



Action Area Plan for Urban Heritage Area: Buffer Zone of the Aapravasi Ghat World Heritage Property



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Prepared by the Planning Division of the Ministry of Housing and Land Use Planning in collaboration with the Aapravasi Ghat Trust Fund (AGTF) and in consultation with various Stakeholders including the: Town & Country Planning Board; Ministry of Land Transport and Light Rail; Ministry of National Infrastructure and Community Development; Ministry of Arts and Cultural Heritage; Mauritius Ports Authority; Municipal City Council of Port Louis; Landscape Mauritius Ltd; Metro Express Ltd; Road Development Authority; and the National Heritage Fund.

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Effective Date: 28 December 2019
(General Notice No.2086 of 2019)

Abbreviations

AAP	Action Area Plan
AG	Aapravasi Ghat
AGTF	Aapravasi Ghat Trust Fund
AGWHP	Aapravasi Ghat World Heritage Property
AGWHP BZ	Aapravasi Ghat World Heritage Property Buffer Zone
BLUP	Building and Land Use Permit
BRIC	Beekrumsing Ramlallah Interpretation Centre
BZ	Buffer Zone
CCPL	Municipal City Council of Port Louis
CHIS	Cultural Heritage Impact Statement
CZ	Core Zone
EIA	Environmental Impact Assessment
HIA	Heritage Impact Assessment
HUL	Historic Urban Landscape
ICH	Intangible Cultural Heritage
ICOMOS	International Council on Monuments and Sites
LED Plan	Local Economic Development Plan
MACH	Ministry of Arts and Cultural Heritage
MHL	Ministry of Housing and Land Use Planning
MMC	Mauritius Museums Council
MP	Management Plan
MPA	Mauritius Ports Authority
MPC	Management Plan Committee
MLTLR	Ministry of Land Transport and Light Rail
MNICD	Ministry of National Infrastructure and Community Development
MTPA	Mauritius Tourism Promotion Authority
NDS	National Development Strategy
NHF	National Heritage Fund
OPS	Outline Planning Scheme
OUV	Outstanding Universal Value
PL	Port Louis
PPG	Planning Policy Guidance
PPG 6	Planning Policy Guidance 6: Urban Heritage Area – Buffer Zone of the Aapravasi Ghat World Heritage Property (2011)
TC	Technical Committee under Local Government Act 2011
UNESCO	United Nations Educational, Scientific and Cultural Organization
VIA	Visual Impact Assessment
WHC	World Heritage Centre (UNESCO)
WHP	World Heritage Property
WHS	World Heritage Site

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1 Introduction

The Capital City of the Republic of Mauritius, Port Louis, which hosts amongst others - the dynamic activities of the harbour, the Government administrative centre and a diversity of economic activities has equally the privilege to have at its heart, a culturally renowned area- the Aapravasi Ghat World Heritage Property (AGWHP).

In line with in the section IV.A. 172 of the Operational Guidelines for the World Heritage Convention¹, the Government of Mauritius convened a UNESCO/ICOMOS² advisory mission to assess and advise Government on the planned development projects in and around the Aapravasi Ghat World Heritage Property (AGWHP).

The mission recommended in May 2018 that **“an overarching vision and masterplan on precinct level be developed, integrating all these development projects”**.

However, the Mauritian planning legislation does not make provision for the preparation of masterplans. As such instead of a Master Plan, an Action Area Plan (AAP)³ has been formulated for the precinct.

From a cultural and urban planning point of view, Port Louis has the opportunity to rise to the challenge of becoming a famous culturally diverse city.

Based on existing surveys adopting the Historic Urban Landscape approach, the Ministry of Housing and Land Use Planning has steered⁴ the preparation of this Action Area Plan for the Urban Heritage Area of the Aapravasi Ghat World Heritage Property.

¹ Mauritius is a signatory to the Convention concerning the Protection of the World Cultural and Natural Heritage of UNESCO (1972) since 1995.

² The International Council on Monuments and Sites (ICOMOS) is the advisory body of UNESCO for cultural heritage.

³ The statutory provision for the preparation of an AAP is described in paragraph 1.2

⁴ The Action Area Plan has been prepared in collaboration with the Aapravasi Ghat Trust Fund and the National Heritage Fund.

1.1 Plan preparation under statutory provision: Action Area Plan (AAP)

As per the Planning and Development Act⁵, this AAP has been prepared with the main objective to set out the policies, programmes and proposals for the future direction of development of the Buffer Zones of AGWHP.

Any development proposal to be carried out should comply with the provisions in the relevant statutory planning instruments. Sections 14 and 15 of the Planning and Development Act (PDA) 2004 have been proclaimed to provide for the preparation of Development Plans, one of which being an Action Area Plan and the proclaimed Section 19 of the PDA grants the power to the Minister to cause to be prepared an Action Area Plan. In accordance with Section 14(5) of the Planning and Development Act, the Action Area Plan shall prevail over an Outline Planning Scheme to the extent of any inconsistency.

As such, this AAP overrides the provisions of the Outline Planning Scheme for the Municipal City Council Area of Port Louis on any inconsistencies regarding the City Centre proposals.



Map 1: Buffer Zone of the AGWHP

⁵The Planning and Development Act (PDA) 2004 has partially been proclaimed.

This Action Area Plan is to be used in conjunction with the:

- Planning Policy Guidance 6: Urban Heritage Area - Buffer Zone of the Aapravasi Ghat World Heritage Property;
- Management Plan for the AGWHP.

1.2 Tasks and Objectives of the AAP

This AAP has been prepared with a view to enable the successful implementation and integration of the planned future development in and around the Buffer Zone of the AGWHP. It sets out the relevant projects of key actors and seeks to harmonise their interventions and proposals within the AGWHP and its Buffer Zone.

The main objectives of the AAP are set out hereunder:

- (i) Create a synergy of actions and implementation programmes amongst different stakeholders in harmony with the World Heritage Property's attributes.
- (ii) Revitalise the traditional AGWHP area to make it more attractive and as a hub for community, social and cultural activities.
- (iii) Provide a range of cultural and complementary uses to sustain growth in the heritage area in compliance with the UN Sustainable Development Goals (SDGs).
- (iv) Demonstrate how cultural elements can be integrated within the urban design and historic urban landscape of the AGWHP Buffer Zone.
- (v) Ensure that the projects in the AGWHP Buffer Zone are executed based on a single integrated precinct vision.
- (vi) Ensure the preservation and maintenance of the Outstanding Universal Value (OUV) of the AGWHP and its setting as a key component of the Vision for Port-Louis.



2 Defining the precinct

The World Heritage Convention⁶ requires the delineation and regulation of a Buffer Zone around World Heritage Property as designed hereunder in the Operational Guidelines:

“For the purposes of effective protection of the nominated property, a Buffer Zone is an area surrounding the nominated property which has complementary legal and/or customary restrictions placed on its use and development to give an added layer of protection to the property. This should include the immediate setting of the nominated property, important views and other areas or attributes that are functionally important as a support to the property and its protection. The area constituting the Buffer Zone should be determined in each case through appropriate mechanisms.”

When the Aapravasi Ghat (AG) was listed on the World Heritage list in 2006, a Buffer Zone was delimited around the World Heritage Property located in Port Louis, the capital city of Mauritius. The Buffer Zone has two components: -

- (i) Zone 1 which surrounds the Core Zone (the Aapravasi Ghat (AG) compound); and
- (ii) Zone 2, east of the Trunk Road (Motorway) and part of the port area as defined in the Ports Act 1998.

The BUFFER ZONE 1 and the western part of BUFFER ZONE 2 are located within the port area as defined in the Ports Act 1998. The Buffer Zone extends over an area of 28.9 hectares delimited as follows:

- (i) Zone 1: 2.9 hectares;
- (ii) Zone 2: 26.0 hectares.

(1 hectare = 10,000 sq. metres)

The two zones are designated under the generic term of ‘Buffer Zone’ unless specified as Buffer Zone 1 and/or Buffer Zone 2.

⁶ It refers to UNESCO’s Convention concerning the protection of the World Cultural and Natural Heritage (1972) signed by the State Party of Mauritius in 1995.

The boundaries of the Buffer Zone (see Map 2) 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.

The Buffer Zone of the AG the including port, customs, harbour front, transport and commercial activities, is situated around the AGWHP, to its East side and alongside Trou Fanfaron Basin, this area being the historical centre of the colonial port of Port Louis.

2.1 Buffer Zone of AGWHP: a Historic Urban Landscape

In line with the PPG 6 and the Outline Planning Scheme for Port Louis, the vision statement and the guidelines set out in this AAP rest on the Historic Urban Landscape (HUL) approach advocated by UNESCO (2011), allowing for the maintenance and enhancement of the Outstanding Universal Value (OUV) of the World Heritage Property:

“The Historic Urban Landscape (HUL) Approach is holistic and interdisciplinary. It addresses the inclusive management of heritage resources in dynamic and constantly changing environments, aimed at guiding change in historic cities. It is based on the recognition and identification of a layering and interconnection of natural and cultural, tangible and intangible, international and local values present in any city. According to the HUL approach, these values should be taken as a point of departure in the overall management and development of the city.”



Image source: PPG 6

Map 2: The Core (Aapravasi Ghat) and Buffer Zone of the AGWHP

POINT	NATIONAL GRID COORDINATES		WGS 84 COORDINATES	
	EASTING	NORTHING	LATITUDE	LONGITUDE
A	997364.07	1004385.62	20° 9' 30.63"	57° 30' 13.11"
B	997357.87	1004387.67	20° 9' 30.57"	57° 30' 12.90"
C	997347.85	1004389.15	20° 9' 30.52"	57° 30' 12.55"
D	997347.96	1004389.82	20° 9' 30.50"	57° 30' 12.55"
E	997319.38	1004393.96	20° 9' 30.36"	57° 30' 11.57"
F	997317.57	1004388.20	20° 9' 30.55"	57° 30' 11.51"
G	997310.55	1004360.06	20° 9' 31.47"	57° 30' 11.27"
H	997283.00	1004367.37	20° 9' 31.23"	57° 30' 10.32"
I	997279.75	1004354.60	20° 9' 31.64"	57° 30' 10.21"
J	997303.30	1004348.46	20° 9' 31.84"	57° 30' 11.02"
K	997306.99	1004347.47	20° 9' 31.88"	57° 30' 11.14"
L	997314.50	1004347.22	20° 9' 31.88"	57° 30' 11.40"
M	997321.79	1004350.42	20° 9' 31.78"	57° 30' 11.65"
N	997482.64	1004491.15	20° 09' 27.20"	57° 30' 17.19"
O	997437.61	1004532.90	20° 09' 25.85"	57° 30' 15.64"
P	997322.18	1004415.53	20° 09' 29.66"	57° 30' 11.67"
Q	997146.78	1004470.47	20° 09' 27.87"	57° 30' 05.63"
R	997138.10	1004466.22	20° 09' 28.01"	57° 30' 05.33"
S	997131.49	1004457.98	20° 09' 28.28"	57° 30' 05.10"
T	997129.22	1004439.81	20° 09' 28.87"	57° 30' 05.02"
U	997131.50	1004439.57	20° 09' 28.88"	57° 30' 05.10"
V	997128.21	1004426.64	20° 09' 29.30"	57° 30' 04.99"
W	997134.81	1004422.70	20° 09' 29.43"	57° 30' 05.21"
X	997051.93	1004277.73	20° 09' 34.14"	57° 30' 02.36"
Y	997067.69	1004265.84	20° 09' 34.53"	57° 30' 02.90"
Z	997175.05	1004188.24	20° 09' 37.05"	57° 30' 06.60"
ZA	997676.19	1004360.38	20° 09' 31.46"	57° 30' 23.86"
ZB	997587.83	1004449.41	20° 09' 28.56"	57° 30' 20.81"
ZC	997594.12	1004525.12	20° 09' 26.10"	57° 30' 21.03"
ZD	997521.07	1004580.85	20° 09' 24.29"	57° 30' 18.52"
ZE	997530.80	1004660.21	20° 09' 21.71"	57° 30' 18.85"
ZF	997472.86	1004709.20	20° 09' 20.11"	57° 30' 16.86"
ZG	997292.63	1004707.76	20° 09' 20.16"	57° 30' 10.65"
ZH	997254.94	1004686.94	20° 09' 20.84"	57° 30' 09.35"
ZI	997204.63	1004676.99	20° 09' 21.16"	57° 30' 07.62"
ZJ	997121.32	1004626.02	20° 09' 22.82"	57° 30' 04.75"
ZK	997125.64	1004528.93	20° 09' 25.97"	57° 30' 04.90"
ZL	997110.52	1004442.63	20° 09' 28.78"	57° 30' 04.38"
ZM	996990.17	1004254.69	20° 09' 34.89"	57° 30' 00.23"
ZN	997030.95	1004209.05	20° 09' 36.38"	57° 30' 01.64"
ZO	997291.19	1003959.76	20° 09' 44.48"	57° 30' 10.60"

Source: PPG 6

2.2 Outstanding Universal Value (OUV)

As the setting in which the World Heritage Property has evolved through time, the Buffer Zone of the AGWHP was delimited to preserve its Outstanding Universal Value taking into account the historic setting of the urban landscape and activities around this harbour area.

The Outstanding Universal Value (OUV) means cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations of all humanity. As such, the permanent protection of this heritage is of the highest importance to the international community as a whole.

The AGWHP's Buffer Zone is a discreet heritage rich area with a specific urban character that has to be protected, and preserved through a specific management approach; and that shall consider as well other cultural heritage areas within the precincts of Port Louis such as those identified in the PPG 6, the Outline Planning Scheme (2015) and in the NHF Act, in an overarching approach. To do so, specific attention is brought to the attributes supporting the OUV of the World Heritage Property.

Attributes are physical elements and tangible or intangible aspects or processes of the property which express the Outstanding Universal Value (OUV). The objective is to ensure the protection and enhancement of the attributes of the World Heritage Property when they support the expression of the Outstanding Universal Value as defined in the Convention concerning the safeguarding of the World Cultural and Natural Heritage of UNESCO (1972) that Mauritius ratified in 1995. A well-protected and managed heritage site will benefit the city and country as a whole.

2.3 Attributes of the World Heritage Property

As stated in UNESCO Operational Guidelines for the Implementation of the World Heritage Convention⁷, attributes are expressed through:

- form and design;
- materials and substance;
- use and function;
- traditions, techniques and management systems;
- location and setting;
- language, and other forms of intangible heritage;
- spirit and feeling; and
- other internal and external factors.

The OUV of the World Heritage Property resides in the Aapravasi Ghat Immigration Depot being the symbol of the indenture system experimented in Mauritius and adopted throughout the world's colonies and countries after its successful implementation in Mauritius in the 1830s.

⁷ See Section II.E entitled 'Integrity and/or authenticity', Article 82.

The attributes expressing the OUV are the following:

1. The Core Zone of the World Heritage Property and parts of it that were destroyed through time;
2. The colonial harbour of Port Louis;
3. Port Louis as a city of migration;
4. Port Louis's typical architecture;
5. The heritage of the sugar industry; and
6. The legacy of indenture.

Table 1 on page 10 provides the list of values, attributes and their corresponding physical and intangible elements located in the core and buffer zones of the World Heritage Property⁸.

⁸ In the AAP 01, the list contains the attributes located in the buffer zone, its immediate surroundings or components that have a direct relation to the AGWHP in Port Louis. The Management Plan for the Aapravasi Ghat World Heritage Property includes the comprehensive list of attributes located within and beyond the buffer zone.

Table 1: Values, attributes, physical & intangible elements of the WHP (core & buffer zone)

Values	Attributes	Physical elements and spaces	Intangible elements, memory and the sense of place	
The immigration depot as the symbol of 19 th international indenture migration	1. Core Zone of the World Heritage Property and parts of it that were destroyed through time Ref: Map 3	<ul style="list-style-type: none"> The preserved remains of the Immigration Depot; The remains of the former wharf and associated infrastructures; Immigration square; Parc à boulets; 	<ul style="list-style-type: none"> Section of the motorway along the hospital block (former immigration office); The spaces connecting the Depot to the city and to the port; The area covered by the sea; The view corridors between the immigration square and the AG WHP. 	Transitory space between the country of origin and the future places of settlement
The successful development of infrastructures allowing the migration of indentured labourers on a large scale	2. The colonial harbour of Port Louis Ref: Map 4	<ul style="list-style-type: none"> Trou Fanfaron Basin; Access infrastructure and connections to ships and dinghies; The remains of the colonial harbour including dry docks, delimitation and retention walls, drains, wharfs, the granary; Connecting access to the city centre; Quay Street and Pasteur Street as connection between harbour and city; 	<ul style="list-style-type: none"> Urban landscape and the city's topography around the harbour including circulation patterns. Urban landscape resulting from colonial organisation. 	<ul style="list-style-type: none"> Immigration landscape: the area as a connecting node between Port Louis and the sugar plantations; Port viewscales
The qualities of the colonial harbour located on international commercial routes allowing the full expression of the indentured migration	3. Port Louis as a city of migration	<ul style="list-style-type: none"> Relationship with the sea as an interface with the city; View corridors between the city and the harbour; Urban access connecting the harbour to the city centre; 	<ul style="list-style-type: none"> Customs area; Port Louis Waterfront; Ex-Military hospital; Jummah mosque; Central market; Trou Fanfaron Police Station. 	<ul style="list-style-type: none"> The whole Port Louis as a Colonial port city (beyond its physical harbour) conceived as the unique port of call for arrivals and departures; Trou Fanfaron Basin as the cradle of Mauritian society.
Port Louis as a node of migration resulting in diverse cultural influences inherited from the constant cultural interactions with the wider world including the indenture migration contributing significantly as the most important migration in number	4. Port Louis's typical architecture	<ul style="list-style-type: none"> Graded buildings in the Buffer Zone (Refer to Map 5); Landmarks (ref: PPG6); National Heritage sites; Creole townhouses; Old basalt and stone warehouses; 	<ul style="list-style-type: none"> Traditional shops; Farquhar Street; China Town Historic pavements and drains; Connecting green spaces and gardens; 	<ul style="list-style-type: none"> Integration of Indentured labourers' influence in a multicultural city; The daily life of a market city as a binding social element.
The needs of the sugar industry have triggered the experiment of a new system of recruitment after slavery was abolished	5. The heritage of the sugar industry	<ul style="list-style-type: none"> Urban network: connecting the harbour with the city and the immigration depot; Cerné Docks; 	<ul style="list-style-type: none"> BRIC 1; Rail tracks, rail network and its operational facilities (Train Stations including Victoria Station; trains' depot at Caudan). 	<ul style="list-style-type: none"> The Port's perception as the landmark ensuring the economic viability of the colony; The port as the connection point with the outside world; Railway service and harbour's workforce memory.
The nature of the indentured migration in Mauritius as the sole explicit expression of the large scale recruitment system replicated around the world	6. The legacy of indenture	<ul style="list-style-type: none"> Structures and elements related to Street food sale; Craft workshops; Street shops; Religious places; Continuity in land use and cityscape use; 		<ul style="list-style-type: none"> Memories of sugar plantations and camps; All marks of integration in the Mauritian society; Street food variety as the expression of multicultural migrants' influence and; Religious and cultural traditions; Hawkers' tradition; Traditional practises such as craftsmanship; Traditional dress; Languages; Oral traditions. Toponymy.

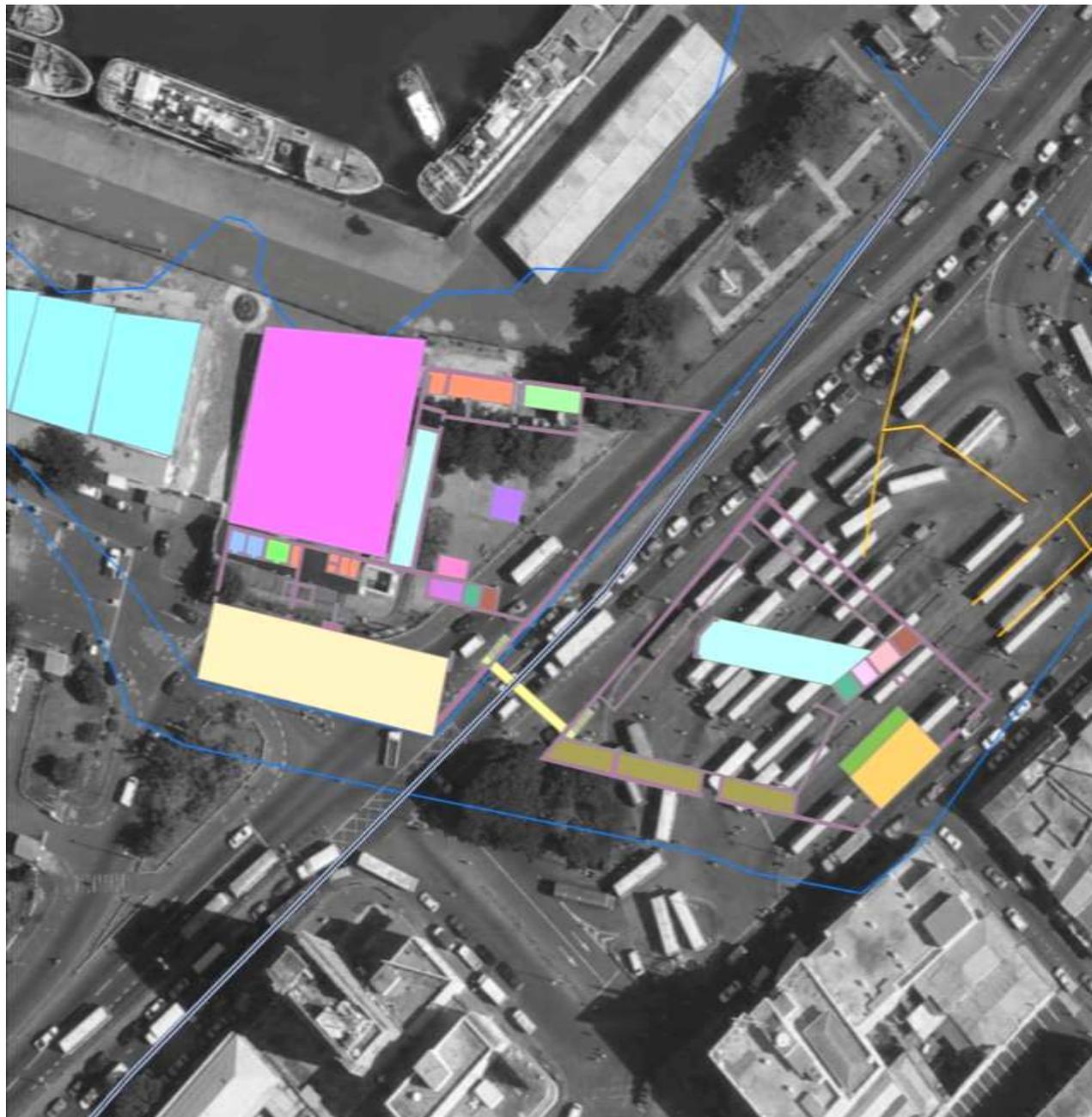
Table 2: Assessment of the vulnerability of the attributes

SN	Attributes	Socio-economic stresses	Impact of climate change
1	The Core Zone of the World Heritage Property and parts of it that were destroyed through time - Refer to Map 4.	High	Medium
2	The colonial harbour of Port Louis - Refer to Map 5.	High	Medium
3	Port Louis as a city of migration	High	Medium
4	Port Louis's typical architecture	High	Medium
5	The heritage of the sugar industry	High	Medium
6	The legacy of indenture	High	Medium

The vulnerability of the attributes highlights the high socio-economic pressure on them. Consequently, it is required to assess the impact of any development on attributes while also calling for urgent action to reduce stresses.

The attributes constitute the baseline for the assessment of impact including Heritage Impact Assessment (HIA), Visual Impact Assessment (VIA) and Cultural Heritage Impact Statement (CHIS). These impact studies should also consider and include the urgent action required to safeguard the attributes and reduce the socio-economic stresses.

Any development involving or potentially impacting the attributes of the WHP is subject to an HIA and VIA in line with the Planning Policy Guidance 6 (PPG 6) and the Management Plan for the AGWHP.



Aapravasi Ghat Trust Fund
 Beekrumsing Ramlallah Interpretation Centre
 Port Louis, Urban Development
 Archaeology at BRIC, 2010/2012
 Dr. Diego Calaon

Port Louis, Ancient Map Data
 Year: 1864-65, The British Rule
 The New Immigration Depot

Legend

Historical Contours 1865	Map 1865 Immigration Depot
Layer	<all other values>
— Cliff	
— COASTLINE	
— <all other values>	
Map 1865 Trou Fanfaron	Name
— <all other values>	Bridge
BRIC Patent Slip	Cookhouse
BRIC Warehouse	Cookhouse
Entrance Immigration Depot	Depot Keepers Quarter
Mr Brout Patent Slip	Doctor's Office
Mr Vigoureux Patent Slip	Hospital
Parcel	Immigration Office
	Kitchen
	Kitchen (open Area)
	Lavatory
Map 1865 Hospital	Pillar
<all other values>	Pitoy
	Servants
<Null>	Shed
Batterie	Sinder
Immigration Depot	Stable
Road	Stair
	Stair - Bridge
	Store
	Veranda
	Wall
	Warehouse
	Warehouse-Bric
	Railway



Image source: AGTF

Map 3: The remaining parts of the AGWHP and parts destroyed through time



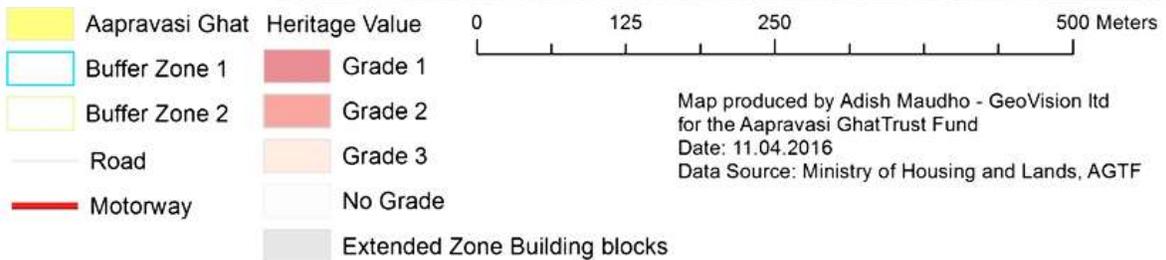
Image source: AGTF

Map 4: The Colonial Harbour and connections between the depot, the City & the Port.

Aapravasi Ghat World Heritage Property Buffer Zone Grading of Buildings



Image source: AGTF



Map 5: Graded buildings in the Buffer Zones.

2.4 Strengths, Weaknesses, Opportunities and Threats (SWOT) Analysis

The Local Economic Development (LED) Plan for Port Louis (2016) has undertaken a situational analysis and produced a concised SWOT Analysis for the AGWHP, which is shown at Table 3. The LED Plan presents a well-established international approach in development strategies to build upon the potential of a local area with the aim to improve its economic conditions and the quality of life. The LED Plan for the heritage urban area (Buffer Zone of the AGWHP) aimed at including cultural heritage assets (cultural capital) in development and investment operations.

Table 3: SWOT Analysis

Strengths	Weaknesses
<ul style="list-style-type: none"> • Vibrant urban economy • Current high consumer demand supporting commercial activities • Favourable institutional environment to attract foreign investments • Presence of World Heritage Site as a global cultural attraction • Existing regulatory framework in the WHS BZ for the protection of heritage buildings and conservation of the heritage integrity of the area 	<ul style="list-style-type: none"> • Weak specialization in cultural economy • Congestion effects • Severance between Waterfront and city centre • Parking availability is a critical issue • Lack of residential population • After office (5pm) hours absence of lively activities • Few tourism attractions • Built environment's progressive degradation • Scarce recognition of the cultural and economic value of heritage • Lack of incentives to the private sector for heritage rehabilitation and preservation • Lack of awareness and practicing capacities toward heritage and cultural value
Opportunities	Threats
<ul style="list-style-type: none"> • Development or enhancement of new tourism models (cruise and cultural tourism) • Attractive environment for creative industries and business • Unexplored potential of local intangible heritage (food and gastronomy) • Leverage on global cultural themes (multiculturalism, slavery, indentured labour) • Well established economic and cultural connections with European and Asian countries • Recently developed attention to the organisation of cultural events and activities 	<ul style="list-style-type: none"> • Irreversible loss of the distinctive character of the city centre due to demolition of historic buildings and redevelopment activities • Competition from other out-of-town commercial spots • Long term profitability of commercial and office spaces • Lack of coordination with hotel and tour operators to promote a more integrated tourist offer of the city • Ineffective regulation of informal trade (hawkers) • Potential conflicts with Port development and activities in Trou Fanfaron Bay • Weak instruments for monitoring urban change • Relatively weak institutional capacities in the economic management of heritage assets

Source: LED Plan 2016



3 Vision Statement

3.1 The Vision for Port Louis as per the operational Outline Planning Scheme

Three of the key objectives for the Vision and Strategic Development Principles of Port Louis, as per the operational Outline Planning Scheme⁹ are as follows:

“A revitalisation of the capital city centre by introducing improvements to the public realm, innovative public transport and traffic management measures and a range of social, cultural and community facilities to create more attractive safe and accessible urban environments in which to live, work and enjoy.”

“An enhancement of urban environment and amenity by guiding new development proposals to the most sustainable locations whilst conserving the amenity of national heritage, street patterns and neighbourhoods and promoting high quality design for major developments and redevelopments.”

“Reducing dependency on private cars for journeys to work by upgrading as well as providing new quality, affordable and efficient facilities for public transport, pedestrians and the disabled and promoting improved planning and coordination between land use and transport.”

This vision developed in 2015 is in line with the development vision stated in the Planning Policy Guidance 6 (2011). The AAP presents a vision for development that is coherent with these planning documents and addresses the need to maintain the OUV of the World Heritage Property and its setting. The vision resting on the need to maintain the OUV developed in this AAP supersedes that of the Outline Planning Scheme for Port Louis.

3.2 Vision for development

The vision for development is in line with Sustainable Development Goal 11 “Sustainable cities and communities” and is as follows:

- Protect and maintain the OUV of the property and its attributes;
- Preserve and enhance the World Heritage Property's attributes for the future generations;
- Revitalize the City Centre of Port Louis in a sustainable manner;
- Reconcile heritage with urban development;

⁹ Outline Planning Scheme, Municipal City Council Area of Port Louis, Ministry of Housing and Lands, approved version of 23 May 2015, page 14

- Reconcile private interests with collective values;
- Reconnect the waterfront with the historic city centre;
- Save the unique (and irreplaceable) character of the historic city centre and heritage assets of the country;
- Create a synergy among the different economic activities in the area and in the city;
- Recognise the need to put in place sustainable means of transport through a modern transportation terminal; and
- Trigger residential development onto adjoining properties outside the precinct and encourage young Mauritians to relocate to this part of Port Louis.

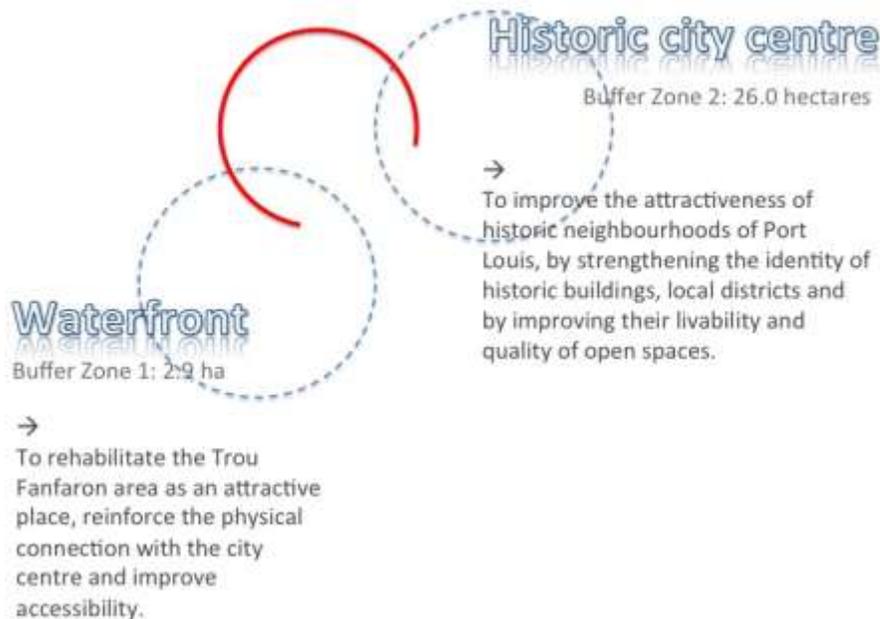


Image source: LED Plan 2016

Figure 1: Developing a new vision for the precinct

The HUL approach aims at managing the development of historic cities to contribute to the well-being of communities and to the conservation of historic urban areas and their cultural heritage while ensuring economic and social diversity and residential functions.

The vision acknowledges a holistic approach for the enhancement of the urban landscape in the Heritage Area (Buffer Zone) of the Aapravasi Ghat World Heritage Property in line with HUL's principles. In view of the preceding, the overarching vision is as enunciated hereunder:

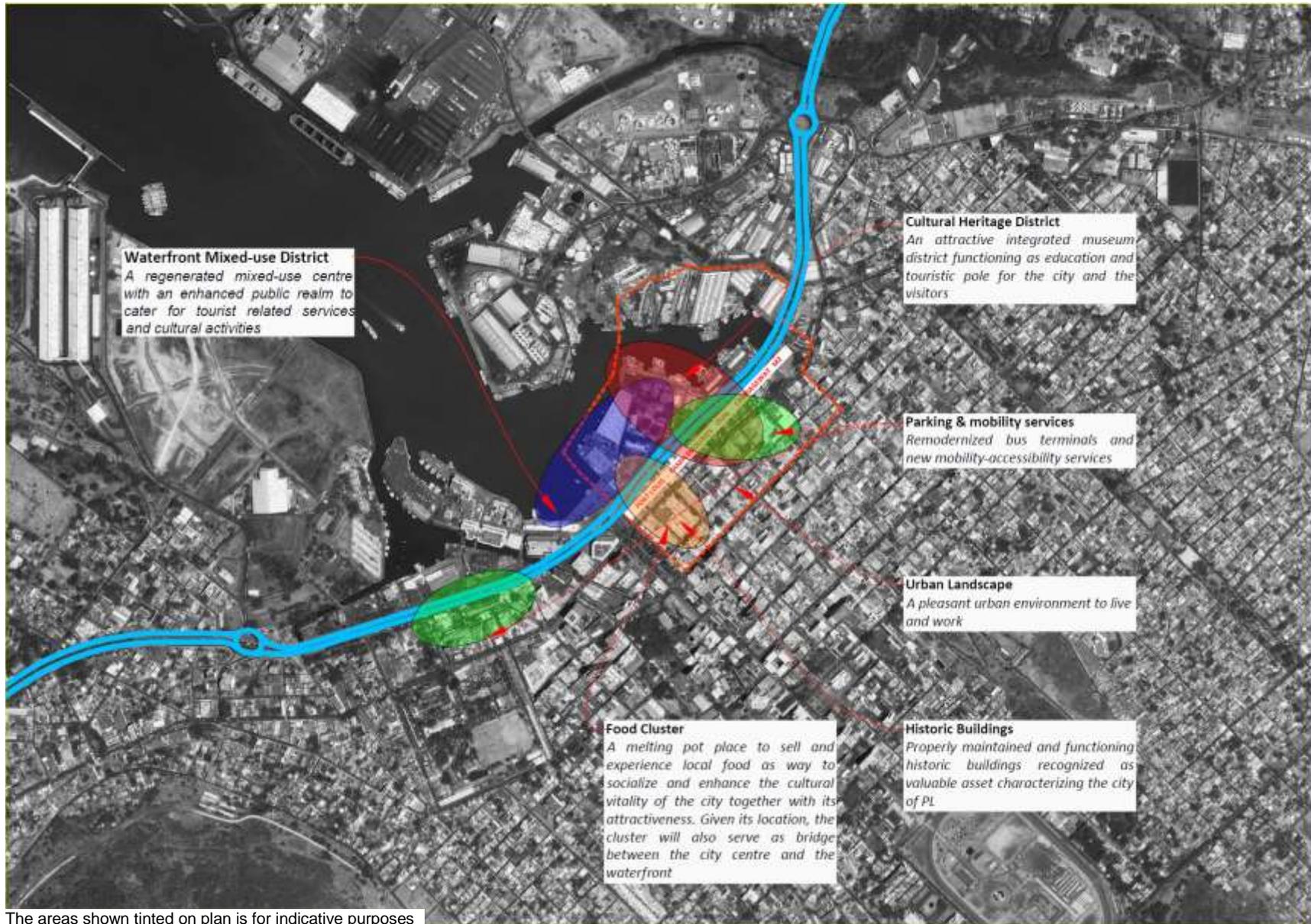
"The Outstanding Universal Value of the World Heritage Property will be preserved and maintained to support the development of Port Louis into a vibrant and sustainable precinct where cultural heritage is rehabilitated to add value to the city for the benefits of property owners, business sector as well as other stakeholders in the area, and the nation at large."

3.3 Strategic objectives

The overarching vision led to establish the following objectives and their corresponding actions:

Objectives	Actions
Rehabilitate and reuse the Granary and the other historic buildings to cater for compatible land uses as defined in PPG 6 such as tourist related services (small boutique hotel) and premises for cultural activities, museums, theatres, restaurants, arts and craft centre amongst others. Enhance the public realm and provide for efficient utilities and urban drainage system.	1. Regenerate the Waterfront into a Mixed-use District.
Recover the waterfront area's heritage assets and reuse them to host cultural activities and valorise them into an integrated framework, including additional and commercial services for the visitors. Focus on cultural production should be laid in setting up museums and cultural activities.	2. Create a Cultural Heritage District
Improve the urban environment valorising its historical and heritage assets with the view to improve the quality of life in the city centre. Retain the urban landscape and streetscape as contributing to enhancing city's connection among the community and key areas.	3. Improve the city's Urban Landscape and its cultural assets
Encourage a sustainable transport strategy in line with the Government objective to develop the Immigration Square Terminal Project. This project together with other development objectives may trigger small business initiatives in line with the heritage guidelines in PPG 6. Reach an adequate number of parking for the users of the city centre, through realizing new parking spaces and organizing/improving the existing ones. Second, but equally important goal is to reduce car dependence within the historic Port Louis. This means encouraging public transport and walking/cycling through investments in transport infrastructures.	4. Encourage sustainable transportation and mobility
Restore the market and its surroundings in order to create a renovated business commercial area and improve the touristic attractiveness of the whole city by offering a new touristic experience to the island visitors.	5. Promote the Traditional Mauritian Food Cluster
Maintain the historical value of the houses and of the urban environment, for the appreciation of the citizens and visitors and overall liveability of the city	6. Rehabilitate and foster adaptive reuse of Historic buildings

The 6 proposed actions are illustrated on Map 6 and Map 7.



The areas shown tinted on plan is for indicative purposes

Map 6: Aerial photo showing the six (6) proposed actions

ACTION AREA PLAN: CULTURAL HERITAGE DISTRICT (CHD) AND WATERFRONT DISTRICT (WD) MAP OF THE BUFFER ZONE 1



Image source: AGTF

Map 7: Cultural Heritage and Waterfront Mixed-use Districts within the Buffer Zone 1

3.4 Parties committing to the Vision

There is a wide range of stakeholders (as shown in Figure 2) who either operate, commute and have regulatory powers or otherwise in the AGWHP area and its connecting streets. Although their interests diverge, the overarching vision seeks to foster the adhesion of all stakeholders through the opportunities enunciated in chapter 4 of this document.



Figure 2: Identification of Stakeholders

4 Action Plan for the area

The vision statement is defined through managing and driving development in the Buffer Zone of the AGWHP on the following key areas of change:

Table 4: Action Statement and Action Areas

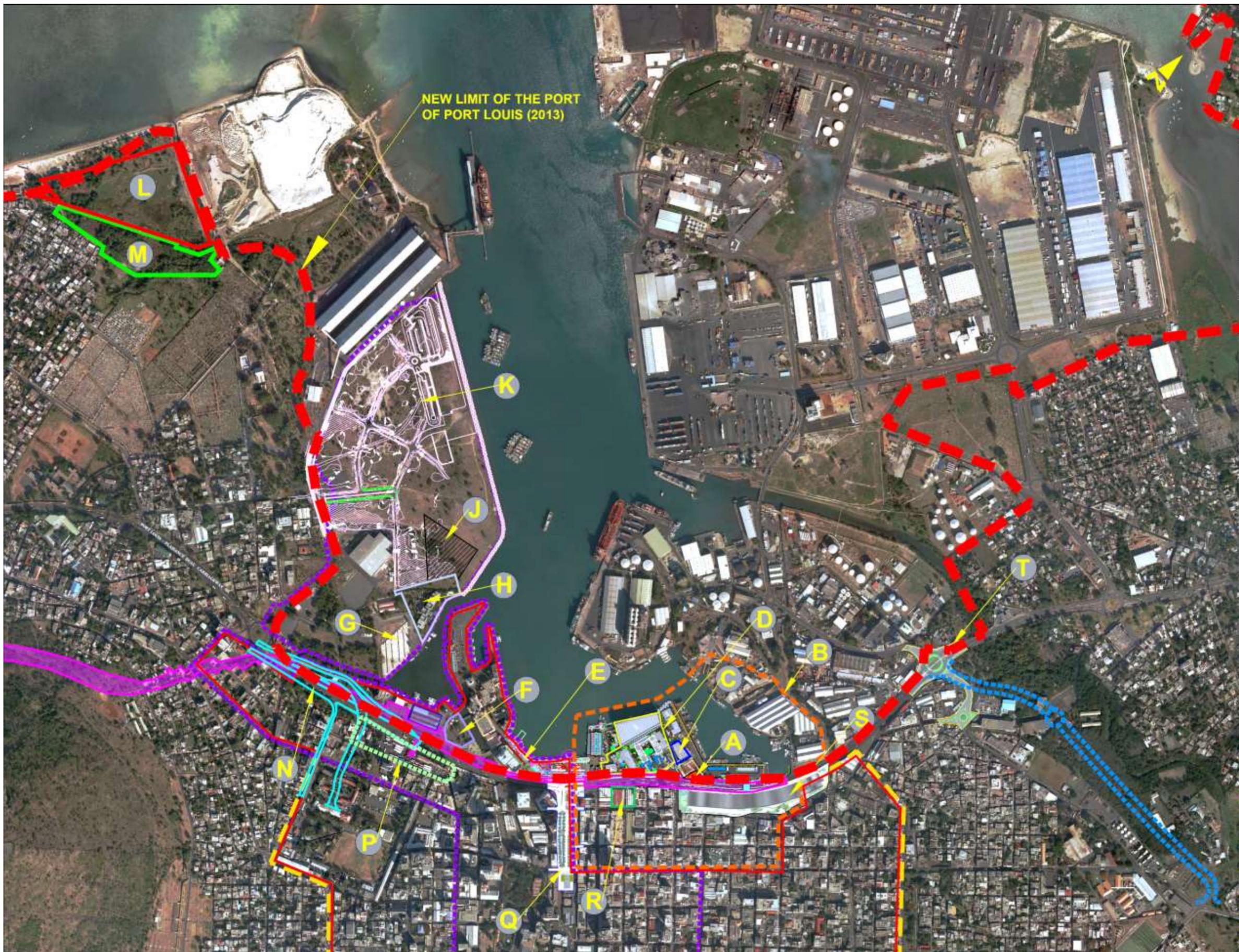
Action statement	Action Area	Vision
Develop the Waterfront into a Mixed-use District	Waterfront Mixed-use District (Granary, Windmill, Landscape sub-office, Civil Hospital, Customs house, Post office, Astrolabe, Spaces, streets)	Redevelop and rehabilitate the Granary including other Historic Buildings within an enhanced public realm.
Create a Cultural Heritage District	Cultural Heritage District (Ex-military hospital to be renovated as Intercontinental Slavery Museum, Galerie d'Art National, BRIC 1 & 2, Apravasi Ghat, Walkways & quays, access to sea, green spaces)	An attractive integrated heritage district functioning as an educational and tourist pole for the city and the visitors.
Promote the Traditional Mauritian Food Cluster	Traditional Mauritian Food cluster (Central market and surroundings Queen, Farquhar, Corderie Streets, connections between waterfront and city centre)	Foster intangible heritage and traditional trade embodying Mauritius as a melting pot of cultures. Promote traditional food as a way to socialise and enhance the cultural vitality of the city together with its attractiveness. Given its location, the cluster will connect the city centre and the waterfront.
Rehabilitate and foster adaptive reuse of historic buildings	Historic buildings (Buffer Zone 2: streetscapes, graded buildings, green spaces)	Properly maintained and functioning historic buildings recognised as valuable assets characterising the city of Port Louis (PL).
Improve the city's Urban Landscape and its cultural assets	Urban Landscape in the BZ 1 & 2 (pedestrianisation, green spaces, connection spaces, harmonized urban furniture)	A pleasant and renovated streetscape and urban environment to live and work.
Encourage sustainable transportation and mobility	Mobility services within the BZ 1 & 2	A city equipped with appropriate parking facilities on its outskirts allowing residents, workers and visitors to access the historic city with pedestrianisation, cycling and green modes of transport connecting the historic centre with the waterfront.

4.1 Status on the Priority projects in AGWHP Buffer zone

Several projects as shown on Map 8 are currently underway in the wider Port Louis Area. The underlying projects serve the vision for the AGWHP and are planned to be completed within the next 5 years. The list of projects within the AGWHP are represented in hereunder table:-

Table 5: Priority projects in AGWHP Buffer zone

SN	Extent	Action area	Proposed Projects	Plot Ownership / Developer	Main Project Components	Project stage	Challenges
1	2A90	Waterfront Mixed-use District (Buffer Zone 1)	Redevelopment of the Granary building and associated infrastructure	Owner: MPA leased Developer: Landscape (Mauritius) Ltd	The Granary Building would be redeveloped to cater for compatible uses (PPG 6) as an extension to the Port Louis Waterfront. The Project site covers an area of about 8,500 sqm comprising the Granary Building of a footprint of 5,800 sqm, a 102-meter-long by 3m wide quay at the rear of the building, access roadways and sidewalks.	Open international bidding document under preparation to enlist the participation of the private sector.	<ul style="list-style-type: none"> Granary rehabilitation Heritage restoration Coordinate a heritage aligned programme including the rehabilitation of the connections with the granary
2	Approx 6200 m ²	Cultural Heritage District (Buffer Zone 1)	Intercontinental Slavery Museum	Owner: MPA (agreed to lease the plot of land to the Ministry of Arts and Cultural Heritage) Developer: Ministry of Arts and Cultural Heritage	The Intercontinental Slavery Museum (ISM) will be set up within an existing complex of the Ex-Labourdonnais also known as Ex-Military Hospital site. The buildings and structures will be restored to accommodate the museum. The Intercontinental Slavery Museum is expected to give more visibility to slavery and slave trade in the Indian Ocean, promote slave history, emphasize the contribution of the African Diaspora in world development, and to link countries which formed part of the slave trade network in the 18 th and 19 th centuries. The functions of the Museum would be, inter alia, to: <ul style="list-style-type: none"> study slavery and slave trade in the Indian Ocean; gather, collect and preserve documents and oral history on slavery; create a catalogue of artefacts related to slavery and preserve them; host a permanent exhibition and organize regular roving exhibitions; and promote curricular development, scientific research, as well as the production of educational and pedagogical materials 	A Preliminary Study and Survey on the setting up of the Museum was completed and several restoration options were proposed. A Concept Committee was set up and entrusted to develop the historical content, the displays therein and the design of indoor and outdoor space of the Museum. Archaeological research and a photogrammetric survey of the building were carried out to serve as the baseline study to develop the restoration plan for the National Heritage building.	<ul style="list-style-type: none"> Rehabilitation of buildings and their surroundings in an integrated manner Restore connections between heritage buildings through the enhancement of urban landscape Funding
3	Approx 2172 m ²		Galerie d'Art National		The Galerie will be accommodated in part of the Ex-Military Hospital building, known as the Rice Store. The building will be restored and converted into a Galerie. The Galerie will be used to: <ul style="list-style-type: none"> display collection of contemporary Mauritian art works; Present paintings and other artworks dating back to the 19th century; support educational activities; organise guided tours, workshops, conferences; and set up a souvenir shop. 	The ex-Military Hospital is classified as National Heritage as specified in the schedule of the National Heritage Trust Fund Act 2003. Foundation stone of the Galerie was laid on 27 May 2011. The Ministry of Arts and Cultural Heritage will work out the building design, its conservation, consolidation and restoration programmes.	
4	35P		Beekrumsing Ramlallah Interpretation Centre (BRIC) - Phase II	Owner: United Docks Ltd. Developer: AGTF	Acquisition and Rehabilitation of a historic warehouse associated with the history of the Apravasi Ghat World Heritage Property. The purpose is to set up permanent offices for the AGTF, a documentation centre, exhibition spaces and related facilities.	Acquisition of the warehouse under consideration as per the recommendation of the 2018 UNESCO/ICOMOS Advisory Mission.	
5	N/A	Urban Landscape in the BZ 1	Public Walkway Project	Owner: MPA Developer: Landscape (Mauritius) Ltd	Develop public walkways along the seaward side, from the Port Louis Waterfront up to the Granary Building.	Currently under consideration for its implementation in line with the Outline Planning Scheme and Port Master Plan.	<ul style="list-style-type: none"> Access to the sea restricted; Adaptive reuse of quays; Rehabilitation of quays.
6	6A10	Sustainable transportation and mobility in the Buffer Zone 2	Proposed Immigration Square Urban Terminal	Owner: State Land Developer: MNICD	Redevelopment, Modernisation and Operation of the Urban Terminal located at Immigration Square on an extent of land of 6.1 Arpents. The aim of the project is to redevelop the bus station located opposite the Apravasi Ghat World Heritage Property.	The MNICD is monitoring its implementation since October 2018.	<ul style="list-style-type: none"> Design of the Urban Terminal to match the grain and scale of urban landscape and streetscape; Location of the Footbridge; Connectivity with the Mixed-use and Cultural Heritage District; Parking Management; Regularise Informal trade (hawkers).
7	N/A		Metro Express Light Rail Project	Owner: State Land Developer: Metro Express Ltd	The Metro Express Light Rail project aims at introducing a light rail public transport system in Mauritius. The project will set up a light rail line between Curepipe and Port Louis town centres. In the Buffer Zone of the World Heritage Property, the nature of the works would involve the construction of an LRT station comprising of a single platform; a pedestrian bridge allowing connections with the Bus Station located opposite; and a Rail track system reduced from two-way track to one-way track along the World Heritage Property to minimize its impact.	The works were initiated with the award of contract in 2017 and are currently underway.	<ul style="list-style-type: none"> Interface between the carriage way and the metro infrastructure; Interface with the pedestrian walkways and access for passengers and commuters; Integration in the urban landscape (no gantry or intrusive related infrastructure and material)
8	N/A	Traditional Mauritian Food	Upgrading of the Fish, Meat and Poultry Market	Owner: State Land Developer: Municipal City Council of Port Louis	Part of the Central Market listed as National Heritage where fish, meat and poultry are on sale will be rehabilitated in order to maintain its historical significance.	The contract was awarded to a company to initiate the rehabilitation works.	<ul style="list-style-type: none"> Rehabilitation of the Central Market in line with National Heritage Fund Act and PPG 6; Set up and monitor hygiene; Tourist oriented services.



LEGEND:		
Annotation	Project	Description
A	Aapravasi Ghat World Heritage Site (AGWHS)	
B	AGWHS Buffer Zone 1	
C	Interpretation Centre (Phase II)	Proposed Extension of Interpretation Centre for AGWHS
D	Port Louis Waterfront (Phase 2) - Landscape Mauritius/Ministry of Arts and Cultural Heritage	Landscape Mauritius & Ministry of Arts & Cultural Heritage (Including National Art Gallery & Slavery Museum Projects)
E	Port Louis Waterfront (Phase 1) - Landscape Mauritius	Upgrading of existing Landscape Development
F	Art Centre (Caudan Waterfront)	Art Centre at the Entrance of Caudan
G	United Docks (Indicative Location)	Mixed Use Development
H	Tropical Paradise Co. Ltd (Suffren Hotel)	Existing Hotel Development
J	Aquarium of Port Louis - Eclosia Group	Project at Les Salines
K	Les Salines Development - Landscape Mauritius / MPA	Mixed Use development, including the Cruise Terminal Building
L	CEB Power Plant	Tank Farm & Power Plant Project at Bain Des Dames
M	DOWA Deep Ocean Water Applications	Urban Cooling Project at Bain Des Dames
N	Grade Separated Junction (Deschartes Street)	Construction of fly-over, widening of Orlean Street and Upgrading of D'Entrecasteaux Street
P	Victoria Urban Terminal - MNICD	Traffic Centre including Commercial and Hawkers Area
Q	Places d'Armes - MNICD & PLDI	Landscaping & Upgrading of Place D'Armes
R	Renovation of Central Market	Renovation of Fish & Meat Section
S	Immigration Urban Terminal - MNICD	Traffic Centre including Commercial, Hawkers, Fire Station & Police Station
T	Quay D Project - RDA	Construction of a Fly-over, a 3 rd Lane and Upgrading of Latanier Bridge

	New Road Alignment		Pre-Designated Area along Motorway
	Town Centre: Core		Aapravasi Ghat World Heritage Site and Buffer Zone
	Town Centre: Edge of Core		Metro Express Corridor

PORT LOUIS
Pleiades Imagery : Year 2012

Port Louis Development w.r.t the Aapravasi Ghat World Heritage Site

Ministry of Housing and Land Use Planning

Planning Division	Technical Design Office
Scale: NTS	19.11.2019

Map 8: Projects in the pipeline (as at November 2018) in Port Louis

4.2 Action Area Plan

The Action Area Plan (Map 9), prepared for the Urban Heritage Area – Buffer Zone of AGWHP aims to safeguard the quality of the buffer zone and ensure a single integrated vision for the eight (8) proposed projects.

The plan is based on six (6) main actions which is expected to be translated by the eight (8) proposed projects as described hereunder:-

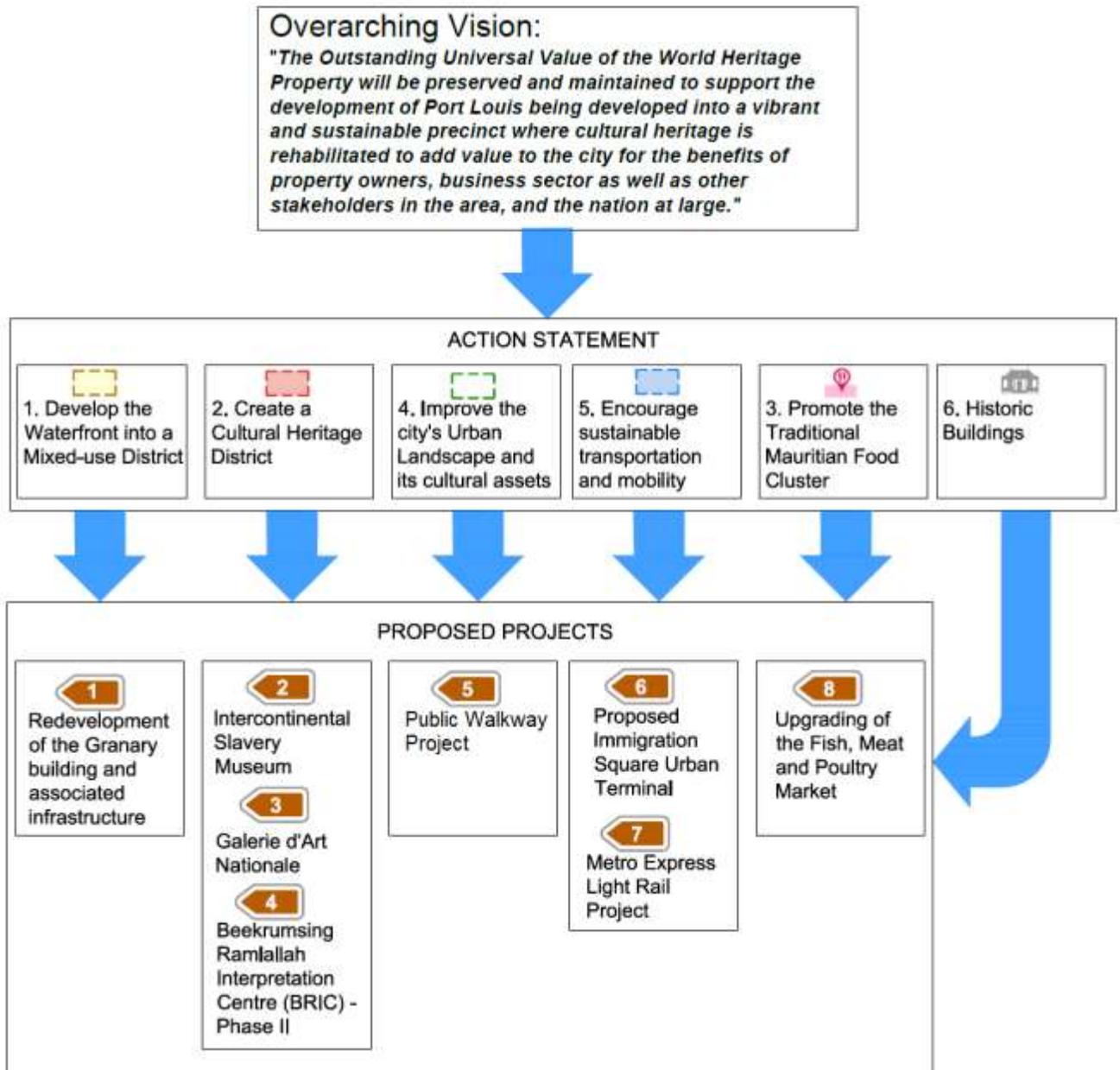


Figure 3: Flow Diagram - Vision, Actions and Projects

Improve the city's Urban Landscape and its cultural assets
 Improve the urban environment valorising its historical and heritage assets with the view to improve the quality of life in the city centre. Retain the urban landscape and streetscape as contributing to enhancing city's connection among the community and key areas.

Create a Cultural Heritage District
 Recover the waterfront area's heritage assets and reuse them to host cultural activities and valorise them into an integrated framework, including additional and commercial services for the visitors. Focus on cultural production should be laid in setting up museums and cultural activities.

Encourage sustainable transportation and mobility
 Reach an adequate number of parking for the users of the city centre, through realising new parking spaces and organising/improving the existing ones. Second, but equally important goal is to reduce car dependence within the historic Port Louis. This means encouraging public transport and walking/cycling through investments in transport infrastructures.

Rehabilitate and foster adaptive reuse of Historic buildings
 Maintain the historical value of the houses and of the urban environment, for the appreciation of the citizens and visitors and overall liveability of the city.

ACTION AREA PLAN

Urban Heritage Area - Buffer Zone of Aapravasi Ghat World Heritage Property
LEGEND

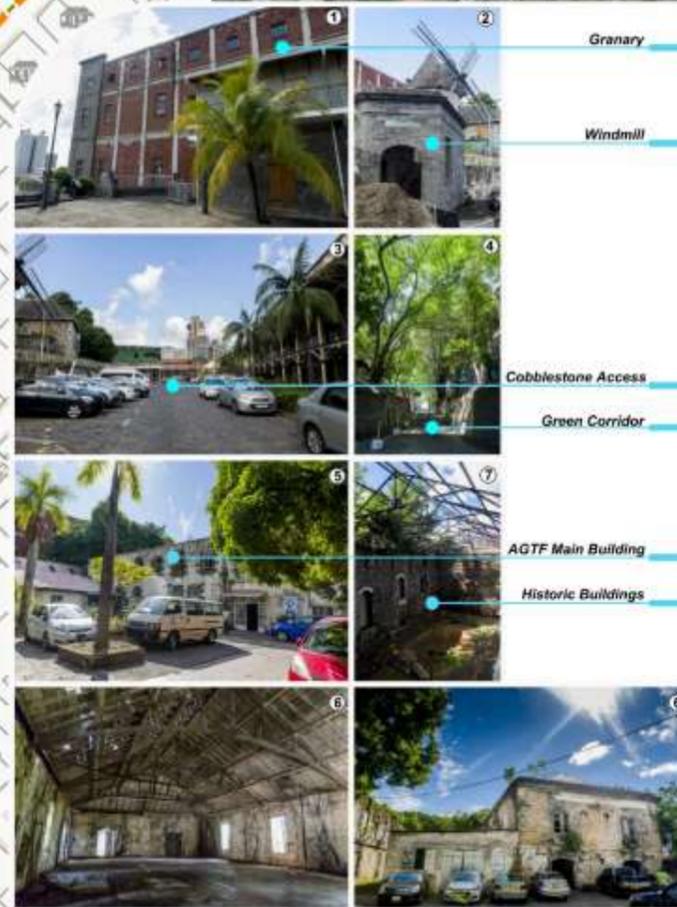
- ACTION STATEMENT**
- Regenerate the Waterfront into a Mixed-use District
 - Create a Cultural Heritage District
 - Improve the city's Urban Landscape and its cultural assets
 - Encourage sustainable transportation and mobility
 - Promote the Traditional Mauritian Food Cluster
 - Historic Buildings

- AGWHP & BUFFER ZONES**
- Aapravasi Ghat World Heritage Property
 - Buffer Zone 1 (Core Zone)
 - Buffer Zone 2

- PROPOSED PROJECTS**
- 1 Redevelopment of the Granary building and associated infrastructure
 - 2 Intercontinental Slavery Museum
 - 3 Galerie d'Art National
 - 4 Beekrumsing Rambillah Interpretation Centre (BRIC) - Phase II
 - 5 Public Walkway Project
 - 6 Proposed Immigration Square Urban Terminal
 - 7 Metro Express Light Rail Project
 - 8 Upgrading of the Fish, Meat and Poultry Market

- ACCESSIBILITY**
- Past Linkages (to be re-opened)
 - Proposed Pedestrian Linkages (To be marked with streetlights)
 - Existing Pedestrian Crossing
 - Existing Pedestrian Under-pass
 - Proposed Foot Bridge across Motorway M2 (Foot Linkage to be marked)
 - Visitor's access by Ferry boat
 - Ferry boat Stop (inclusive)
 - Metro Line (inclusive)
 - Access to the Sea
 - View Corridors to protect

- Notes:**
- Prepared by the Ministry of Housing and Land use Planning (Planning Division).
 - The base information is compiled from data provided by the Cartography Section and Survey Division.
 - Detailed information on Graded Buildings, Mauritian Food Cluster, Pedestrian Linkages, Past Linkages and View Corridors has been obtained from the Aapravasi Ghat Trust Fund. Additional information may be obtained from the Ministry of Arts and Cultural Heritage & the Aapravasi Ghat Trust Fund.
 - The representation on this map of a road, track or lane is no evidence of the existence of a right of way.
 - Only selected landmark buildings and places are featured.



Regenerate the Waterfront into a Mixed-Use District
 Regenerate the waterfront into a mixed-use centre and enhance the public realm to cater for tourist related services and cultural activities.

Promote the Traditional Mauritian Food Cluster
 Restore the market and its surroundings in order to create a renovated business commercial area and improve the touristic attractiveness of the whole city by offering a new touristic experience to the island visitors.

4.3 General Actions

The general actions aim at preserving, maintaining and enhancing the OUV of the AGWHP while reducing stress on the attributes of the World Heritage Property.

Projects including National Heritage and/or Grade 1 and 2 buildings would require in-depth studies into all component buildings, landscape elements, and the precinct in general, and include an archaeological survey where deemed relevant by authorities.

Important historical nodes, like the square at the old Windmill, the open space east of the ex-Military Hospital, the Place d'Armes and the Jummah Mosque must be protected and retained.

Improvements must focus on:

- 1) increasing urban life quality and liveability of buildings;
- 2) precinct branding;
- 3) precinct legibility;
- 4) a safe and pedestrian friendly spatial structure;
- 5) decreasing private vehicle entry into the area;
- 6) dedicated and concentrated, appropriately scaled, inner block parking facilities for short-stay non-operational parking needs;
- 7) greater land-use diversity;
- 8) services and urban infrastructure upgrades;
- 9) the upgrade of cultural heritage institutions in the precinct;
- 10) the conservation of heritage streetscapes and individual heritage resources;
- 11) increasing connectivity to adjacent precincts with focus on pedestrianisation and public intra-city transport modes;
- 12) improving connectivity with large long distance multi-modal transport modes;
- 13) tourism infrastructure and support facilities;
- 14) optimising land-uses (under-utilised plots); and
- 15) greater support for the shopping sector especially independent retailers who contribute to the diversity on the ground level of the precinct.

In order to ensure sustained vitality of the historic urban landscape and the integrity and authenticity of the WHP, any future development will:

- need to maintain and enhance the OUV and the attributes of the AGWHP;
- be appropriate to the area's defined historical, social and spatial qualities and significance;
- respect the defined grain, scale and morphology of the precinct;
- re-instate within acceptable standards significant historical patterns that have been lost;
- provide special places that respect the area's history whilst adding the city's evolving development of a responsive and quality public domain;
- be allowed to reach a well-researched urban density to ensure a critical mass of a suitable economic base that will support the survival of the historical fabric without compromising the required conservation and maintenance of the quality and significance of the area;
- conserve and re-use historical resources identified as significant;
- conserve and respond to historic vegetation elements and structures identified as significant;
- conserve remaining compatible historic land uses;
- stimulate appropriate infill developments;
- promote a pedestrian friendly area;
- be subject to current national heritage legislation;
- comply with guidelines contained in the Planning Policy Guidance 6 and the requirements of the UNESCO Operational Guidelines for managing the area as a WHP; and
- protect heritage resources identified at planning approval stages and during construction and be monitored closely by the relevant authorities.

4.3.1 Streetscapes

Streetscapes consist of ensembles or groups of buildings, plants, places, infrastructure, the street surfaces and street furniture. They must therefore be managed as 'wholes' rather than as discrete elements, and the management must be integrated.

Historic streetscapes can absorb new or current architecture and elements through infill and/or adaptive re-use, provided these do not impact negatively on the heritage resources, are in dialogue with the historic condition and serve to enhance the visual perception, cognition and understanding of the heritage ensemble.

Townscapes, roof scapes, main visual axes, building plots and types are integral parts of the identity of the historic urban landscape. With regard to renewal, the historic roofscape and the original building plots serve as the basis for planning and design.

There are streetscapes in the BZ that still retain a high degree of integrity. These include Farquhar, Queen and Jummah Mosque Streets. There is a need to protect that quality of existing historic streetscapes, and to improve the quality where it has been lost.

The height, scale and detail of façades, signage and street furniture of any development across from the Jummah Mosque are subject to strict controls (see PPG6) in order to provide an appropriate street setting for the Mosque.

4.3.2 Renovation and New Construction Works

Any new addition or external alteration to buildings or related new construction works must not destroy historic materials, features and spatial relationships that characterize the AGWHP and its BZ. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the WHP and its environment. New volumes, materials and finishes may be required to satisfy new uses or requirements. They should echo contemporary ideas while respecting and enhancing the spirit of the original.

When proposed contemporary architecture makes deliberate use of the present-day techniques and materials, it must fit itself into its historic setting without negatively affecting the structural and aesthetic qualities of the latter and due allowance must be made for the appropriate use of mass, scale, rhythm, harmony and overall appearance of the historical setting.

The authenticity of historical monuments or groups of buildings must be taken as a basic criterion and there must be avoidance of any imitations which would affect their artistic and historical value.

4.3.3 Archaeological Features

Archaeological resources must be protected and preserved in place as per recommendations of the NHF. If such resources are to be disturbed, mitigation measures must be undertaken under the guidance of the NHF.

4.3.4 Recommended Interventions

The actions in the designated area shall aim to preserve, maintain and enhance the OUV of the AGWHP and its attributes while meeting the following three main interventions:

1. Urban integration;
2. Landscape integration; and
3. Cultural heritage preservation and use.

The overarching objective of these interventions is to foster urban integration with the view to preserving and upgrading the OUV of the AGWHP while reducing stresses on its attributes.

Urban integration	
Objective: Improve connectivity between attributes and places of interest while encouraging a sense of ownership and appreciation of these attributes by the community	
Restore and upgrade circulation patterns between the waterfront and the city centre (marking with surface materials is preferred)	
Improve accessibility to the waterfront and city centre	
Harmonized street furniture	
Harmonized street lighting	
Urban lighting improvement with the main scope of improving the sense of safety perceived by local residents and visitors during evening and night	
Pedestrian access fostering mobility between key areas	
Pedestrianisation of relevant linkages (see Map 10)	Creating pedestrian priority or full pedestrian zones in strategic areas of the historic city centre on Farquhar Street, Granary Streets, La Balance Street, Quay street (reserved for Metro track).
Use different road surface materials to moderate vehicle speed in specific areas (motorway crossing points) including: <ul style="list-style-type: none"> • crossroads in front of the Aapravasi Ghat; and • connection between the central market and the old post office. • connection between the Immigration square and the metro stop (station). 	
Upgrading pavements and harmonize their aspect	
Harmonized signage and way-finding	
Mobility services in the Buffer Zone 1 & 2	
Re-organise the bus terminal through the Immigration Square Urban Terminal Project and the rehabilitation of the bus terminal in Victoria square (considering the idea of having the light rail (Metro Express) station connecting Port Louis with Curepipe and the ongoing Esplanade project)	
Undertake archaeological research at the former location of the immigration depot under the authority of the NHF.	
Integrate the new cruise terminal with the overall port area renewal.	
Use part of the internal area of Champ de Mars for car parking (during the week).	
Organise and regulate the private parking services on urban empty spaces: with specific actions allowing to regulate and recover the urban empty spaces and city public landscape through urban	

restyling and new façades.

Mobility services:

- To improve public transport, e.g. with a specific tailored shuttle service for the historic city centre users (workers, visitors, tourists, residents).
- To manage traffic and to improve traffic limitation measures (e.g. no parking zones or limited access/speed zones, traffic bollards).
- To support soft mobility (e.g. seaside cycling track along the island coasts and crossing Port Louis), carpooling and car sharing

To re-organise the Trunk road motorway in the segment between Victoria Square and Immigration square by creating a boulevard, to slow down traffic and facilitate access to the seaside by the city and vice-versa, creating systems for managing traffic including crossing points for pedestrians.

Landscape integration

Objective: to reintegrate attributes, landmarks and places of interest into the urban landscape sustainably while allowing their enhancement to the benefit of the community

Upgrade connecting green spaces.

Greenways/Green spaces: Realizing green spaces and greenways (e.g. Pope Hennessy St. Between Champ de Mars and Waterfront; Jummah Mosque St. Between Citadel, Chinatown, and Waterfront) to reconnect the city's most historically and culturally significant urban spaces. Green connections with the mountain for sport/outdoor activities are also considered. This action also includes improvement of green areas with sport playgrounds and children playgrounds.

Use public and green spaces as connecting points.

Encourage heritage rehabilitation as a means to foster urban landscape and quality of life.

Establish greenways.

Rehabilitate public spaces¹⁰.

Street restyling:

- Restyling of the streets, refurbishment of public spaces (e.g through street art /design initiatives) and historic streets pavements harmonization/repair/substitutions.
- Some pedestrianized streets close to the commercial areas of the city centre may also include proper kiosks or equipped spaces for a certain number of hawkers.
- Develop a colour plan for harmonizing and cleaning the look of the urban scape
- Street furniture's design must be harmonized and in coherence with their location

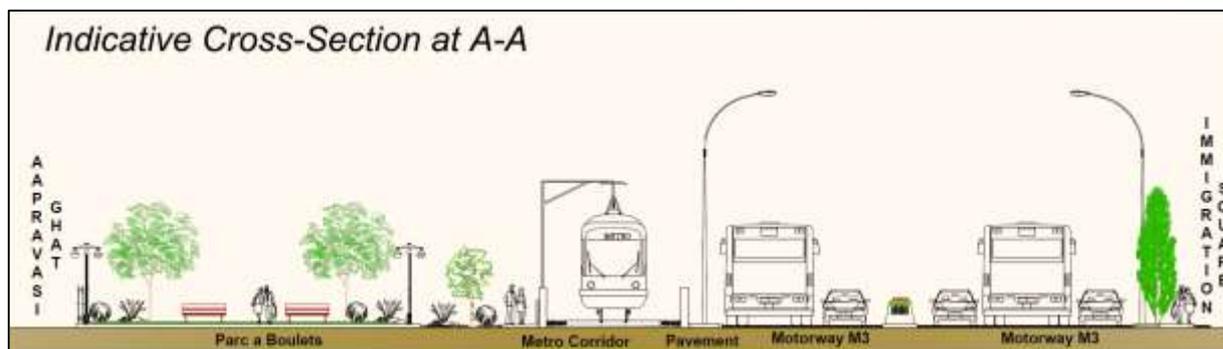


Figure 4: Sectional View of Street Re-styling (between AGWHP and Immigration square)

¹⁰The term 'public space' is used to designate green spaces; while public structure is used to define bridges, canals, fortifications, cemeteries etc. that also form part of elements to be preserved.

Cultural heritage preservation and use

Objective: to preserve, maintain and enhance cultural heritage in order to substantiate the OUV of the WHP

Historic building programme

- Graded buildings (See Map 5) should be the object of rehabilitation in line with typology at Annex 1 and be re-used.
- Encourage adaptive reuse of heritage areas and elements of historic value
- Harmonized rehabilitation and restoration of historic pavements and drains
- Green spaces and connections as elements reconnecting heritage and key areas
- Direct investment in heritage rehabilitation
- Implement Tourist orientated services

Waterfront Mixed-use and Cultural Districts (Buffer Zone 1)

Upgrade Connecting green spaces between:

- the civil and military hospital;
- the Aapravasi Ghat and Galerie d'Art;
- Civil hospital and Old post office;
- Granary and Aapravasi Ghat
- Rehabilitation of graded buildings

Traditional Mauritian Food (Central Market area)

- Market stands renewal: Restore and modernize the market stands, also to improve salubrity and congestion of the area. Rehabilitation of the market and relevant road arteries.
- Food courts: Extend the daily opening hours; Set up new licenses for bars and restaurants to realize a food court in the market area.
- Food Tourism Services: Coordinate a calendar of evening openings and food related special night events; Promote "Food tours".

4.3.5. Restoration of Pedestrian and Visitor's Access

The connections identified hereunder on Map 10 and 11 should be reinstated and valorised in order to restore economic viability and sustainability in the city centre.

CONNECTION MAP: TRAFFIC AXES



Image source: AGTF

Map 10: Future projects, proposed accesses and past linkages.

ACTION AREA PLAN - URBAN INTEGRATION

PEDESTRIANISATION (Creative & Cultural Districts)



Map 11: Urban Integration

5 Implementation of the Action Area Plan

There are a number of identified parties from public institutions that shall be concerned by the cultural precinct as illustrated in the figure 5

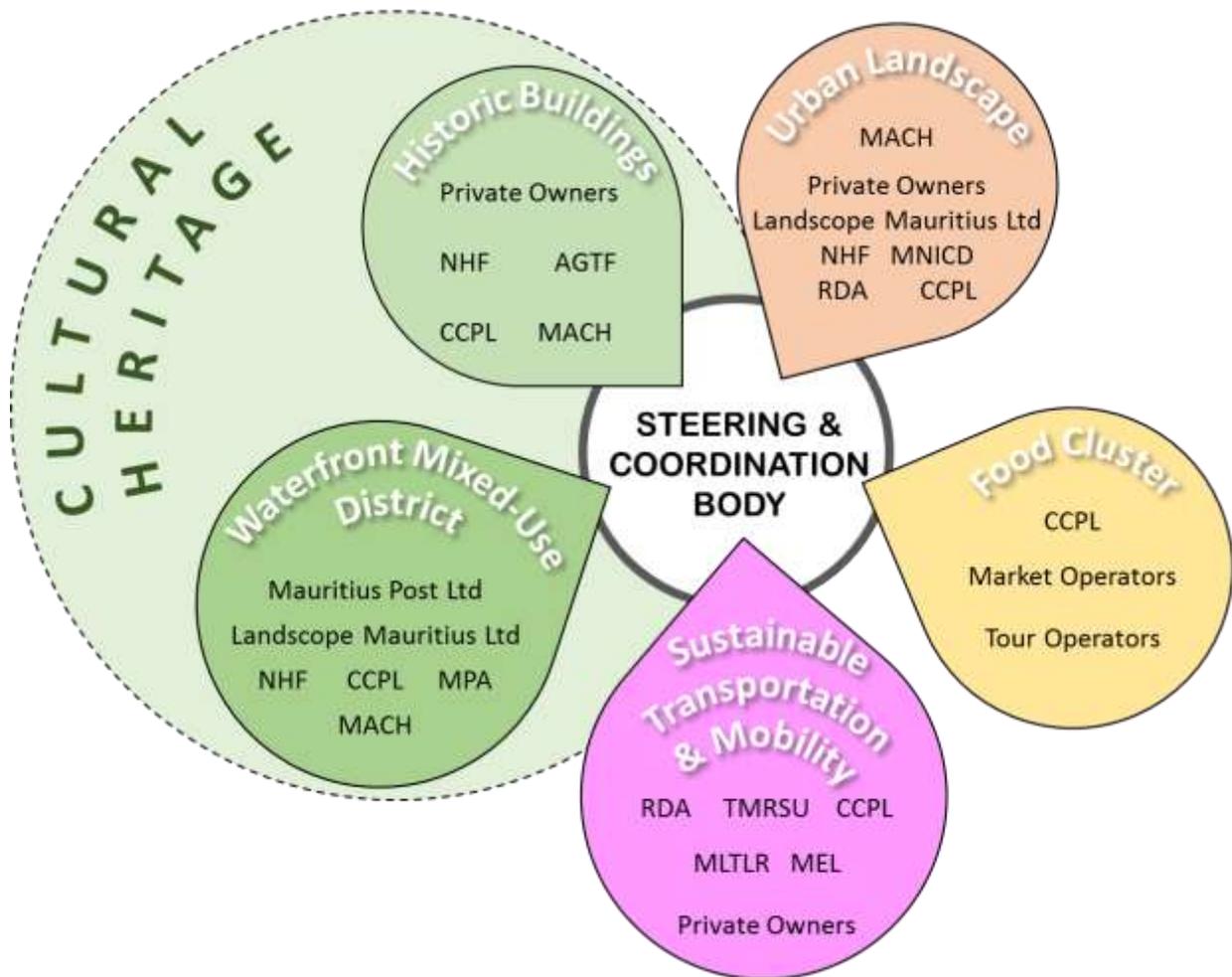


Figure 5: A coordinated approach revolving around a dedicated steering agency

5.1 The Existing Context

Two specific committees are playing a significant role in relation to development in the AGWHP's Buffer Zone. These two committees are namely, the:

- Management Plan Committee (MPC) chaired by the Ministry of Arts and Cultural Heritage and,
- the Technical Committee (TC) chaired by the Municipal City Council of Port Louis.

5.2 Role and Function of the MPC

The **Management Plan Committee** (MPC) is the committee overarching the preparation, the monitoring and the implementation of the Management Plan of the AGWHS. The Management Plan Committee is chaired by the Ministry of Arts and Cultural Heritage, also representative of the State Party to UNESCO's World Heritage Centre. Ultimately, the Ministry of Arts and Cultural Heritage refers matters to the Cabinet of Ministers if they require the official endorsement of the government of Mauritius.

As chair of the MPC, the parent Ministry is responsible for:

- reporting to government;
- reporting to the World Heritage Centre;
- the allocation and monitoring of funds; and
- monitoring and coordinating the implementation of the Management Plan.

The prime role of the Management Plan Committee - as defined in the Management Plan for the AGWHP – is to 'monitor the implementation of the Management Plan'.

The MPC is in charge of its review in accordance with the World Heritage framework. Both implementation and review of the MP imply that the decisions taken by UNESCO's World Heritage Committee on Aapravasi Ghat World Heritage Property be considered and addressed.

5.3 The Technical Committee

The Technical Committee (TC) was set up in the Municipal City Council of Port Louis under section 116 of the Local Government Act 2011 (as amended). The TC is chaired by the City Council and its role is to assess every application in the buffer zone of the AGWHP and submit its recommendations to the Permits and Business Monitoring Committee. In assessing applications, the TC refers to the provisions of the Aapravasi Ghat Trust Fund Act, the Building Control Act 2012, the Planning and Development Act, the Town and Country Planning Act, and the planning policy guidance and guidelines issued under those Acts.

5.4 The Steering and Coordination Agency

Considering the overarching role of the Management Committee of the AGWHP, this entity guides and monitors the implementation of the Action Area Plan in constant interaction with relevant partner authorities and stakeholders

The Composition of the Management Plan Committee is as follows:

1. Ministry of Arts and Cultural Heritage (Chair)
2. Ministry of Housing and Land Use Planning
3. Ministry of Finance, Economic Planning and Development
4. Ministry of National Infrastructure and Community Development
5. Ministry of Land Transport and Light Rail
6. Ministry of Environment, Solid Waste Management and Climate Change
7. Ministry of Tourism
8. Attorney General's Office
9. Economic Development Board
10. National Commission of UNESCO Mauritius
11. Aapravasi Ghat Trust Fund
12. National Heritage Fund
13. Municipal City Council of Port-Louis (also Chair of the Technical Committee)
14. Mauritius Ports Authority

It is recommended, in the foreseeable future, a Project Manager and/or a Heritage Architect be recruited to service the MPC.

The key tasks of the Management Committee would be inter alia to:-

- Implement, monitor and coordinate the AAP 01;
- Establish the priorities for the year in terms of outcomes, strategies and action items;
- Assess and make recommendations regarding large scale development and Government projects;
- Produce recommendations on development;
- Ensure coordination among projects and stakeholders in line with the AAP 01;
- Examine and assess CHIS/ HIA/ VIA and take decisions thereon;
- Advise on development in the buffer zone of the AGWHP;
- Adhere to the principles of the World Heritage Convention of UNESCO.

The above shall be in addition to the existing mandate of the Management Committee which is as follows:

1. Monitor, review and reformulate (if necessary) critical management policies for the AG WHS Management Plan and its implementation.
2. Take decisions regarding the implementation of the Management Plan and the management of the World Heritage Property based on the recommendations of the World Heritage Committee and other international and local sub-committees.
3. Monitor and evaluate the implementation of the Management Plan.

4. Monitor the state of conservation of the World Heritage Property and discuss any threats that may affect the World Heritage Property.
5. Consolidate or elaborate further policies and guidance to ensure the retention of the Outstanding Universal Value of the World Heritage Property.
6. Monitor the implementation of the Management Plan and of the World Heritage Committee's decisions.
7. Discuss management issues and promote integrated management.
8. Direct the review of the Management Plan and update the plan regularly in accordance with the international principles and guidelines of UNESCO and ICOMOS.
9. Provide a forum for debating the key issues and management priorities addressed in the plan.
10. Guide government bodies in their respective projects in the Buffer Zone.

5.5 Financial tools

Table 6: Financial tools for implementation

Action Area	Proposed financial tools ¹¹
Cultural Heritage District	Public investments
Waterfront Mixed-use District	Public (ownership) + private investments
Historic Buildings Special programme	Grants Fiscal Incentives Institutional measures Additional Incentives
Food Cluster	Public and private investments Grants Fiscal Incentives Institutional measures Additional Incentives
Urban Landscape rehabilitation programme	Grants Fiscal Incentives Institutional measures Additional Incentives
Mobility and sustainable transport measures	Private Public Partnership (PPP) Project financing Public funds

Source: Adapted from LED Plan 2016 for Port Louis.

5.6 Supporting actions

In addition to the setting-up of an organisational structure and financial tools, the implementation plan may include the following actions:

- Rebrand the area activities via the promotion and communication services to improve a better external image of the place;
- Sustain the attraction of investments;

¹¹ Detailed proposal is published in the Local Economic Development Plan (2016).

- Organise events and live entertainment such as:
 - Reviving the image of the city as well as setting up new attractions and having a well-organised and managed calendar of new urban events based the enhancement of existing ones;
 - Proposing new culture-related events (e.g. “white nights”, opening of private houses, fairs);Recovering of pre-existing cultural centres, as the National Theatre, is also considered important under this measure.
- Develop cultural tourism services including:
 - creating links and connections between Port Louis and other places in Mauritius;
 - visitor management activities at the country level;
 - enforcing regional cooperation (e.g. World Heritage district with Reunion);
 - complementary tourist services offer (such as touristic tours and thematic itineraries);
 - developing entrepreneurial capacities and business opportunities in the accommodation sector.
- Tourism, culture and leisure together with the physical rehabilitation of heritage spots are key factors for the revitalization of the city; reviving the city life and raising public awareness;
- Increase capacity building to raise technical capacities of local professionals together with the general awareness and involvement of citizens; and
- Develop international networking to reinforce cultural visibility and institutional and commercial connections with international level subjects, in order to exchange best practices and establish new partnership.

5.7 Conclusion

In 2006, Aapravasi Ghat was inscribed on UNESCO’s World Heritage list as a World Heritage Property to be protected. It is an important Historic Urban Landscape where the Immigration Depot and the oldest parts of the city of Port Louis are located. The purpose is to instil significant development and major investment in the area in parallel with owners’ initiatives to rehabilitate existing heritage buildings with the view to revitalize the area in a sustainable manner.

One of the main strategic policies of the Government is to put in place a public transport strategy which would support sustainable growth and the regeneration of the Town Centres. The Immigration Square Urban Terminal is part of this strategic vision, and this project may stimulate small business initiatives in line with the heritage guidelines in PPG 6.

This AAP has been prepared having regards to forthcoming priority projects. The Action Area Plan will also help in guiding future development: it seeks to develop the area into an attractive place for cultural events, small businesses and tourists whilst preserving the Outstanding Universal Value of the World Heritage Property. To this end, the MPC is responsible to implement and monitor the various components spelt out in the AAP. Change is inevitable in urban areas and must be accommodated in a planned manner.

References

- Local Economic Development Plan for Port Louis, September 2016, 215 pages.
- Outline Scheme for Municipal City Council Area of Port Louis, May 2015, 118 pages.
- Planning Policy Guidance 6: Urban Heritage Area – Buffer Zone of the Aapravasi Ghat World Heritage Property, June 2011, 87 pages.
- Port Louis Port Masterplan, May 2017, 16 pages.
- World Heritage Master plan – Challenges and visions for the future development of the Upper Middle Rhine Valley, February 2013, 52 pages.

ANNEX I - Gradings and Typology

Grading of Buildings

To retain the unique character in the Buffer Zone (BZ), the AGTF in collaboration with the National Heritage Fund (NHF) conducted in-depth studies to identify the core elements forming this unique heritage. To enhance and preserve this heritage, specific guidelines - presented below - were elaborated.

In the Buffer Zone, buildings were graded in order of importance from Grade 1 to Grade 3¹².

Grade 1 buildings comprised buildings of high heritage value that should be preserved in their original state. Six of the Grade 1 buildings are listed as *National Heritage*.

Grade 2 buildings consist of designated buildings of medium heritage value to which only minor alterations could be effected.

Grade 3 buildings relate to buildings of fair importance.

The evaluation of the heritage value was based on the date of construction, the historical and architectural importance and the state of conservation. There are 266 buildings in the BZ and it comprised 70 Grade 1 buildings, 36 Grade 2 buildings, 24 Grade 3 buildings and 136 non-graded buildings. Grade 1 buildings represent 26.3% of buildings located in the BZ while Grade 2 buildings represent 13.5% and Grade 3 buildings, 9%. 51.2% of the buildings in the BZ are not graded. However, it is to be noted that the grading is not static and may be reviewed periodically to reflect the developments in the BZ.

GRADE 1 STRUCTURE:

Definition: Example of building of very high significance and/or rarity, or a gazetted National Monument.

Degree of Intervention: A Grade 1 building cannot absorb a high degree of change or alteration. Conservation methods include:

- preservation through repair and maintenance, or authentic restoration where integrity has been lost
- retaining all interior and exterior historic fabric
- repairing original elements instead of replacing them with new elements, based on knowledge of the historic fabric and craftsmanship. Should elements be replaced, a study should be done of existing fixtures and similar examples as reference for reconstruction.

¹² The criteria for the grading of buildings are available at Annex 2.

Construction methods and materials should be authentic and as far possible close to the original. If elements are lost and craftsmanship is not available, a current fixture may be manufactured or assembled.

Where the building's significance level will allow the adding of new levels according to the formula in the Planning Policy Guidance 6 (PPG 6), all significant historic structure and fabric in the lower levels must be retained and the new structure must not cause a high negative impact. This impact must be assessed by a skilled impact assessor through a CHIS, and if need be, a Heritage Impact Assessment (HIA) and a Visual Impact Assessment (VIA) submitted to the Municipal City Council of Port Louis (CCPL) along with the application for Building and Land Use Permit (BLUP) and evaluated by the Technical Committee (TC) chaired by the CCPL.

Adaptation of a building for re-use should be done with utmost sensitivity. New elements which are introduced should not try to copy the historic but be in dialogue with the historic. If a historic structure is assessed and found to be inadequate, repair or replacement must be carried out rather than demolition of the building.

New services like fire protection, electrical and water reticulation, air-conditioning and telecom should be introduced in a manner that does not damage or impact negatively the exterior or interior historic fabric and appearance, or its significance.

Care must be taken to ensure that changes in interior conditions due to air-conditioning, rising damp, water penetration among others does not damage the remaining historic material.

The property must have adequate fire protection.

Any modification to the building must be properly documented according to the standards laid down by the AGTF/NHF.

GRADE II STRUCTURE:

Definition: Example of building with high significance and/or rarity.

Degree of Intervention: A Grade II building can absorb more change than a Grade I building, taking into account the fact that it may have specific elements that are highly significant and must be retained, while other elements may be of lesser significance and can be altered. Changes must not have a negative impact on the significance. This impact must be assessed by a skilled impact assessor through a CHIS, and if need be, a HIA and a VIA submitted to the CCPL along with the application for BLUP and evaluated by the TC.

In all cases of alteration, the memory of that which is removed must be incorporated in the design in a permanent way so that this can be understood and recalled in future times. In the case of the AGWHS BZ the façade of a Grade II building is to be retained and be subject to conservation through preservation.

In the case new levels are added according to the formula in PPG 6, significant historic structure and fabric in the lower levels must be retained. Care must be taken to ensure that changes in interior conditions due to air-conditioning, rising damp, water penetration etc. does not damage remaining the historic material.

The property must have adequate fire protection.

Any modification to the building must be properly documented according to the standards laid down by the AGTF/NHF.

GRADE III STRUCTURE:

Definition: Example of building with significance on its own, or even with little significance on its own, though important as integral part of a larger significant historic urban fabric.

Degree of Intervention: A Grade III building can absorb more change than a Grade II building, with the knowledge that it also assists in maintaining a significant historic streetscape or urban quality.

The street façade must be retained with existing historic fabric, subject to conservation through preservation through repair and maintenance, and with due respect for historic materials and craftsmanship. The wrong finishes or replacement materials can irreparably damage historic fabric.

Canopies, balconies, windows and doors should be repaired and maintained. If authentic fabric or elements are lost, they can either be remade in historic fashion, or replaced with components altered for contemporary use and must clearly be differentiated from the historic to express the timeline through which the structure has survived. Such contemporary additions must be done in a sensitive way and in dialogue with the old while not trying to imitate the old and not have a negative impact to the historic streetscape.

This impact must be assessed by a skilled impact assessor through a CHIS, and if need be, an HIA and VIA submitted to the CCPL along with the application for BLUP and evaluated by the TC.

Interiors of Grade III buildings may be altered for contemporary use in accordance with Adaptive Re-use as stated in the ICOMOS Burra Charter. While these interiors can absorb a large amount of change and alteration, some adaptations that require removing the largest part of the historic structure or the closing of the façade to the outside will not be allowed. Care must be taken to ensure that changes in interior conditions due to air-conditioning, rising damp, water penetration etc. does not damage remaining historic material.

The property must have adequate fire protection.

Any modification to the building must be properly documented according to the standards laid down by the AGTF/NHF.

The architectural character of the Buffer Zone

The objective of this part is to identify the traditional architectural styles existing in the BZ so that developers can better understand the original character of the buildings that should be retained. It can also help in the elaboration of proposals for the erection of new buildings by providing the main features of the genuine architectural style developed in Port Louis. This process can contribute to maintain an architectural harmony in the BZ so that new buildings do not detract from the genuine authenticity of the place but rather add value to the original character of the BZ.

This typology is based on a survey and an inventory of buildings in Port Louis conducted by the NHF in 2000¹³.

TYOLOGY

Buildings were regrouped in 5 main categories:

1. Town House;
2. Case Creole;
3. Stone building;
4. Warehouse;
5. Miscellaneous.

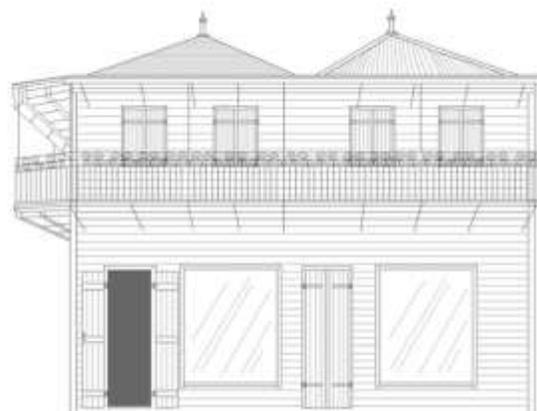
1.1 Town House

The type “town houses” are defined as the buildings on the street, often attached to other buildings on the street in the town centre. Among this type of buildings, 5 categories were distinguished:

- **Type G** :this regroups the town house with 1 storey in stone or wood;
- **Type G + A** :this is the town house with 1 storey in stone or wood with an attic (with or without windows);
- **Type G + 1** :this is the town house with 2 storeys with balcony; there are only very few cases without balcony;



Picture 1: Town House with two storeys



Picture 2: Typical Town House with two storeys, a balcony and a roof

¹³*Inventaire du patrimoine bâti ancien – district de Port-Louis* ; National Heritage Fund, October 2000 by M. DELMAS-FERRE, Impact Ltd, Mauritius.

- **Type G + 1 + A:** this is the town house with 2 storeys with balcony and attic with windows;

The types G+1 and G + 1 + A generally have the first storey made of stone and the second storey made of stone or wood (based on statistics for buildings in the whole Port Louis). Balconies are generally in wood with metal baluster and a roof in wood and metal sheet.



Picture 3: Town House Type G + 1 + A

- **Type G + 2:** This is town house with three storeys. They are very limited in number and were often raised with additional levels/storeys.

The survey refers to *Town House* for every old house built end of 18th century- 19th century converted into commercial stores, offices or other services. *Town house* can also be modern buildings (concrete houses).

1.2 Case Creole (Creole House)

Despite their wide variety, the cases creoles can be divided in two categories:

- The case creole surrounded by a garden;
- The case creole located on the street.

In both categories, cases creoles are in wood with a shingle roof (sometimes in metal sheets) and always with a crank (*varangue*) in wood metal sheeting roof (except when the crank is integrated in the building).



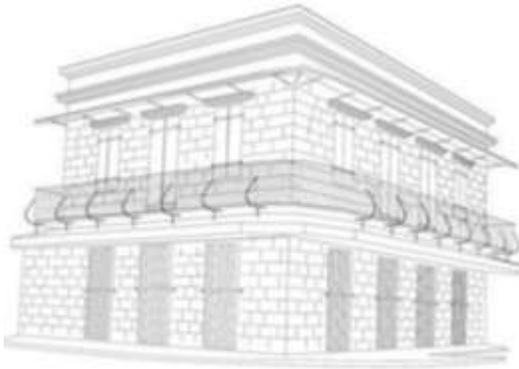
Picture 4: Typical Case Creole

Some stone houses, generally big, were classified as “big stone building” even if their architectural style is based or imitating case creole style.

It is important to note that in September 1816, a fire burst out at Rue Pasteur and spread to Government House. Most of the wooden buildings were destroyed. In October 1816, the committee in charge of the reconstruction recommended that no wood be used for the construction of buildings. After this, stone for construction was preferred: more buildings were constructed in stone in comparison to buildings built during the French Period which are usually built in wood. The scarcity of wood (deforestation starting with the development of sugar industry as from 1825) and prevention of fire explain the use of stone. Constructions are also made of coral mixed with cement; roofs are usually made of shingles or *argamasse* (lime mortar).

1.3 Stone Building

Their size and architecture differ from town houses. They are usually public buildings in which government offices are located or private buildings housing banks or big companies. They are generally composed of 2 or 3 storeys, and located on the street or have a gallery. Their roof is generally in metal sheets.



Picture 5: Traditional stone building with one storey

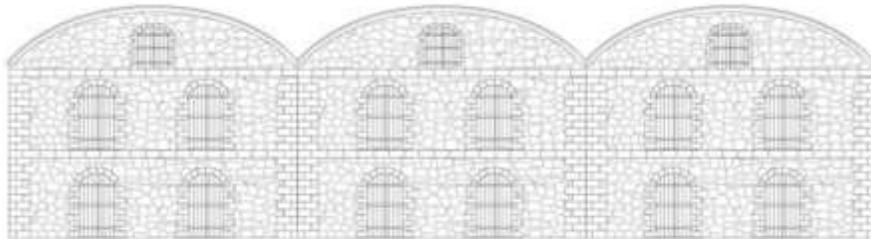


Picture 6: Traditional stone building

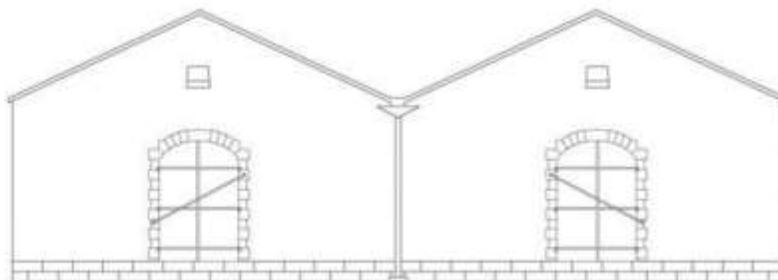
This is a wide category that designates every wooden building that is not a case creole.

1.4 Warehouse

Warehouses are always in stone. They can have one or two storeys with openings on the street only on the first storey. Their roof is in metal sheets.



Picture 7: Typical warehouse of 1850s-1860s



Picture 8: typical warehouse

1.5 Miscellaneous

A category defined as “miscellaneous” includes large buildings in wood and large buildings in concrete.

ANNEX II – Map showing National Heritage Monuments

Map showing national heritage monuments in the Buffer Zones of the AGWHP and its surrounding



*For additional information on the different monuments in Port Louis, please consult the National Heritage Fund Act.

Glossary of Terms

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.

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.

Buffer Zone

“For the purposes of effective protection of the nominated property, a Buffer Zone is an area surrounding the nominated property which has complementary legal and/or customary restrictions placed on its use and development to give an added layer of protection to the property. This should include the immediate setting of the nominated property, important views and other areas or attributes that are functionally important as a support to the property and its protection. The area constituting the Buffer Zone should be determined in each case through appropriate mechanisms.” (Source: Operational Guidelines for the Implementation of the World Heritage Convention; WHC 08/01; II.F.104)

Conservation

a) means “all the processes of looking after a place so as to retain its cultural significance”.with this retention of cultural significance being based on a respect for the cultural significance embodied "in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects “and with the imperative that "significant associations between people and a place should be respected, retained and not obscured”. (with reference to the ICOMOS Australia Burra Charter of 1999, Article 1.2 and 1.4)

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 Heritage

The Convention concerning the protection of the World Cultural and Natural Heritage defines “cultural Heritage” as follows in article 1:

“Monuments: architectural works, works of monumental sculpture and painting, elements or structures of an archaeological nature, inscriptions, cave dwellings and combinations of features, which are of outstanding universal value from the point of view of history, art or science;

Groups of buildings: groups of separate or connected buildings which, because of their architecture, their homogeneity or their place in the landscape, are of Outstanding Universal Value from the point of view of history, art or science;

Sites: works of man or the combined works of nature and man, and areas including archaeological sites which are of outstanding universal value from the historical, aesthetic, ethnological or anthropological point of view.”

Cultural Landscapes

Cultural landscapes are particular landscapes that reflect and express particular 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 recognized 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 significance

Refers to the aesthetic, historic, scientific, social or spiritual value 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.

Heritage impact assessment

A process that is used to define the cultural value of a resource, identify, predict and assess the potential positive and negative environmental impacts of a proposed project on the cultural environment, to propose appropriate alternatives to avoid impacts or propose mitigation of impacts. The HIA process is used to inform decision-making by the project proponent, relevant authorities and financing institutions. The process includes the following components: pre-application planning, scoping, screening, impact assessment (including the identification of management actions and monitoring requirements), integration and decision-making.

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-historical 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

Impact

A description of the effect of an aspect of the development on a specified component of the biophysical or cultural environment within a defined time and space.

Impact assessment

Issues that cannot be resolved during scoping and that require further investigation are taken forward into the impact assessment. Depending on the amount of available information, specialists may be required to assess the nature, extent, duration, intensity or magnitude, probability and significance of the potential impacts; define the level of confidence in the assessment; and propose management actions and monitoring programmes. Specialist studies/reports form the basis of the integrated Environmental Impact Report, which is compiled by the EIA practitioner.

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

Article 2 of the Convention for the Safeguarding of the Intangible Cultural Heritage defines intangible heritage (2003) as follows:

“The “intangible cultural heritage” means the practices, representations, expressions, knowledge, skills – as well as the instruments, objects, artefacts 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. For the purposes of this Convention, consideration will be given solely to such intangible cultural heritage as is compatible with existing international human rights instruments, as well as with the requirements of mutual respect among communities, groups and individuals, and of sustainable development.”

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.

National Heritage

According to the National Heritage Fund Act of 2003, "National Heritage" means:

- (a) A national heritage designated in Section 12 and specified in the Schedule; and
- (b) Includes a national monument designated under the repealed National Monuments (Designation) Regulations 1985 and specified in the Schedule.

The Schedules of the National Heritage Fund Act regroup a total number of 166 National Heritages as at 2003 including monuments and tombs, civil and private buildings, and military architecture. The Act stipulates that a structure becomes a *National Heritage* when its cultural significance is of outstanding value. This may also include “architectural work, work of monumental sculpture and painting, element or structure of an archaeological nature, inscription, cave dwelling”.

Outstanding Universal Value

“Outstanding universal value means cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations of all humanity. As such, the permanent protection of this heritage is of the highest importance to the international community as a whole.” (source: UNESCO)

Place

'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 may include memorials, trees, gardens, parks, places of historical events, urban areas, towns, industrial places, archaeological sites and spiritual and religious places.

Preservation

Preservation means maintaining the fabric of a place in its existing state and retarding deterioration. It is appropriate where the existing fabric or its condition constitutes evidence of cultural significance, or where insufficient evidence is available to allow other conservation processes to be carried out. Preservation protects fabric without obscuring the evidence of its construction and use.

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

Restoration 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. It is appropriate only if there is sufficient evidence of an earlier state of the fabric.

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.

Streetscape

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

UNESCO

United Nations Educational Scientific Cultural Organisation was founded in 1945 to rebuild schools in countries devastated by the Second World War and to produce scientific publications.

Today, the UNESCO “functions as a laboratory of ideas and a standard setters to forge universal agreements on emerging ethical issues” and also encourages the dissemination and sharing of information and expertise in educational, scientific and cultural fields.

Visual impact assessment

A process of determining the value of the visual resource by assessing the visual quality of a cultural or natural resource like e.g. an existing building, structure and/or site, the landscape character, landscape quality, visual quality, relation to topography, sense of place and aesthetic value of the cultural landscape as a whole and in particular (i.e. the setting of the proposed site) - this assessment must make reference to the cultural significance, authenticity and integrity of the building, structure or landscape, its immediate setting and the wider heritage area – followed by an identification, prediction and assessment of the scale, nature and duration of potential positive and negative impact of a proposed intervention on this resource and the identification of mitigation or avoidance of the impact.

World Heritage

Sites selected for World Heritage listing are inscribed on the basis of their merits as the best possible examples of the cultural and natural heritage. The World Heritage List reflects the wealth and diversity of the Earth’s cultural and natural heritage.” (Source: UNESCO)