

The area of land surrounding an item, area or place of heritage significance that is essential for retaining and interpreting its heritage significance. This is often used for determining the listing boundary.

In a World Heritage Property, the setting or curtilage can be the BZ.

### Fabric

Means all the physical material of the place including components, fixtures, contents, and objects.

[Fabric includes building interiors and sub-surface remains, as well as excavated material. Fabric may define spaces and these may be important elements of the significance of the place].

### Floor Area Ratio (FAR)

Total covered area on all floors of a building divided by the site area. The greater the FAR, the greater is the amount of floor area that could be built.

### Heritage

Means the combined creations and products of nature and of man, in their entirety, that make up the environment in which we live in space and time. Heritage is a reality, a possession of the community, and a rich inheritance that may be passed on, which invites our recognition and our participation.

Cultural heritage is understood to include monuments, groups of buildings and sites of cultural value as defined in article one of the World Heritage Convention.

### Historic areas

May be considered as those spaces where manifold evidences of the city's cultural production concentrate. They are to be circumscribed rather in terms of their operational value as 'critical areas' than in opposition to the city's non-historic places, since the city in its totality is a historical entity.

#### Historic Urban Landscape

A historic urban landscape involves a holistic approach and understanding of the city and its structural, overall heritage patterns, contexts, and an overall view of the urban landscape/urban environment. The notion of historic urban landscape goes beyond traditional terms of "historic centres", ensembles" or "surroundings" and includes:

- environmental and topographic conditions;
- gradual evolution;
- historic patterns;
- topography and soils, vegetation;
- natural and ecological context;
- the broader territorial and landscape context;
- planned territorial development;
- land-uses and patterns;
- overall urban landscape;
- human settlements;
- townscapes, roofscapes;
- spatial organization, spatial structures;
- open spaces;
- public spaces - functionality, scale, materials, lighting, street furniture, advertising, and vegetation;
- building plots and types;
- individual monuments and ensembles and their significant connections;
- elements of technical infrastructure, details of construction;
- significant connections (physical, functional and visual, material and associative), with the historic typologies and morphologies;
- economic and socio-cultural values;
- visual relationships.

#### Infill

In the context of these guidelines, infill means a new building in an established and valued historic context. Good infill is building that is sympathetic to the surrounding buildings and historic context and creates new structures that enhance and complement the existing urban, suburban or rural character. Infill buildings can provide functions and services that adjacent heritage buildings may find difficulty in accommodating without major change.

#### Intangible cultural heritage

Means the practices, representations, expressions, knowledge, skills – as well as the instruments, objects, artifacts and cultural spaces associated therewith – that communities, groups and, in some cases, individuals recognize as part of their cultural heritage. This intangible cultural heritage, transmitted from generation to generation, is constantly recreated by communities and groups in response to their environment, their interaction with nature and their history, and provides them with a sense of identity and continuity, thus promoting respect for cultural diversity and human creativity.

#### Maintenance

Is a conservation process that means the continuous protective care of the fabric and setting of a place, and is to be distinguished from repair. Repair involves restoration or reconstruction.

#### Monuments:

All buildings and structures of conspicuous historic, archaeological, artistic, scientific, social or technical interest, including their fixtures and fittings.

#### Place

Means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

[The concept of place should be broadly interpreted. The elements described may include memorials, trees, gardens, parks, places of historical events, urban areas, towns, industrial places, archaeological sites and spiritual and religious places].

#### Plot Assembly/consolidation

Is the process of adding exiting plots of an urban sector together in a new and larger formation to become a new entity with new qualities – applications for changes in land use is often attached to applications for plot assembly.

#### Preservation

Is a conservation process that means maintaining the fabric of a place in its existing state and retarding deterioration.

[It is recognised that all places and their components change over time at varying rates].

#### Reconstruction

Is a conservation process that as a type of repair means returning a place to a known earlier state and is distinguished from restoration by the introduction of new material into the fabric. [New material may include recycled material salvaged from other places. This should not be to the detriment of any place of cultural significance].

#### Rehabilitation

Regaining the integrity and lost value of a place through adaptation, conservation and compatible use.

Rehabilitation involves the sensitive adaptation of a historic place or of an individual component for a continuing or compatible contemporary use, while protecting its heritage value. This is achieved through repairs, alterations and/or additions.

#### Restoration

Is a conservation process that as a type of repair means returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

### Scale

The size of a building and its relationship with its surrounding buildings or landscape.

### Setback

The horizontal distance from the building to a prescribed boundary (such as a site boundary) or other relevant marker (such as a build-to line, building line or the alignment of houses in a street).

### Setting

The area around a heritage place or item that contributes to its heritage significance. It may include views to and from the heritage item (visual catchment). The listing boundary of a heritage resource does not always include the whole of its setting.

### Significance

Significance reflects the assessment of total value we ascribe to cultural and natural qualities in cultural landscapes, and thus how we evaluate their overall worth to society, to a nation or to local communities. Significance may relate to one particular quality or to a collection of several particular qualities.

### Sites

The combined works of man and nature, being areas which are partially built upon and sufficiently distinctive and homogeneous to be topographically definable and are of conspicuous historical, archaeological, artistic, scientific, social or technical interest.

### Streetscape

Means the ensemble of buildings, structures, plants and walkways along a street, as a discernable component of an urban landscape. The definition can be extended to such ensembles along canals, railway lines, harbour quays etc.

### Syntax

The specific relationship between the elements or components of the urban morphology, resulting in a specific pattern or set of patterns.

### Urban grain

The pattern of the arrangement and size of the buildings on their lots and the subdivision pattern. This pattern or arrangement contributes to the texture of an area. Fine grain is the quality or fine texture resulting from small and frequent subdivisions.

### Urban historic character

- a) The combination of particular characteristics or special qualities of a place related to its period or style of construction.
- b) historic character of the town or urban area and all those material and spiritual elements that express this character, especially urban patterns as defined by lots and streets; relationships between buildings and green and open spaces; the formal appearance, interior

and exterior, of buildings as defined by scale, size, style, construction materials, colour and decoration; the relationship between the town or urban area and its surrounding setting, both natural and man-made; the various functions that the town or urban area has acquired over time.

Any threat to these qualities would compromise the authenticity of the historic town or urban area.

#### Urban Morphology

The components or elements, of which the urban landscape is composed, including spaces, buildings, structures, streets and parks.

#### Value

Value is the value people give, either individually or collectively, and at local, national or international level, to cultural qualities in landscape.

#### View corridors

Means a legally protected spatial entity of a specific form and with specified boundaries through which urban elements may be put into visual contact or through which an existing visual relationship may be protected.

#### Viewscapes

Means the landscape that may be discerned from a specific vantage point or location, and which viewscapes has a definable quality and character.

#### Visual pollution

Visually offensive degradation resulting either from the accumulation of installations or technical equipment (pylons, advertising boards, signs and other publicity material) or from the presence of inappropriate or badly sited tree planting, forestry or building projects.

#### Walkways

Formal movement system for pedestrians along or adjacent to, above or in a street also used for commercial or social activities.