

**Birkirkara**

# **Planning Control Applications**

**PC Number:** PC 16/18

**Proposal:** To amend existing front garden alignment and extend the existing road, and to limit the provisions of Central Malta Local Plan policy BK06 (CPPS) to the levels below road level. Standard policies for residential areas (CG07) to apply above road level.

**Location:** Site at, Triq Ghar il-Gobon, Birkirkara.

**Architect:** Colin Zammit

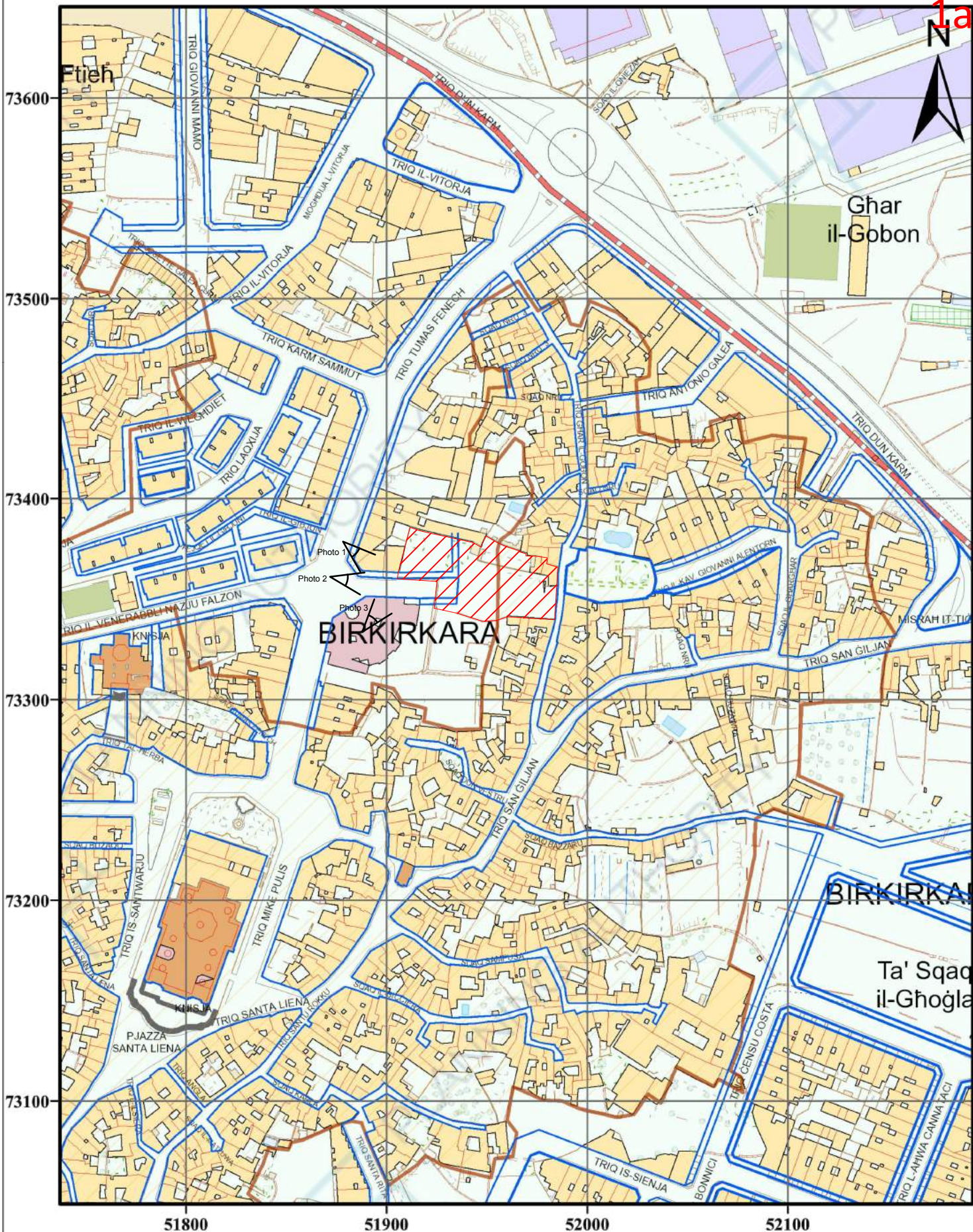
**Applicant:** TONCAM PROPERTIES LIMITED Attn: Anton Camilleri

**Date of Endorsement:** 10th May 2022

**Drawing Numbers:** PC 16/18/1A/114B

**Conditions:**

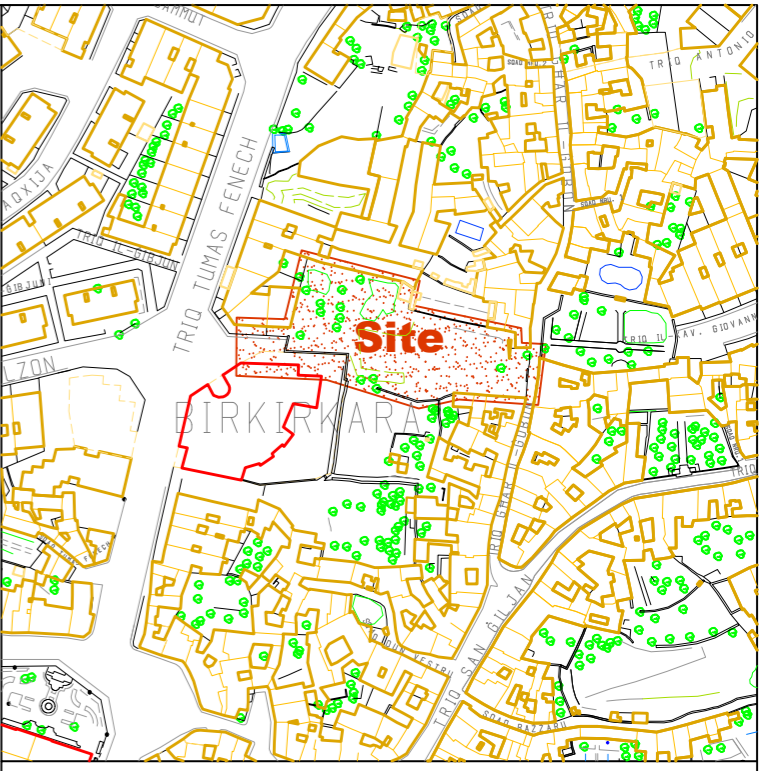
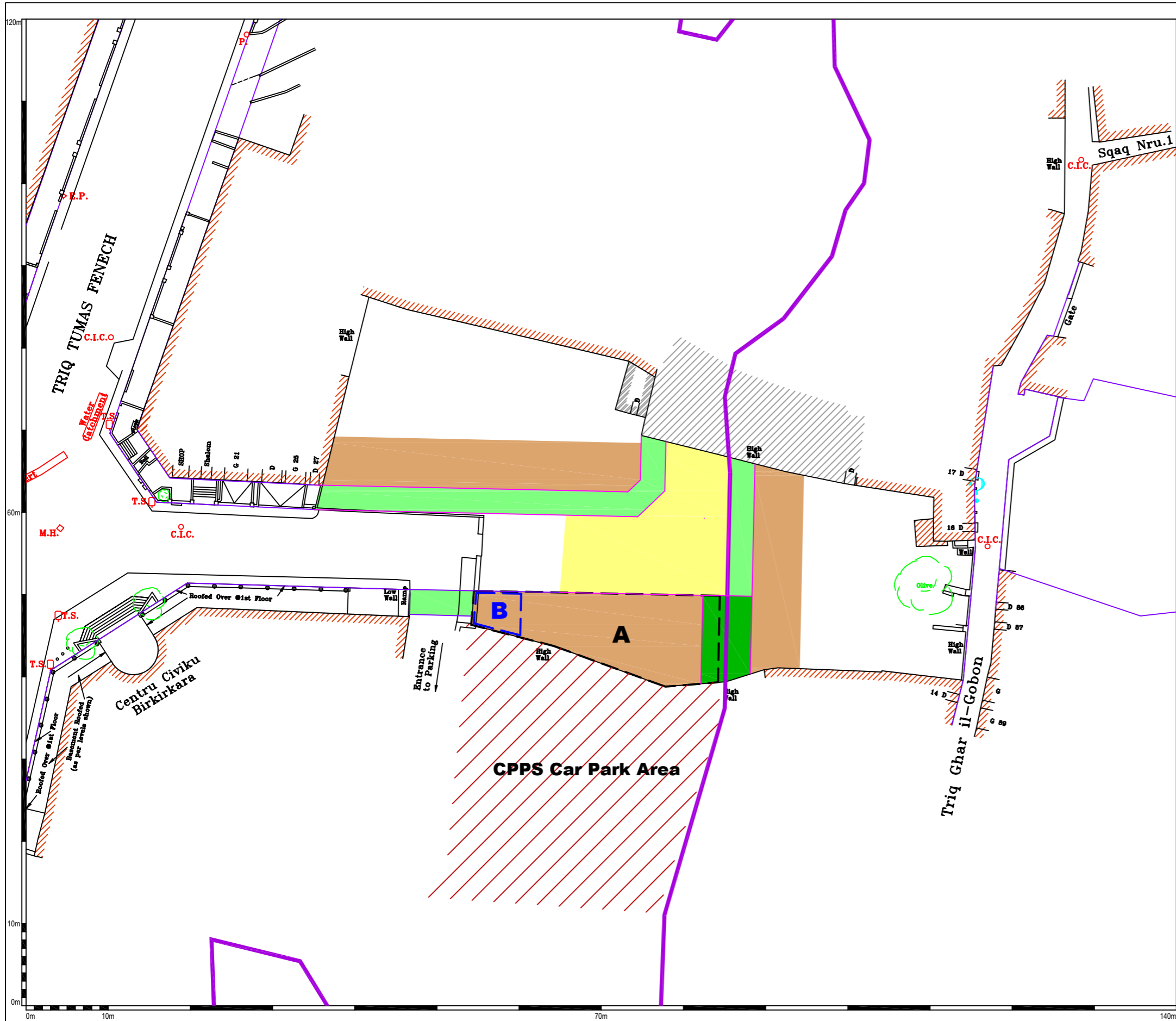
1. For area marked 'A', Central Malta Local Plan policy CG07 shall apply above road level. Central Malta Local Plan policy BK06 shall apply for area marked 'A' below street level.
2. Within area marked 'B', an access from the road to the Land Zoned as CPPS as shown on CMLP map BKM1 shall be left at road level. This access shall have a minimum width of six (6) metres, and a headroom that conforms with relevant standards applicable for Public Car parks.
3. The height of buildings located outside the Urban Conservation Area (UCA) shall be three floors and semi-basement. The height of buildings located within the UCA shall be subject to all the relevant policies controlling the height of buildings in UCAs.
4. Zoning Application Fees are to be settled by applicants as per LN356/10 at the Development Planning Application (DPA) stage.



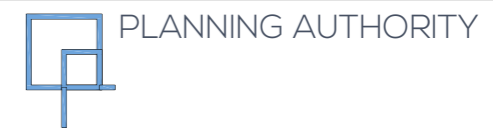
1:2,500 Date Printed: 26/01/2018

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 Data Captured from: 1988, 1994, 1998, 2004 & 2008 aerial photography and updates from 2012 orthophotos.  
 Truncated U.T.M. Coordinates. Levelling Datum M.S.L. (Mean sea level). Contours when shown are at 2.5m vertical interval. Not to be used for interpretation or scaling of scheme alignments  
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S.S. No.: 5073 Scale: 1:2500



### Subsidiary Plan Minor Modification

Locality:  
**Birkirkara**

Plan Reference Number:  
**PC 16/18/114B**

Scale:	1:500	Survey No.:	Bkr1417E2-18
Grid System:	U.T.M.	Scale Factor:	0.99962
		Min. Coordinates:	51870 73300
		Level datum:	M.S.L.
Survey Completion Date:	9/10/2018	Plan Completion Date:	16/12/2021
Survey Checked By:	M. Azzopardi (LSU)	Plan Checked By:	I. Fava

Map as approved by Minister  
on the 10th May 2022

This map established the zoning, building height and alignments of the site included within the development boundaries in accordance with the Partial Structure Plan Review published in the Government Gazette on the 27 th February 2007.

Disclaimer:  
The information on this plan has been carefully checked for accuracy at the time of survey. However the Planning Authority cannot assume responsibility for any changes occurring after the date of the survey and cannot be held liable for damages resulting from interpretation or misuse of the information on this plan.

	Existing Field Walls		Spot Level		Front Garden		CPPS - Car Parking Area		Current Alignment
	Existing Building		Formation Level		Scheme Road		Protected Garden		Proposed Alignment
	Existing Vegetation		Limit to Development		Terraced Development (Residential)		Side Garden		Refer to condition 1
	Street Furniture		Urban Conservation Area		Building height limitations as per condition 3				Refer to condition 2

**Birkirkara -  
Mriehel**

# **Planning Control Applications**

**PC Number:** PC0057/10

**Proposal:** To amend the zoning designation of the sites under consideration

**Location:** Mriehel Industrial Area, Triq L-Imdina, Birkirkara

**Architect:** MEPA

**Applicant:** MEPA

**Date of Endorsement:** 25th January, 2012

### **Policies**

The proposal on drawings PC 57/10/1,2 was Approved, and Central Malta Local Plan policies CG14 (as amended by PC 62/07 and PC 7/08) and BK04 are amended as follows;

### **Policy CG14**

### **Commercial Areas**

**MEPA will permit the development of Commercial land uses within the designated Commercial Areas listed below and as indicated in the relevant Area Policy Maps.**

<b>Location</b>	<b>Area Policy Map</b>
	<b>BZM1</b>
<b>Triq in-Naxxar and Triq Wied Hal-Balzan, Balzan</b>	
<b>Triq il-Wied ta' I-Imdina, Birkirkara (however the properties located above the level of Triq G. F. Agius De Soldanis are designated as Residential Priority Areas in accordance with Policy CG08)</b>	<b>BKM1</b>
<b>Triq in-Naxxar, Birkirkara</b>	<b>BKM1</b>
<b>Triq Dun Karm, Birkirkara</b>	<b>BKM1</b>
<b>Triq Salvu Psaila, Birkirkara</b>	<b>BKM1</b>
<b>Mriehel, Birkirkara</b>	<b>BKM2 (as amended by Map PC 57/10/2)</b>



Blata l-Bajda, Hamrun	HAM1
Triq il-Kappilan Mifsud, Hamrun	HAM1
Triq il-Kbira, Hamrun; Commercial land uses at ground floor level only, with residential units on upper floors	HAM1
Triq in-Naxxar, Iklin	IKM1
Triq il-Kostituzzjoni, Mosta	MOM1
Triq l-Imdina, Qormi	QOM1
Triq is-Sebh, Qormi	QOM1
Triq tal-Bajjada and Triq il-Masgar, Qormi	QOM1
Triq Salvu Psaila and Triq il-Kappilan Mifsud, Santa Venera	SVM1
Triq il-Wied ta' l-Imsida, Santa Venera	SVM1
Triq il-Kbira, Santa Venera; Commercial land uses at ground floor level only, with residential units on upper floors	SVM1
Triq is-Sebh, Santa Venera	SVM1

The following is a list of acceptable land-uses (new uses, extensions to existing uses, and change of uses) within all frontages located within the designated Commercial Areas.

- i. Class 1 (Use Classes Order, 1994), dwelling units on upper floors. However dwelling units will not be allowed in the Commercial Areas designated in Mriehel (Birkirkara), in Triq is-Sebh (Qormi) and in Triq is-Sebh (Santa Venera). In addition, new residential development directly above warehousing will not be permitted in the Commercial Area designated at Triq tal-Bajjada (Qormi) and at Triq il-Masgar (Qormi). Dwelling units will be allowed at ground floor level in the Commercial Areas designated in Triq il-Kbira (Santa Venera) and in Triq il-Kbira (Hamrun).
- ii. Class 4, (Use Classes Order, 1994), small shops only provided that:
  - The small shops (of any nature) are not to exceed a total floor area of 50sqm each, and convenience shops are not to exceed a total floor area of 75sqm each;
  - They comply with all the provisions of paras. 1.4.16 to 1.4.18 of the Retail Planning Guidelines (2003); and
  - They comply with any relevant section of the DC 2005 (design, access, amenity, etc.).

- iii. **Supermarkets, provided that they comply with all the relevant provisions of Policy CG17.**
- iv. **Showrooms provided that they comply with the relevant provisions of MEPA's Retail Planning Guidelines (2003).**
- v. **Class 5 (Use Classes Order, 1994) offices on upper floors only.**
- vi. **Class 6 (a) (Use Classes Order, 1994) Sale of hot and cold food and drink for consumption on or off the premises.**
- vii. **Class 11 (Use Classes Order, 1994), business and light industry are allowed provided that:**
  - **The gross floor area of the premises does not exceed 50 sqm (including storage of materials and/or finished products). Class 11 uses on the sites located in the designated Commercial Area at Mriehel (Birkirkara) as indicated in Map BKM2 (as amended by Map PC 57/10/2), and at Triq is-Sebh (Qormi) as indicated in Map QOM1 will not be limited by the 50 sqm threshold;**
  - **For sites located at Triq is-Sebh, Qormi the necessary clearances from ADT are obtained; and**
  - **MEPA is to be fully satisfied that the development does not create unnecessary impact which is not desirable to the neighbouring properties.**
- viii. **Class 17 (Use Classes Order, 1994) storage facilities only provided that the gross floor area does not exceed 75 sqm. However, Storage and Distribution facilities of any size will be considered in the designated part of the Commercial Areas at Mriehel (Birkirkara), at Triq tal-Bajjada (Qormi), at Triq il-Masgar (Qormi) and at Triq is-Sebh (Qormi) provided that for sites located at Triq is-Sebh (Qormi) the necessary clearances from ADT are obtained. In addition, the development of warehouses directly beneath residential units will not be permitted in the designated Commercial Areas.**
- ix. **Taxi Business or for the hire of motor vehicles.**
- x. **The Sale of fuel for motor vehicles. However the sale of motor fuel will not be permitted in the Commercial Areas designated at Triq tal-Bajjada (Qormi) and at Triq il-Masgar (Qormi).**
- xi. **The sale or display of motor vehicles.**

- xii. **The cleaning of clothes in venues where articles are brought by the public.**

**In granting permission for the above-listed uses, MEPA is to be satisfied that the design of the commercial development shall enhance the existing streetscapes. With regard to advertisements on buildings, these are either to be integrated with the design of the building fabric, or are to be placed in specific locations earmarked as advertising space within the Commercial Area.**

**In addition to the uses listed above, for those sites located within Areas A and B in Mriehel as indicated in Area Policy Map BKM2 (as amended in PC 57/10) the uses stipulated in policy CG 15 may also be considered as acceptable. Land-uses falling outside those stipulated in policies CG14 and CG 15 will not be considered favourably within Areas A and B, unless there are overriding reasons to locate such uses within these areas. Development within these designated areas in Mriehel should conform to the following criteria;**

- 1. Development should generally respect the predominant height of nearby buildings and would not in general be allowed to exceed a height of 14 m;**
- 2. Development that overlies the route of the underground sewerage gallery is to be to the satisfaction of MEPA and the Water Services Corporation;**
- 3. For sites exceeding 25,000 sq. m where comprehensive development is contemplated the development of compatible Class 8 (a) (Use Classes Order, 1994) Child Care, Class 9 (Use Classes Order, 1994) Assembly and Leisure, Large Scale Retail Outlets and Conference Facilities may be considered by MEPA; and**
- 4. In cases where comprehensive development of sites having an area exceeding 25,000 sq. m is contemplated, MEPA may consider a building that is higher than 14m provided that:**
  - a. The development follows best practice in terms of environmentally sustainable design, neighbour compatibility, construction, and operational management;**
  - b. The architectural design of the building is of exceptionally high quality;**
  - c. The development satisfactorily addresses short and long distance visual impacts;**
  - d. The development incorporates a significant and well designed public open space; and**
  - e. The project will not constitute over-development.**

Showrooms are defined as premises primarily used to display goods for sale where little direct (over the counter) retail sale is intended. Showrooms normally

display a specialist range of bulky, non-food goods, such as: white goods; furniture; motor vehicles; household items, hardware and bathroom fittings. This type of retailing is expanding rapidly along certain arterial routes in the plan area, but these may create an undesirable form of urbanisation if not strictly controlled. So as to ensure that the plan's objectives towards sustainable transport patterns are not compromised, the plan designates limited commercial areas in specific locations. Office development, and in a number of cases residential development on the upper floors of showrooms, are considered to be compatible uses and are therefore normally permitted by MEPA. Other limited compatible uses are also considered as acceptable in these designated areas. In addition, Light Industry and Storage and Distribution Facilities with no size threshold are considered by MEPA in the designated Commercial Area at Mriehel and at Triq is-Sebh in Qormi since these areas were previously zoned in the TPS (1988) for industry. However given the existing traffic situation at Triq is-Sebh, further development of industrial and warehousing uses in this street are subject to clearances from the ADT. The use of land within Sites A and B in Mriehel for commercial and financial activities, apart from the already permitted industrial uses, will ensure a more efficient use of land in terms of employment generation. This more efficient use of land that is designated for employment generating uses follows two of the three goals of the Structure Plan.

## **Policy BK04**

## **Mriehel Industrial Area**

**Mriehel Industrial Area is designated as an industrial, warehousing, and commercial zone as indicated in Area Policy Map BKM2 (as amended in PC 57/10). MEPA may permit the development of land in the Mriehel Industrial Area in accordance with the designations indicated in the Area Policy Map BKM2 (as amended in PC 57/10) for the following land uses;**

- 1. MIP Estate and adjoining sites (Area A in PC 57/10); for the development of Industrial Uses as specified in Policy CG15 and Commercial Uses as specified in Policy CG14 (as amended in PC 57/10);**
- 2. SME Park; for the development of Industrial Uses as specified in Policy CG15;**
- 3. Commercial Areas; for the development of land uses as specified in Policy CG14 (as amended in PC 57/10);**
- 4. Industrial and Commercial Area (Area B in PC 57/10); for the development of land uses as specified in Policies CG14 (as amended in PC 57/10) and CG15;**
- 5. Mixed Use Areas without Residential Units; for the development of land uses as specified in Policy QO04 (as amended by PC 62/07 and PC 7/08);**

- 6. MIP Estate Low Impact Industrial and Commercial Areas (Area A in PC 57/10); for the development of Industrial Uses as specified in Policy CG15 and Commercial Uses as specified in Policy CG14 (as amended in PC 57/10), provided that these do not create unnecessary impact which is not desirable to the neighbouring properties; and**
- 7. A site for the provision of Waste Management Civic Amenity facilities and for an Electricity Substation.**

Mriehel Industrial Area is an important and strategically located industrial zone catering particularly for the industrial needs of the Central localities and those within close vicinity to the Inner Harbour Area. Mriehel is partly in private ownership and partly managed by the MIP, and has some parcels of Government and ex-Church land. The industrial zone is approximately 454,400 sqm. in area, including internal roads and public spaces, and is situated between Mriehel Bypass and Triq l-Imdina.

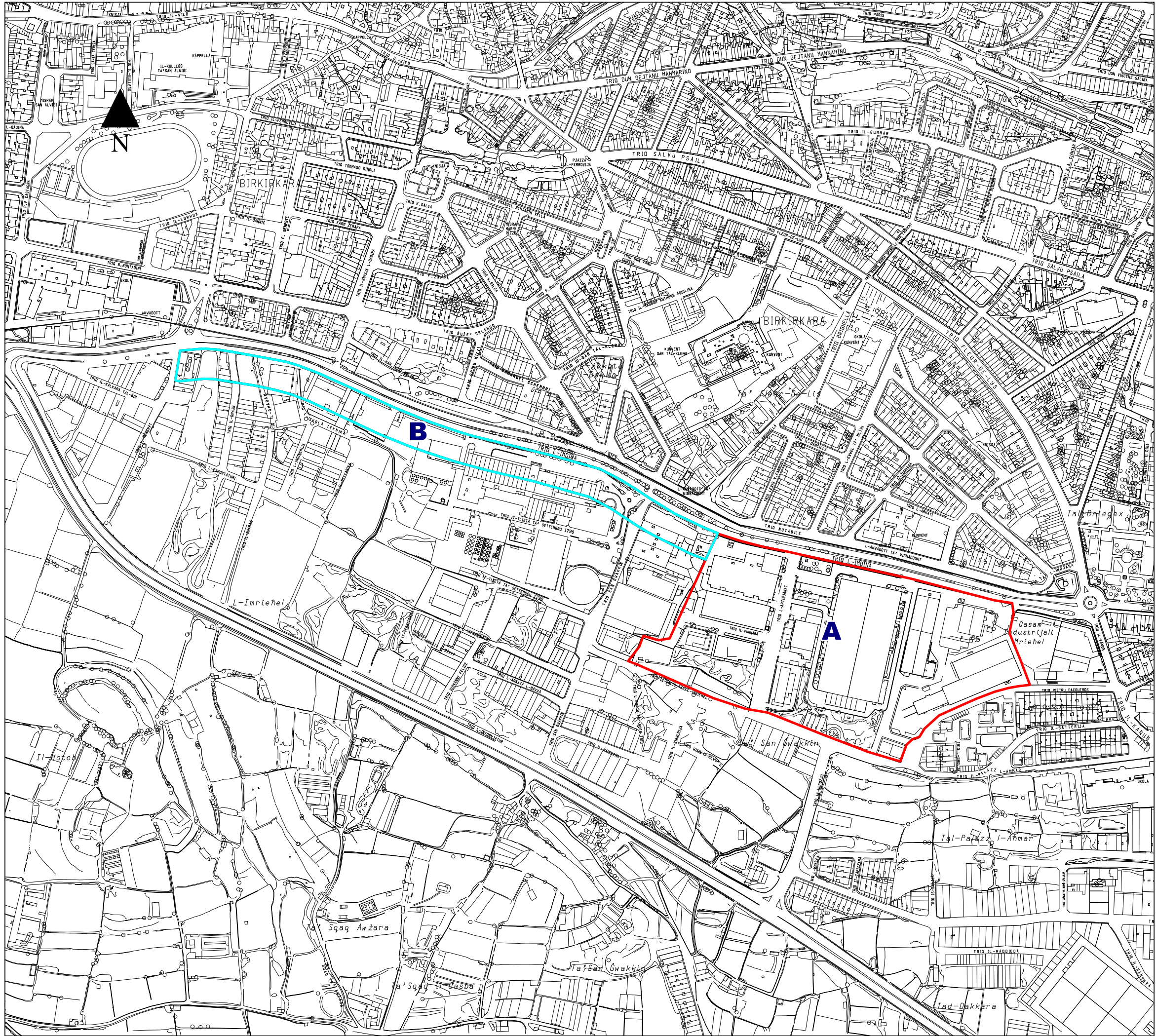
The developed areas contain a wide range of uses including factories, retail, showrooms, offices, warehousing and small and medium sized industries. Mriehel has, as do most private industrial areas, problems of land fragmentation with parcels of land belonging to different owners as well as a number of derelict sites lacking landscaping and infrastructure. Dumping of waste including industrial waste and fly-tipping of rubbish are evident all over the estate, but especially in the still undeveloped spaces.

The area was designated in the Structure Plan (Policy IND 2) for the development of manufacturing industry. However data for Mriehel indicates that between 1993-1997, only 34% of permits were granted wholly or in part for industrial developments, whilst 45% were for warehousing and retail warehousing projects and 21% were for retail and office developments (SPU Data, May 2000). Substantial areas (approximately 66% of all permits between 1993-1997) have therefore been taken over by non-industrial uses.

The existing problems experienced at Mriehel are likely to intensify if the remaining land within these areas is developed solely in accordance with the TPS (1988). Furthermore tenants may be discouraged from locating at Mriehel if current problems persist. However, it is still possible to further develop this industrial area in an organised manner. Therefore the aim of this policy is to clearly define the development requirements of all proposals on remaining undeveloped industrial sites through appropriate zoning, including the development of commercial uses where appropriate. Areas designated as mixed use areas are intended to act as buffer areas between existing residential areas and the Industrial zones of Mriehel. In addition where the MIP Estate directly adjoins a residential area, new industrial

and commercial activities at this interface may only be considered by MEPA provided that these do not create unnecessary impact which is not desirable to the neighbouring properties.

As part of the Government Waste Management Strategy, a site at Mriehel has been designated for a Civic Amenity Site to serve a number of central localities that are at present not catered for. In addition this Amenity Site will also serve the existing Industrial Area thereby resolving problems of waste management in the area.



CENTRAL MALTA LOCAL PLAN



L-Awtorita` ta' Malta Dwar l-Ambjent u l-Ippjanar  
 Malta Environment & Planning Authority

Key



Site A

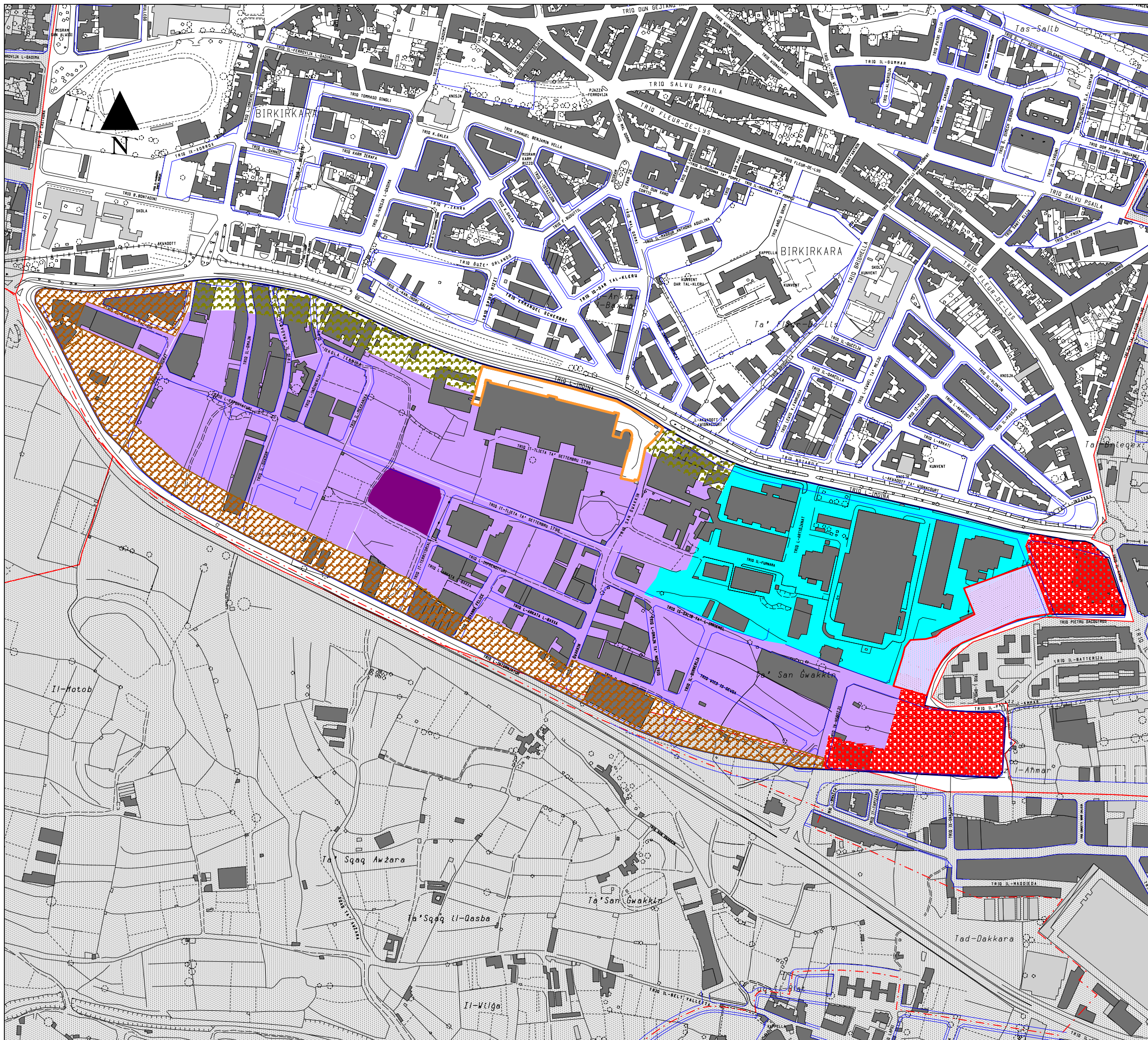


Site B

PC57/10 : Site Plan

Scale :1:5000      Date :February 2011      Map:  
 INDICATIVE ONLY  
 Not to be used for measurement or direct interpretation.  
 Maps to be used in conjunction with Policy Document.  
 For the detailed interpretation of alignments kindly contact  
 the Planning Directorate's Planning Control Unit.      PC57/  
 10/01

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# CENTRAL MALTA LOCAL PLAN



L-Awtorita` ta' Malta Dwar l-Ambjent u l-Ippjanar  
Malta Environment & Planning Authority

## Key

- Local Council Boundary
- - - Limit to Development (TPS)
- Mriehel Industrial Area BK04
- MIP Estate and adjoining sites (Area A in PC57/10)
- SME Park
- Industrial and Commercial Area (Area B in PC57/10)
- Public Utility: Waste Management Civic Amenity Site and Electricity Substation
- Mixed Use Areas without residential units BK04, QO04
- Commercial Area with Class 11 uses larger than 50sqm and warehouses BK04, CG14
- MIP Estate Low impact Industrial and Commercial Areas (Area A in PC57/10)
- Open Space Next to Brewery

**Map as approved by Minister in PC 57/10 on the 25th January 2012**  
This map amended the zoning for the specific site and thus supersedes the zoning indicated in the Area Policy Map ( Map BKM2) of the Central Malta Local Plan (July 2006).

## Mriehel Industrial Area Area Policy Map

Scale : **1:5000**      Date : **September 2011**      Map: **BKM2**  
INDICATIVE ONLY  
Not to be used for measurement or direct interpretation.  
Maps to be used in conjunction with Policy Document.  
For the detailed interpretation of alignments kindly contact the Planning Directorate's Planning Control Unit.

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**PC Number:** PC 0062/07 and PC 0007/08

**Proposal:** To amend Policies CG14, BK04, QO03, QO04 and SV01, and Maps BKM2, SVM1, and QOM1 of the Central Malta Local Plan, such that the development of the Uses that are indicated in the recommended policies and on the Proposals Maps of this application may be allowed subject to conditions in those areas as indicated on the Proposals Maps.

**Location:** sites at Mriehel, Qormi and Santa Venera.

**Architect:** MEPA

**Applicant:** MEPA

**Date of Endorsement:** 13<sup>th</sup> March, 2009.

**Conditions:** N/A

## **1; Policy QO04**

The areas as indicated in the Qormi Area Policy Map are designated as Mixed Use Areas.

### **A; Mixed Use Areas with Residential Units**

Within those areas designated in the Qormi Area Policy Map as Mixed Use Areas with Residential Units, MEPA will consider the development of the following land uses:

- i. Class 1, Use Classes Order (1994) dwelling units limited to upper floors only. However new residential development directly above warehousing will not be permitted.
- ii. Class 4, Use Classes Order (1994) shops;
- iii. Showrooms provided that they comply with the relevant provisions of MEPA's Retail Planning Guidelines (2003);
- iv. Supermarkets provided that they comply with the provisions of Policy CG17;
- v. Class 5, Use Classes Order (1994) offices;
- vi. Taxi Business and for hire of motor vehicles; and
- vii. The Display and Sale of Motor Vehicles.

Within these areas, the extension of existing Business and Light Industrial Units (Class 11, Use Classes Order (1994)) and of Warehouses (Class 17, Use Classes Order (1994)) that are covered by the necessary permits will be considered by MEPA provided that the development does not create unnecessary impact which is not desirable to the neighbouring properties.

### **B; Mixed Use Areas with Residential Units and Other Uses**

Within those areas designated in the Qormi Area Policy Map as Mixed Use Areas with Residential Units and Other Uses, MEPA will consider the development of the following land uses:

- i. Class 1, Use Classes Order (1994) dwelling units limited to upper floors only. However new residential development directly above warehousing will not be permitted.
- ii. Class 4, Use Classes Order (1994) shops;
- iii. Showrooms provided that they comply with the relevant provisions of MEPA's Retail Planning Guidelines (2003);
- iv. Supermarkets provided that they comply with the provisions of Policy CG17;
- v. Class 5, Use Classes Order (1994) offices;
- vi. Class 6, Use Classes Order (1994) food and drink outlets;

- vii. **Class 11, Use Classes Order (1994) business and light industry provided that the development does not create unnecessary impact which is not desirable to the neighbouring properties;**
- viii. **Class 17, Use Classes Order (1994) storage and distribution. However the development of warehouses directly beneath residential units will not be permitted;**
- ix. **Taxi Business and for hire of motor vehicles; and**
- x. **The Display and Sale of Motor Vehicles.**

### **C: Mixed Use Areas without Residential Units**

**Within those areas designated in the Qormi Area Policy Map as Mixed Use Areas without Residential Units, MEPA will consider the development of the following land uses:**

- i. **Class 4, Use Classes Order (1994) shops;**
- ii. **Showrooms provided that they comply with the relevant provisions of MEPA's Retail Planning Guidelines (2003);**
- iii. **Supermarkets provided that they comply with the provisions of Policy CG17;**
- iv. **Class 5, Use Classes Order (1994) offices;**
- v. **Class 6, Use Classes Order (1994) food and drink outlets;**
- vi. **Class 11, Use Classes Order (1994) business and light industry provided that the development does not create unnecessary impact which is not desirable to the neighbouring properties;**
- vii. **Class 17, Use Classes Order (1994) storage and distribution. However the development of warehouses directly beneath residential units will not be permitted;**
- viii. **Taxi Business and for hire of motor vehicles; and**
- ix. **The Display and Sale of Motor Vehicles.**

The areas being designated by this policy are presently built-up areas that contain a number of different and often incompatible land uses including garages, warehouses, shops, maisonettes and small industries. These mixed use areas are generally located between existing residential and industrial zones.

It is noted that strict zoning measures together with the separation or relocation of conflicting uses would be difficult, costly and unfeasible to accomplish in practice. In the circumstances, the strategy being adopted by the plan consists in the creation of a mixed use neighbour compatible buffer area between existing industrial areas and designated residential areas. The policy also ensures that within the designated Mixed Use Areas, the only land uses being permitted by MEPA are those that are compatible with each other. In particular it is noted that those areas that are being designated as Mixed Use Areas with Residential Units were previously zoned for terrace house development, and therefore have a considerable number of residential units within them. For this reason, the uses that are being permitted within this designation are those that would safeguard the amenity of the existing residential units. With regards to those areas that are being

designated as Mixed Use Areas with Residential Units and Other Uses, it is noted that most of these areas were never zoned for residential development in the TPS (1988) or in previous planning schemes, but still have a number of residential units located within them. For this reason the Policy for Mixed Use Areas with Residential Units and Other Uses allow for a wider mix of uses than for those areas designated as Mixed Use Areas with Residential Units.

## **2; Policy SV01**

**The areas as indicated in the Santa Venera Area Policy Map are designated as Mixed Use Areas.**

### **A; Mixed Use Areas with Residential Units**

**Within those areas designated in the Santa Venera Area Policy Map as Mixed Use Areas with Residential Units, MEPA will consider the development of the following land uses:**

- i. Class 1, Use Classes Order (1994) dwelling units limited to upper floors only. However new residential development directly above warehousing will not be permitted.**
- ii. Class 4, Use Classes Order (1994) shops;**
- iii. Showrooms provided that they comply with the relevant provisions of MEPA's Retail Planning Guidelines (2003);**
- iv. Supermarkets provided that they comply with the provisions of Policy CG17;**
- v. Class 5, Use Classes Order (1994) offices;**
- vi. Taxi Business and for hire of motor vehicles; and**
- vii. The Display and Sale of Motor Vehicles.**

**Within these areas, the extension of existing Business and Light Industrial Units (Class 11, Use Classes Order (1994)) and of Warehouses (Class 17, Use Classes Order (1994)) that are covered by the necessary permits will be considered by MEPA provided that the development does not create unnecessary impact which is not desirable to the neighbouring properties.**

### **B; Mixed Use Areas with Residential Units and Other Uses**

**Within those areas designated in the Santa Venera Area Policy Map as Mixed Use Areas with Residential Units and Other Uses, MEPA will consider the development of the following land uses:**

- i. Class 1, Use Classes Order (1994) dwelling units limited to upper floors only. However new residential development directly above warehousing will not be permitted.**
- ii. Class 4, Use Classes Order (1994) shops;**

- iii. Showrooms provided that they comply with the relevant provisions of MEPA's Retail Planning Guidelines (2003);
- iv. Supermarkets provided that they comply with the provisions of Policy CG17;
- v. Class 5, Use Classes Order (1994) offices;
- vi. Class 6, Use Classes Order (1994) food and drink outlets;
- vii. Class 11, Use Classes Order (1994) business and light industry provided that the development does not create unnecessary impact which is not desirable to the neighbouring properties;
- viii. Class 17, Use Classes Order (1994) storage and distribution. However the development of warehouses directly beneath residential units will not be permitted;
- ix. Taxi Business and for hire of motor vehicles; and
- x. The Display and Sale of Motor Vehicles.

The areas being designated by this policy are presently built-up areas that contain a number of different and often incompatible land uses including garages, warehouses, shops, maisonettes and small industries. These mixed use areas are generally located between existing residential and industrial zones.

It is noted that strict zoning measures together with the separation or relocation of conflicting uses would be difficult, costly and unfeasible to accomplish in practice. In the circumstances, the strategy being adopted by the plan consists in the creation of a mixed use neighbour compatible buffer area between existing industrial areas and designated residential areas. The policy also ensures that within the designated Mixed Use Areas, the only land uses being permitted by MEPA are those that are compatible with each other. In particular it is noted that those areas that are being designated as Mixed Use Areas with Residential Units were previously zoned for terrace house development, and therefore have a considerable number of residential units within them. For this reason, the uses that are being permitted within this designation are those that would safeguard the amenity of the existing residential units. With regards to those areas that are being designated as Mixed Use Areas with Residential Units and Other Uses, it is noted that most of these areas were never zoned for residential development in the TPS (1988) or in previous planning schemes, but still have a number of residential units located within them. For this reason the Policy for Mixed Use Areas with Residential Units and Other Uses allow for a wider mix of uses than for those areas designated as Mixed Use Areas with Residential Units.

### **3; Policy CG14**

**MEPA will permit the development of Commercial land uses within the designated Commercial Areas listed below and as indicated in the relevant Area Policy Maps.**

Location	Area Policy Map
Triq in-Naxxar and Triq Wied Hal-Balzan, Balzan	BZM1

<b>Triq il-Wied ta' l-Imsida, Birkirkara (however the properties located above the level of Triq G. F. Agius De Soldanis are designated as Residential Priority Areas in accordance with Policy CG08)</b>	<b>BKM1</b>
<b>Triq in-Naxxar, Birkirkara</b>	<b>BKM1</b>
<b>Triq Dun Karm, Birkirkara</b>	<b>BKM1</b>
<b>Triq Salvu Psaila, Birkirkara</b>	<b>BKM1</b>
<b>Mriehel, Birkirkara</b>	<b>BKM2</b>
<b>Blata l-Bajda, Hamrun</b>	<b>HAM1</b>
<b>Triq il-Kappilan Mifsud, Hamrun</b>	<b>HAM1</b>
<b>Triq il-Kbira, Hamrun; Commercial land uses at ground floor level only, with residential units on upper floors</b>	<b>HAM1</b>
<b>Triq in-Naxxar, Iklin</b>	<b>IKM1</b>
<b>Triq il-Kostituzzjoni, Mosta</b>	<b>MOM1</b>
<b>Triq l-Imdina, Qormi</b>	<b>QOM1</b>
<b>Triq is-Sebh, Qormi</b>	<b>QOM1</b>
<b>Triq tal-Bajjada and Triq il-Masgar, Qormi</b>	<b>QOM1</b>
<b>Triq Salvu Psaila and Triq il-Kappilan Mifsud, Santa Venera</b>	<b>SVM1</b>
<b>Triq il-Wied ta' l-Imsida, Santa Venera</b>	<b>SVM1</b>
<b>Triq il-Kbira, Santa Venera; Commercial land uses at ground floor level only, with residential units on upper floors</b>	<b>SVM1</b>
<b>Triq is-Sebh, Santa Venera</b>	<b>SVM1</b>

The following is a list of acceptable land-uses (new uses, extensions to existing uses, and change of uses) within all frontages located within the designated Commercial Areas.

- i. **Class 1 (Use Classes Order, 1994), dwelling units on upper floors. However dwelling units will not be allowed in the Commercial Areas designated in Mriehel (Birkirkara), in Triq is-Sebh (Qormi) and in Triq is-Sebh (Santa Venera). In addition, new residential development directly above warehousing will not be permitted in the Commercial Area designated at Triq tal-Bajjada (Qormi) and at Triq il-Masgar (Qormi). Dwelling units will be allowed at ground floor level in the Commercial Areas designated in Triq il-Kbira (Santa Venera) and in Triq il-Kbira (Hamrun).**
- ii. **Class 4, (Use Classes Order, 1994), small shops only provided that:**
  - **The small shops (of any nature) are not to exceed a total floor area of 50 sqm each, and convenience shops are not to exceed a total floor area of 75 sqm each;**
  - **They comply with all the provisions of paras. 1.4.16 to 1.4.18 of the Retail Planning Guidelines (2003); and**
  - **They comply with any relevant section of the DC 2005 (design, access, amenity, etc.).**

- iii. Supermarkets, provided that they comply with all the relevant provisions of Policy CG17.
- iv. Showrooms provided that they comply with the relevant provisions of MEPA's Retail Planning Guidelines (2003).
- v. Class 5 (Use Classes Order, 1994) offices on upper floors only.
- vi. Class 6 (a) (Use Classes Order, 1994) Sale of hot and cold food and drink for consumption on or off the premises.
- vii. Class 11 (Use Classes Order, 1994), business and light industry are allowed provided that:
  - The gross floor area of the premises does not exceed 50 sqm (including storage of materials and/or finished products). Class 11 uses on the sites located in the designated Commercial Area at Mriehel (Birkirkara) as indicated in Map BKM2, and at Triq is-Sebh (Qormi) as indicated in Map QOM1 will not be limited by the 50 sqm threshold;
  - For sites located at Triq is-Sebh, Qormi the necessary clearances from ADT are obtained; and
  - MEPA is to be fully satisfied that the development does not create unnecessary impact which is not desirable to the neighbouring properties.
- viii. Class 17 (Use Classes Order, 1994) storage facilities only provided that the gross floor area does not exceed 75 sqm. However, Storage and Distribution facilities of any size will be considered in the designated part of the Commercial Areas at Mriehel (Birkirkara), at Triq tal-Bajjada (Qormi), at Triq il-Masgar (Qormi) and at Triq is-Sebh (Qormi) provided that for sites located at Triq is-Sebh (Qormi) the necessary clearances from ADT are obtained. In addition, the development of warehouses directly beneath residential units will not be permitted in the designated Commercial Areas.
- ix. Taxi Business or for the hire of motor vehicles.
- x. The Sale of fuel for motor vehicles. However the sale of motor fuel will not be permitted in the Commercial Areas designated at Triq tal-Bajjada (Qormi) and at Triq il-Masgar (Qormi).
- xi. The sale or display of motor vehicles.
- xii. The cleaning of clothes in venues where articles are brought by the public.

**In granting permission for the above-listed uses, MEPA is to be satisfied that the design of the commercial developments shall enhance the existing streetscape. With regard to advertisements on buildings, these are either to be integrated with the design of the building fabric, or are to be placed in specific locations earmarked as advertising space within the Commercial Area.**

Showrooms are defined as premises primarily used to display goods for sale where little direct (over the counter) retail sale is intended. Showrooms normally display a specialist range of bulky, non-food goods, such as: white goods; furniture; motor vehicles; household items, hardware and bathroom fittings. This type of retailing is expanding rapidly along certain arterial routes in the plan area, but these may create an undesirable form of urbanisation if not strictly controlled. So as to ensure that the plan's objectives

towards sustainable transport patterns are not compromised, the plan designates limited commercial areas in specific locations. Office development, and in a number of cases residential development on the upper floors of showrooms, are considered to be compatible uses and are therefore normally permitted by MEPA. Other limited compatible uses are also considered as acceptable in these designated areas. In addition, Light Industry and Storage and Distribution Facilities with no size threshold are considered by MEPA in the designated Commercial Area at Mriehel and at Triq is-Sebh in Qormi since these areas was previously zoned in the TPS (1988) for industry. However given the existing traffic situation at Triq is-Sebh, further development of industrial and warehousing uses in this street are subject to clearances from the ADT.

#### **4; Policy SV05**

**The SME Site at Triq I-Industrija as indicated in the Santa Venera Area Policy Map is designated by MEPA for the following land uses:**

- 1. Class 11 (Use Classes Order, 1994), Business and Light Industry;**
- 2. Class 12 (Use Classes Order, 1994), General Industry; and**
- 3. Class 17 (Use Classes Order, 1994), Storage and Distribution.**

**Development in this industrial area is subject to the following conditions:**

- i. Developments shall not exceed a building height of three floors plus semi-basement;**
- ii. Compliance with any required mitigation measures that may be identified during the assessment process of particular planning applications; and**
- iii. It is shown to the satisfaction of MEPA that no deleterious impacts will result from any development.**

**The area fronting Triq il-Kanun and Triq il-Kukkanja as indicated in the Sta. Venera Area Policy Map is designated as a Low Impact Industrial Area. Within this Low Impact Industrial Area, MEPA will only consider the development of the uses listed in Policy CG15 provided that these do not create unnecessary impact which is not desirable to the neighbouring properties.**

The TPS (1988) zoning of the established industrial areas is being retained however following specific criteria in order to ensure that no negative impacts arise from such uses. With respect to the designated Low Impact Industrial Area, although this area falls under the management of the MIP, it is also located next to existing residential areas. In view of the context of this industrial area, only those uses listed in Policy CG15 will be considered by MEPA provided that these do not create unnecessary impact which is not desirable to the neighbouring properties.



## **5; Policy BK04**

**Mriehel Industrial Area is designated as an industrial, warehousing, and commercial zone as indicated in the Mriehel Industrial Area Policy Map. MEPA will permit the development of land in the Mriehel Industrial Area in accordance with the provisions of Policies CG14, CG15 and QO04, and in accordance with the designations indicated in the Mriehel Industrial Area Policy Map for the following land uses;**

- i. MIP Estate; for the development of Industrial Uses as specified in Policy CG15;**
- ii. SME Park; for the development of Industrial Uses as specified in Policy CG15;**
- iii. Commercial Areas for the development of land uses as specified in Policy CG14;**
- iv. Mixed Use Areas without Residential Units for the development of land uses as specified in Policy QO04;**
- v. Low Impact Industrial Areas for the development of Industrial Uses as specified in Policy CG15 provided that these do not create any unnecessary impact which is not desirable to the neighbouring properties; and**
- vi. A site for the provision of Waste Management Civic Amenity facilities and for an Electricity Substation.**

Mriehel Industrial Area is an important and strategically located industrial zone catering particularly for the industrial needs of the Central localities and those within close vicinity to the Inner Harbour Area. Mriehel is partly in private ownership and partly managed by the MIP, and has some parcels of Government and ex-Church land. The industrial zone is approximately 454,400 sqm. in area, including internal roads and public spaces, and is situated between Mriehel By-pass and Triq l-Imdina.

The developed areas contain a wide range of uses including factories, retail, showrooms, offices, warehousing and small and medium sized industries. Mriehel has, as do most private industrial areas, problems of land fragmentation with parcels of land belonging to different owners as well as a number of derelict sites lacking landscaping and infrastructure. Dumping of waste including industrial waste and fly-tipping of rubbish are evident all over the estate, but especially in the still undeveloped spaces.

The area was designated in the Structure Plan (Policy IND 2) for the development of manufacturing industry. However data for Mriehel indicates that between 1993-1997, only 34% of permits were granted wholly or in part for industrial developments, whilst 45% were for warehousing and retail warehousing projects and 21% were for retail and office developments (SPU Data, May 2000). Substantial areas (approximately 66% of all permits between 1993-1997) have therefore been taken over by non-industrial uses.

The existing problems experienced at Mriehel are likely to intensify if the remaining land within these areas is developed solely in accordance with the TPS (1988). Furthermore tenants may be discouraged from locating at Mriehel if current problems persist. However, it is still possible to further develop this industrial area in an organised manner. Therefore the aim of this policy is to clearly define the development requirements of all proposals on remaining undeveloped industrial sites through appropriate zoning. Areas designated as mixed use areas are intended to act as buffer areas between existing

residential areas and the Industrial zones of Mriehel. In addition where the MIP Estate directly adjoins a residential area, new industrial activities at this interface will only be considered by MEPA provided that these do not create unnecessary impact which is not desirable to the neighbouring properties.

As part of the Government Waste Management Strategy, a site at Mriehel has been designated for a Civic Amenity Site to serve a number of central localities that are at present not catered for. In addition this Amenity Site will also serve the existing Industrial Area thereby resolving problems of waste management in the area.

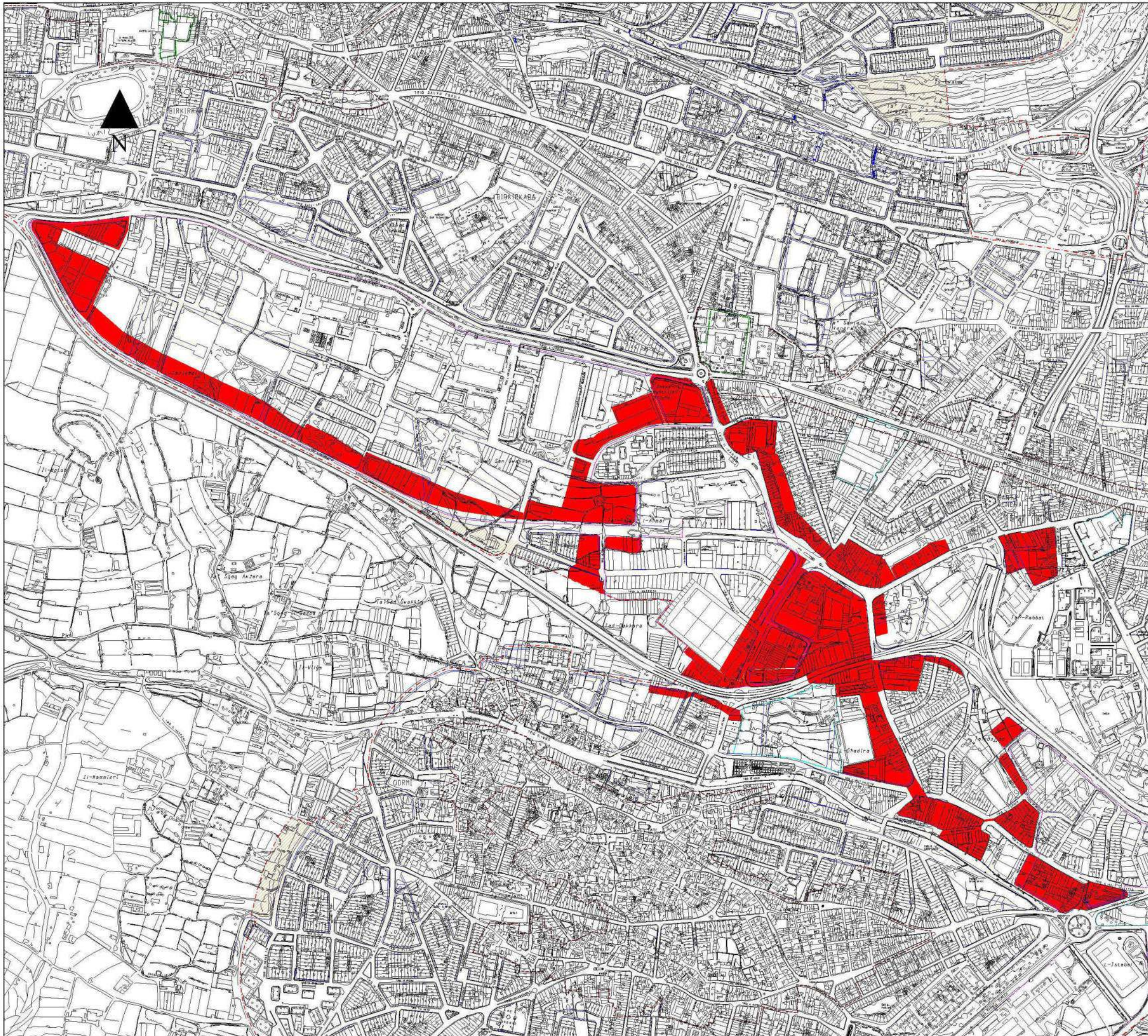
### **Policy QO03**

**The areas fronting Triq il-Belt Valletta as indicated in the Qormi Area Policy Map are rezoned from Industry (Classes 11 and 12 of the Use Classes Order, 1994) to Mixed Uses as regulated by Policy QO04.**

Due to the presence of small workshops, warehouses and commercial uses within the block which has been committed to development, its zoning is being changed from industry to a mixed use area. However the frontages on Triq Guze Maria Camilleri are facing an exclusively residential enclave. For this reason the zoning of these frontages is being changed to residential development.

The green area that was zoned in the TPS (1988) cannot function as a public recreational area due to its location surrounded by an industrial zone and since it is evidently cut off from the residential areas of Qormi by major traffic routes. Consequently the site is being rezoned to a mixed use area so as to allow for an efficient use of this space.

---



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**Key**

Sites

Sites in  
 PC 07/08 & PC 62/07  
 relating to Central Malta Local Plan

Scale : **Not to scale**      Date : **December 2008**      Map :

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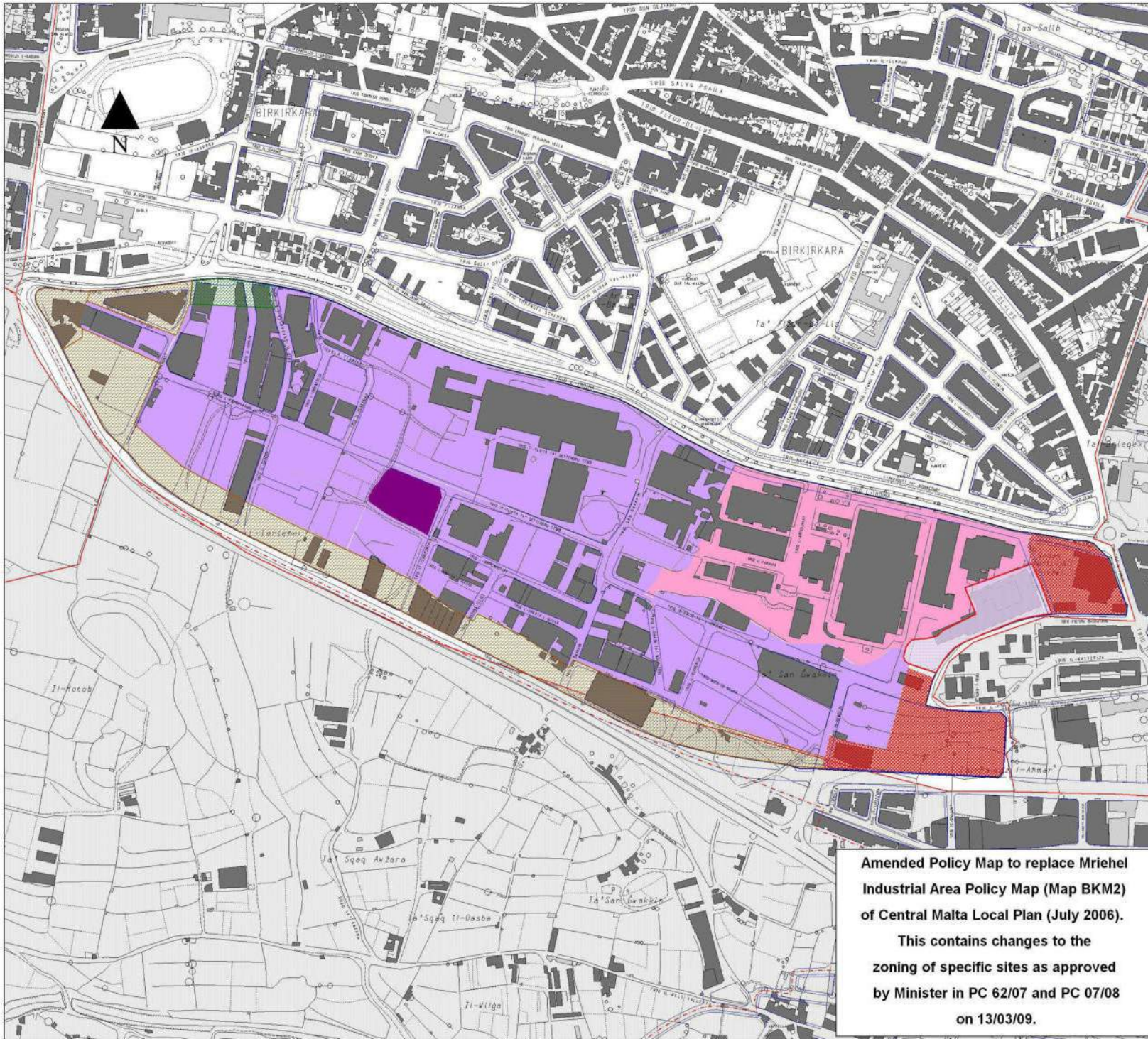
# CENTRAL MALTA LOCAL PLAN



L-Awtorita' ta' Malta Dwar l-Ambjent u l-Ippjanar  
Malta Environment & Planning Authority

## Key

-  Local Council Boundary
-  Limit to Development (TPS)
-  Mriehel Industrial Area BK04
-  MIP Estate
-  SME Park
-  Commercial Area BK04, CG14
-  Public Utility: Waste Management Civic Amenity Site and Electricity Substation
-  Mixed Use Areas without residential units BK04, QO04
-  Commercial Area with Class 11 uses larger than 50sqm and warehouses BK04, CG14
-  Low impact Industrial Areas BK04



**Amended Policy Map to replace Mriehel Industrial Area Policy Map (Map BKM2) of Central Malta Local Plan (July 2006).**

**This contains changes to the zoning of specific sites as approved by Minister in PC 62/07 and PC 07/08 on 13/03/09.**

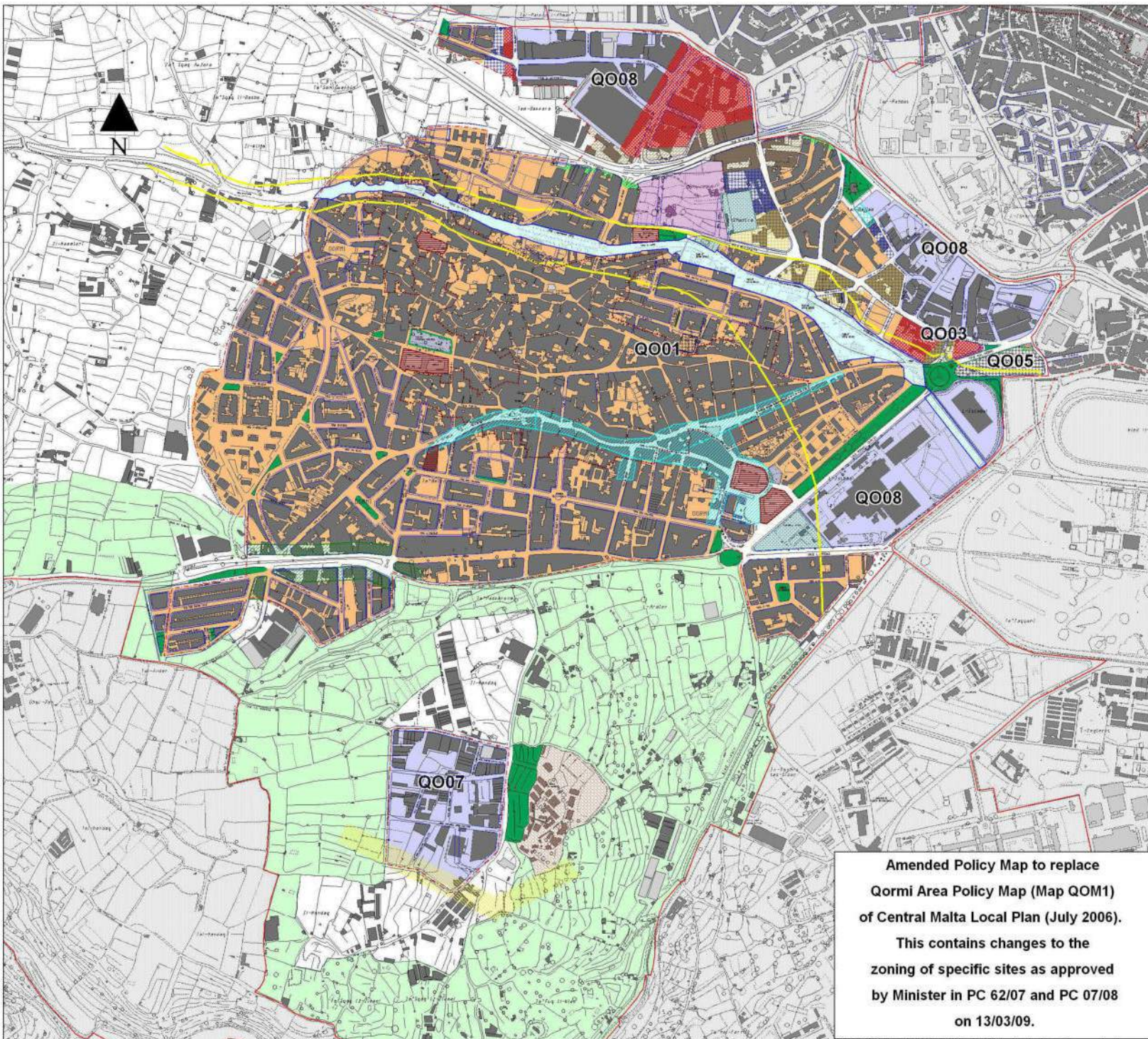
## Mriehel Industrial Area Area Policy Map

Scale :	Date :	Map :
<b>1:5000</b>	<b>December 2008</b>	<b>BKM2</b>
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# CENTRAL MALTA LOCAL PLAN



L-Awtorità ta' Malta Dwar l-Ambjent u l-Ippjanar  
Malta Environment & Planning Authority



## Key

- Local Council Boundary
- Limits to Development (TPS)
- Urban Conservation Area CG09
- Retain Existing Use with Extensions to Institutions
- Residential Areas CG07, Q006
- Green Areas CG18
- Strategic Open Gaps CG25
- Secondary Town Centre CG12
- Civic Centre Q001
- Civic Centre at lower street level with overlying Public Open Space at upper street level Q001
- Commercial Area CG14
- Sports CG18
- Site Reserved for Education, Sports and Car Park Q002
- Education
- SME Sites Q007, Q008, CG15
- Boundary marking limit of zone prone to flood risk CG30
- Valley Watercourse Areas CG30
- Rezoning Q005
- Development subject to Policy CG01 & Q007
- Mixed Use Areas with residential units Q004
- Mixed Use Areas Q004
- Mixed Use Areas with residential units and other uses Q004
- Mixed Use Areas without residential units Q004
- Commercial Area with Class 11 uses larger than 50sqm and warehouses CG14
- Commercial Uses including residential units CG14

**Amended Policy Map to replace Qormi Area Policy Map (Map QOM1) of Central Malta Local Plan (July 2006). This contains changes to the zoning of specific sites as approved by Minister in PC 62/07 and PC 07/08 on 13/03/09.**

## Qormi Area Policy Map

Scale : <b>1:9000</b>	Date : <b>December 2008</b>	Map : <b>QOM1</b>
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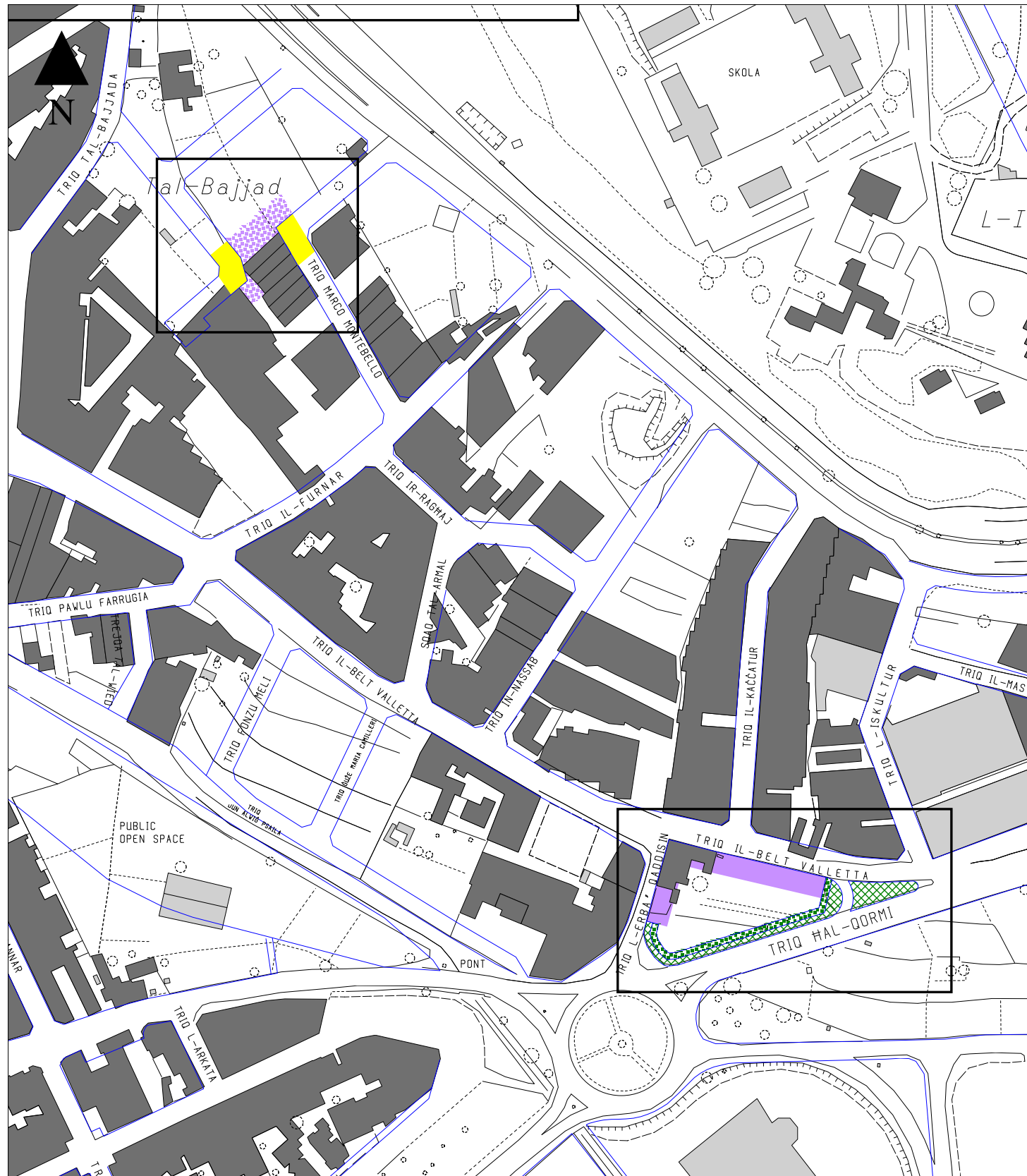
## Key

- Local Council Boundary
- Limit to Development (TPS)
- Urban Conservation Area CG09
- Retain Existing Use with extensions to Institutions
- School and Ecclesiastical Facilities
- Residential Areas CG07
- Residential Priority Area CG08
- Green Areas CG18
- Sports CG18
- Wignacourt Aqueduct Restoration
- Commercial Areas CG14
- Commercial Area uses at ground floor only and residential units above CG14
- Mixed Use Areas with residential units SV01
- Mixed Use Areas with residential units and other uses SV01
- Low impact Industrial Area SV05
- SME Sites SV05
- Site subject to Policy SV04
- Recreation SV03
- Rezoning SV06
- Sta. Venera Tunnels SV07
- Area to be investigated for possible use of existing void volume SV07
- Umberto Calosso Development Brief Site SV02
- Villa Area identified for possible rezoning to Residential Area subject to Policy CG08
- Open Space Enclaves CG09

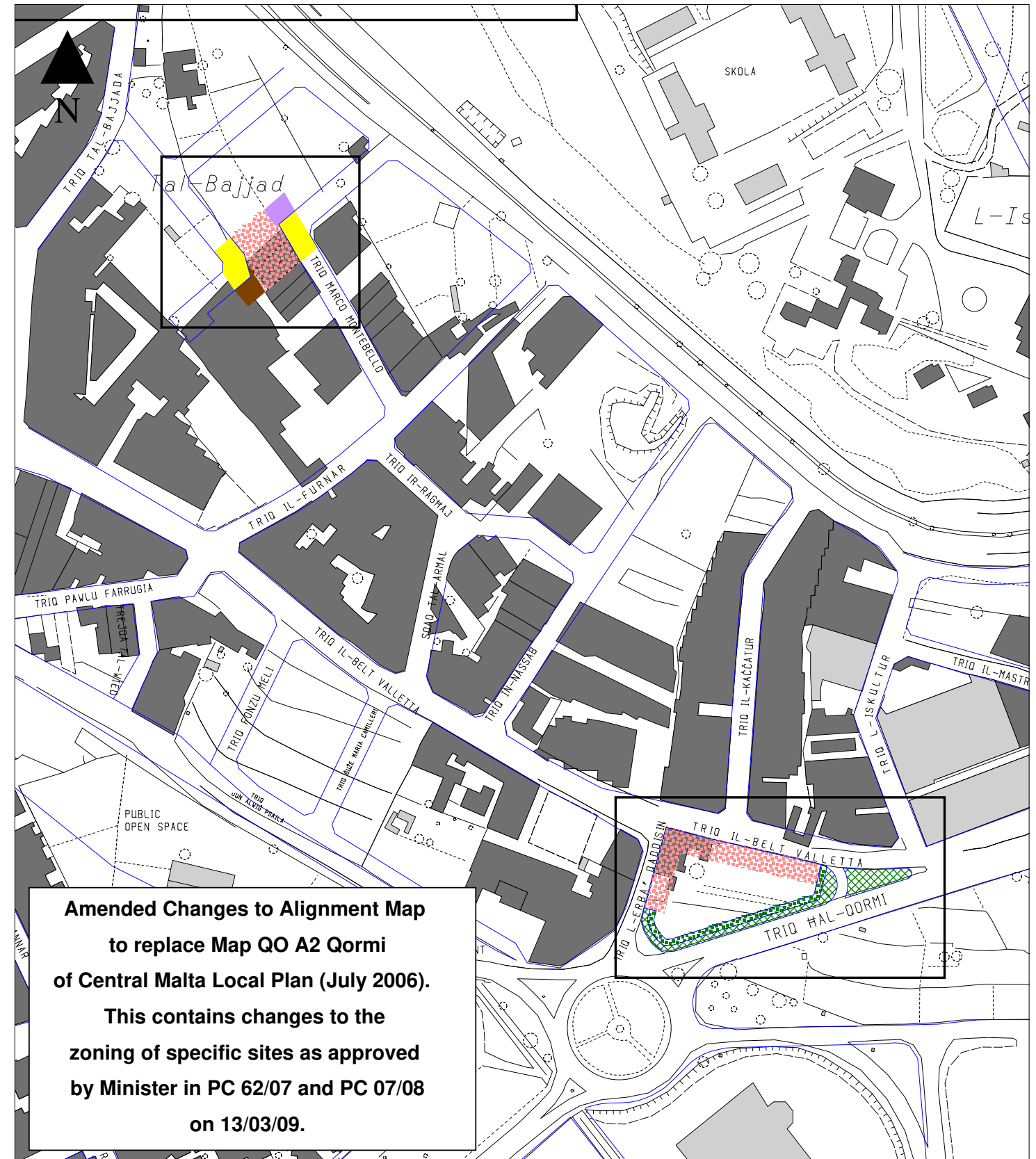
**Amended Policy Map to replace  
Sta. Venera Area Policy Map (Map SVM1)  
of Central Malta Local Plan (July 2006).  
This contains changes to the  
zoning of specific sites as approved  
by Minister in PC 62/07 and PC 07/08  
on 13/03/09.**

## Sta. Venera Area Policy Map

Scale : <b>1:5000</b>	Date : <b>December 2008</b>	Map : <b>SVM1</b>
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Former Scheme Layout



**Amended Changes to Alignment Map  
to replace Map QO A2 Qormi  
of Central Malta Local Plan (July 2006).  
This contains changes to the  
zoning of specific sites as approved  
by Minister in PC 62/07 and PC 07/08  
on 13/03/09.**

Reviewed Scheme Layout

**CENTRAL MALTA LOCAL PLAN**



L-Awtorita` ta' Malta Dwar l-Ambjent u l-Ippjanar  
Malta Environment & Planning Authority

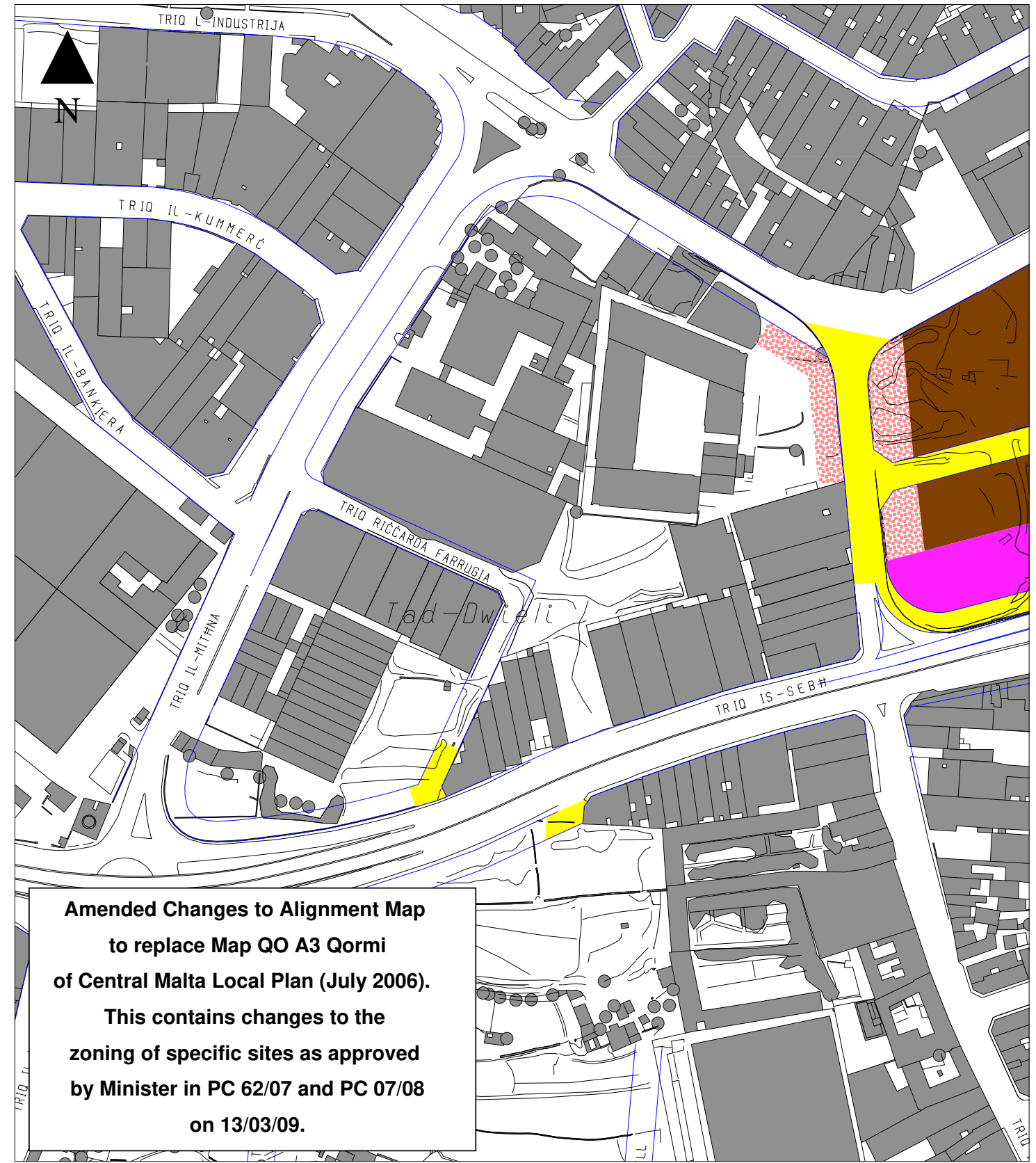
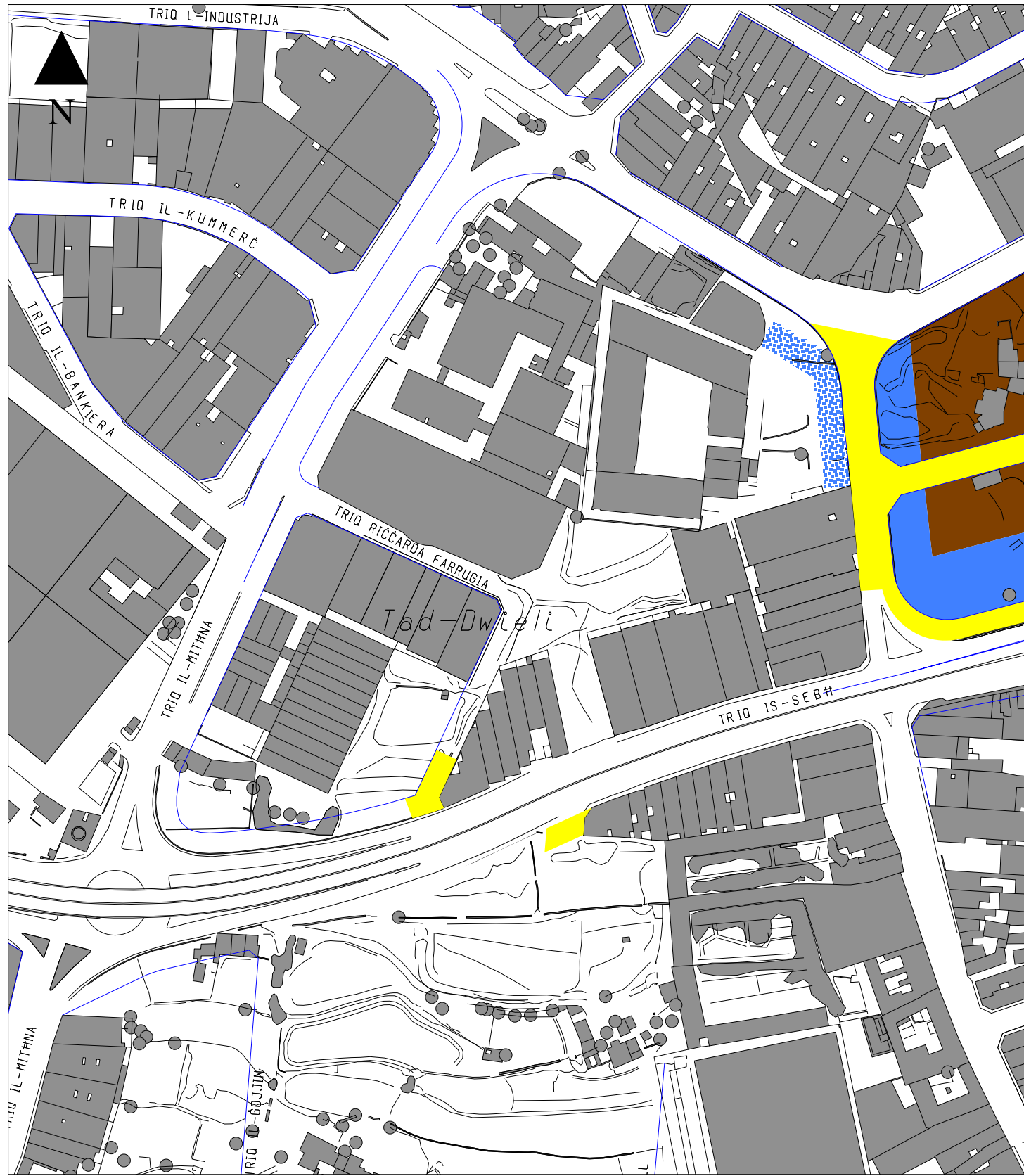
**Key**

- Limit to Development
- Urban Conservation Area
- Industrial Area Boundary
- Projected HOS
- Alignment
- Location of Amendment
- Easement
- Kerb Alignment
- Road Markings
- Schools
- Projected Road
- Mixed Use Area
- Industrial
- Open Space
- Private Garden
- Front / Side Garden
- Villas
- Terraced Development (Residential Area)
- Mixed Use Area (Refer to PC 62/07 and PC 7/08)
- Industrial (Refer to Policy Map)

**Changes to Scheme 47  
Qormi**

Scale : **1:2500**  
Date : **December 2008**  
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Figure :  
**QOA2**



**Amended Changes to Alignment Map  
to replace Map QO A3 Qormi  
of Central Malta Local Plan (July 2006).  
This contains changes to the  
zoning of specific sites as approved  
by Minister in PC 62/07 and PC 07/08  
on 13/03/09.**

Former Scheme Layout

Reviewed Scheme Layout

**CENTRAL MALTA LOCAL PLAN**

  
L-Awtorita` ta' Malta Dwar l-Ambjent u l-Ippjanar  
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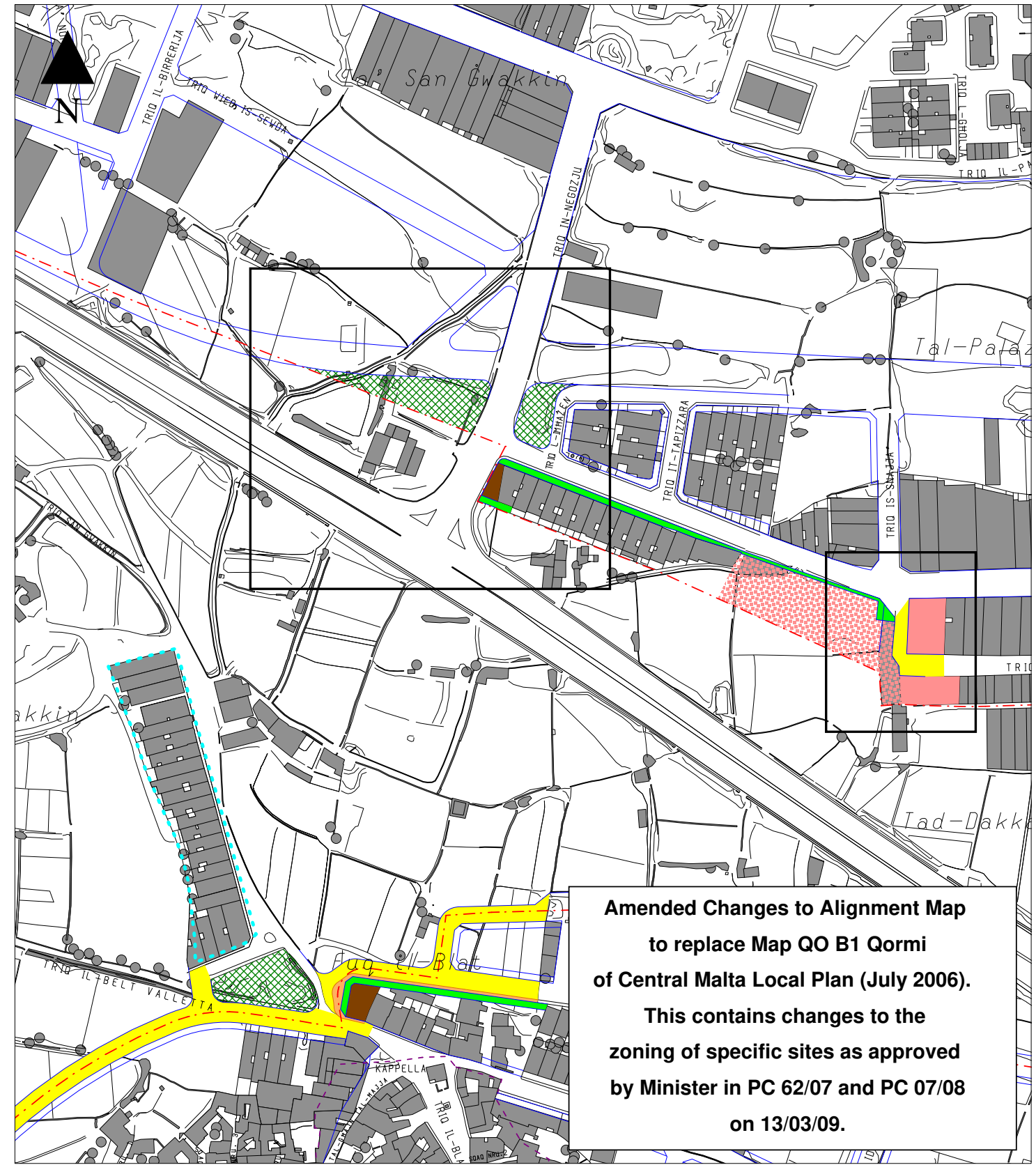
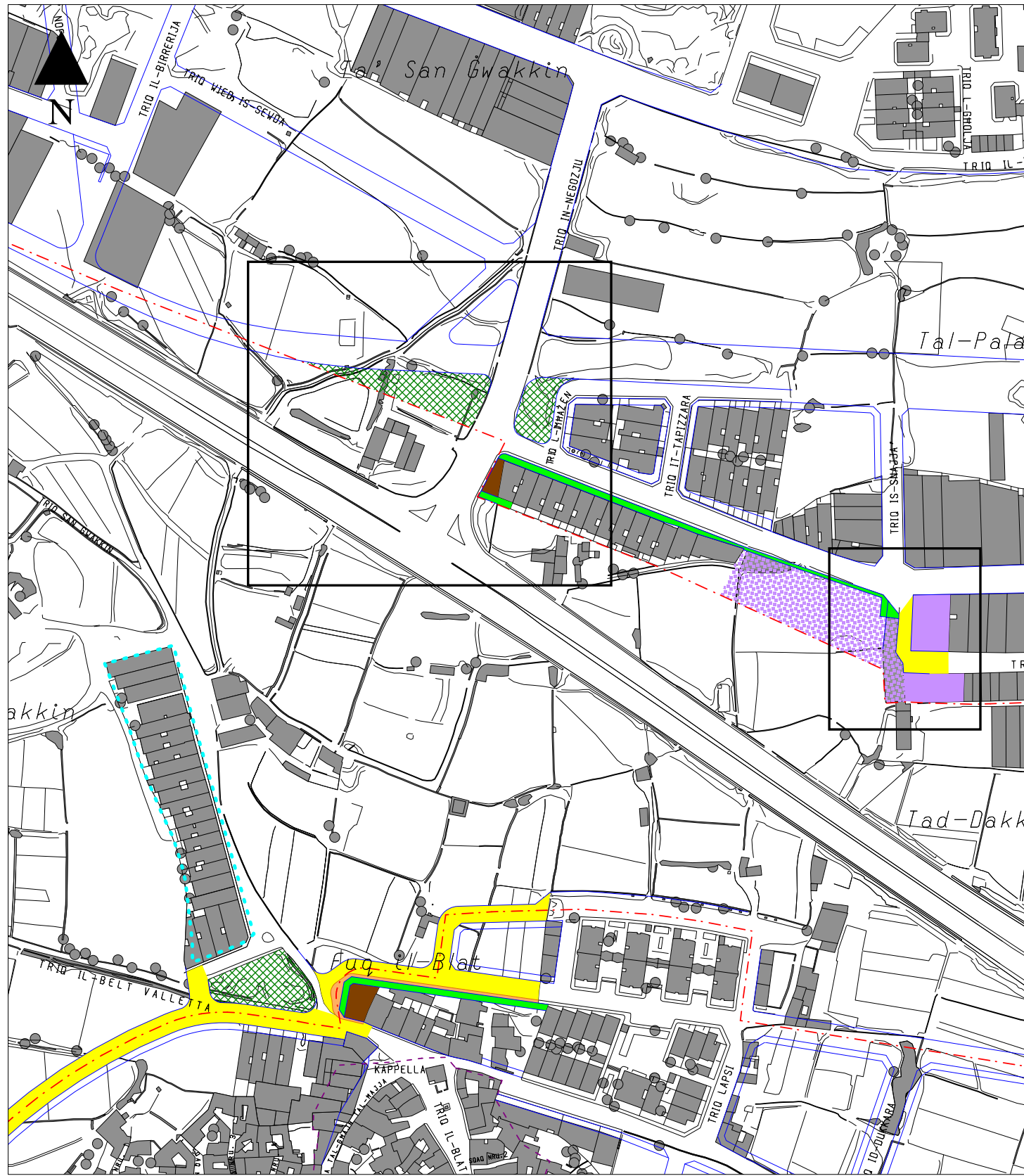
**Key**

- |                          |                       |                                       |  |
|--------------------------|-----------------------|---------------------------------------|--|
| Limit to Development     | Location of Amendment | Projected Road                        | Front / Side Garden                            |
| Urban Conservation Area  | Easement              | Offices                               | Commercial Area (Refer to Policy Map)          |
| Industrial Area Boundary | Kerb Alignment        | Commercial Area (Showrooms & Offices) | Terraced Development (Residential Area)        |
| Projected HOS            | Road Markings         | Open Space                            | Mixed Use Area (Refer to PC 62/07 and PC 7/08) |
| Alignment                | Schools               | Private Garden                        | Industrial (Refer to Policy Map)               |

**Changes to Scheme 38  
Qormi**

Scale : <b>1:2000</b>	Date : <b>December 2008</b>	Figure : <b>QOA3</b>
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**Amended Changes to Alignment Map to replace Map QO B1 Qormi of Central Malta Local Plan (July 2006). This contains changes to the zoning of specific sites as approved by Minister in PC 62/07 and PC 07/08 on 13/03/09.**

Former Scheme Layout

Reviewed Scheme Layout

**CENTRAL MALTA LOCAL PLAN**



L-Awtorita` ta' Malta Dwar l-Ambjent u l-Ippjanar  
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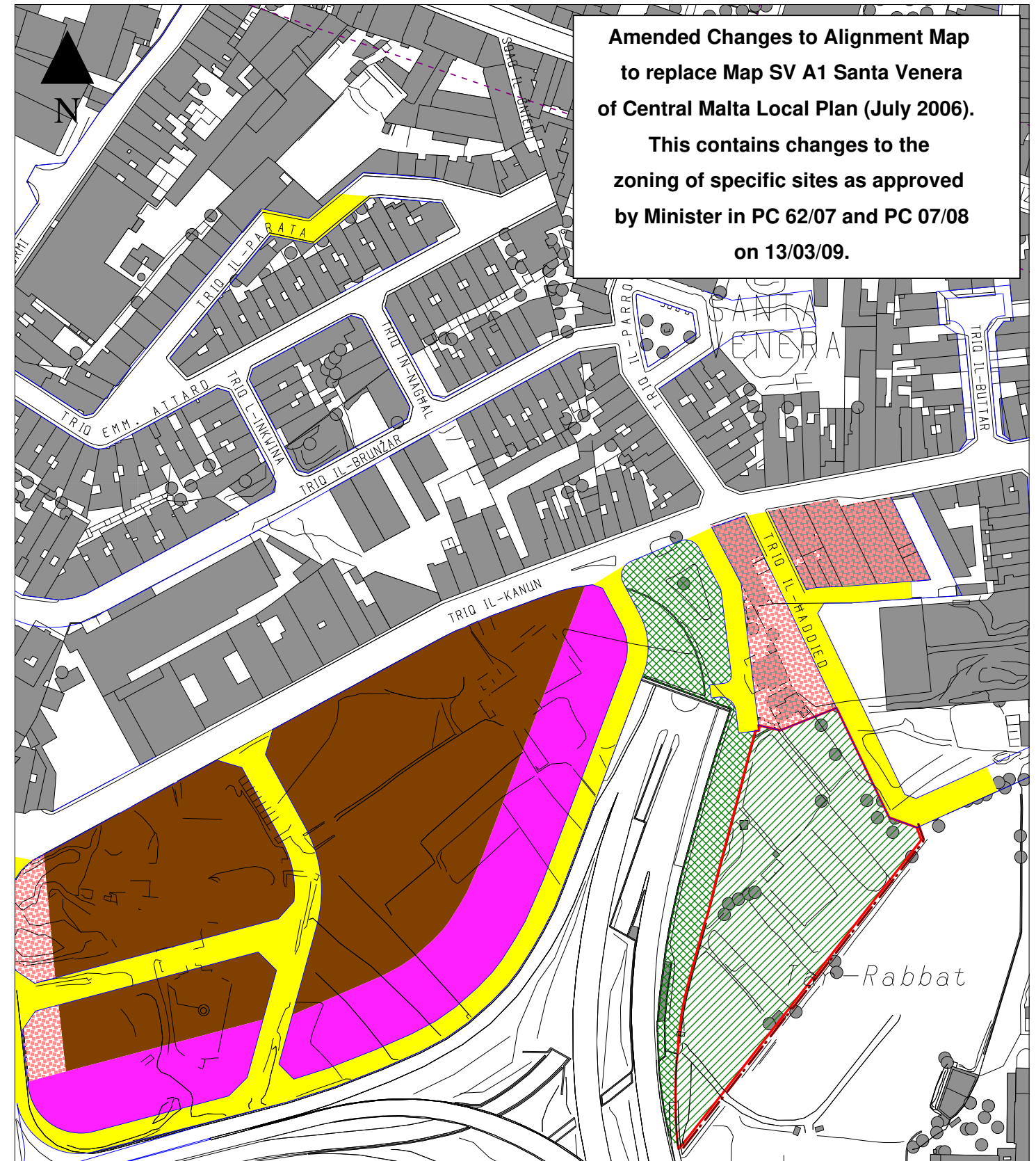
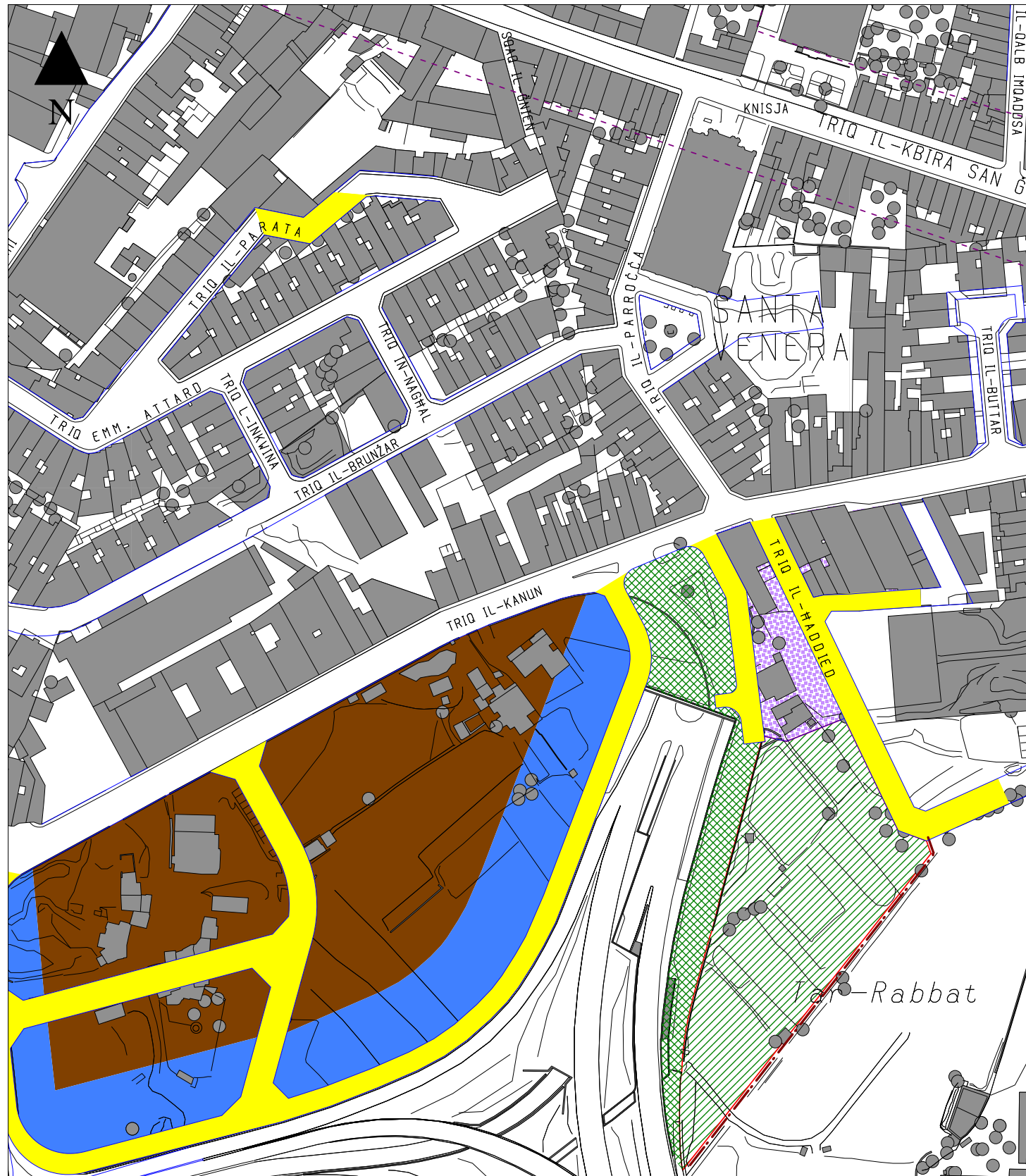
**Key**

- Limit to Development
- Urban Conservation Area
- Industrial Area Boundary
- Projected HOS
- Alignment
- Location of Amendment
- Easement
- Kerb Alignment
- Road Markings
- Schools
- Projected Road
- Mixed Use Area
- Industrial
- Open Space
- Front/Side Garden
- Category 1 Rural Settlement (Height Limitation: 2 Floors)
- Terraced Development (Residential Area)
- Mixed Use Area (Refer to PC 62/07 and PC 7/08)
- Industrial (Refer to Policy Map)

**Recommended Changes to Scheme 38 Qormi**

Scale : **1:2500**      Date : **December 2008**      Figure : **QOB1**  
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Former Scheme Layout

Reviewed Scheme Layout

CENTRAL MALTA LOCAL PLAN



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Malta Environment & Planning Authority

Key

- |                          |                       |                                       |  |
|--------------------------|-----------------------|---------------------------------------|--|
| Limit to Development     | Location of Amendment | Projected Road                        | Front / Side Garden                            |
| Urban Conservation Area  | Easement              | Offices                               | Commercial Area (Refer to Policy Map)          |
| Industrial Area Boundary | Kerb Alignment        | Commercial Area (Showrooms & Offices) | Terraced Development (Residential Area)        |
| Projected HOS            | Road Markings         | Open Space                            | Mixed Use Area (Refer to PC 62/07 and PC 7/08) |
| Alignment                | Schools               | Private Garden                        | Industrial (Refer to Policy Map)               |

Changes to Scheme 39  
Santa Venera

Scale : <b>1:2000</b>	Date : <b>December 2008</b>	Figure : <b>SVA1</b>
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# **Partial Local Plan Reviews**

**Partial Local Plan Review of the South Malta Local Plan (Marsa Industrial Area Policy SMMR 01) and Central Malta Local Plan (Imriehel Industrial Area Policy CG14 as amended by PC57/10 of 2012)**

**Approved**



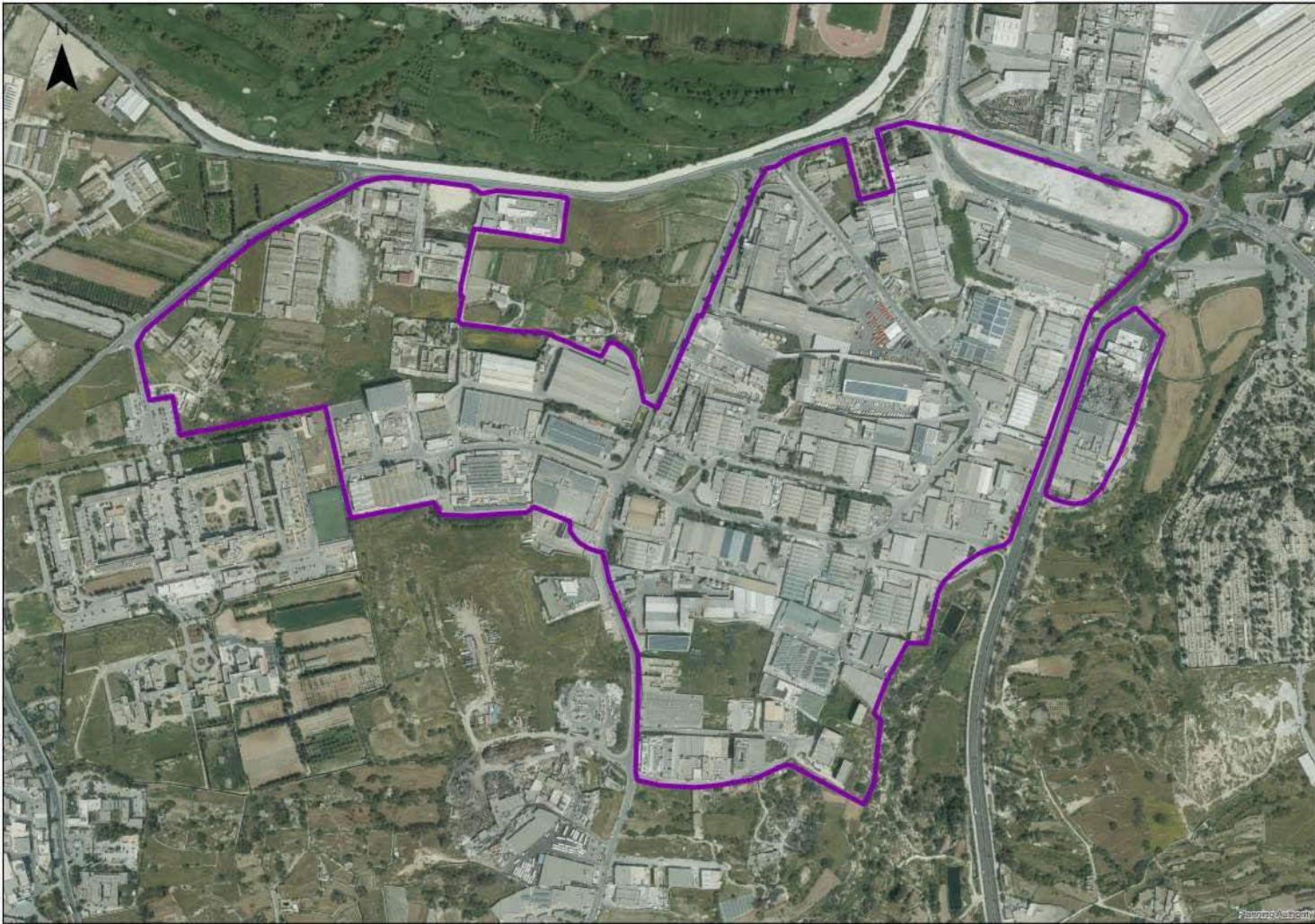
**September 2021**

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## **1.0 Introduction and Scope**

- 1.1 Government has recently approved the industrial infrastructure enhancement programme and the updating of the Planning Authority's development regulations specific to Malta Industrial Park is amongst the measures identified to support the programme going forward successfully specifically the revision of the established building height limitations for MIP estates.
- 1.2 In this regard, Government directed the Planning Authority to prepare a partial review of the South Malta Local Plan (SMLP) policy SMMR 1 which requires that buildings within the Marsa Industrial Estate boundary do not exceed three floors (12 meters) and the Central Malta Local Plan (CMLP) policy CG14, as amended by planning control application PC57/10 of 2012, which requires that within the MIP Estate (Area A) development would not in general exceed a height of 14 meters.
- 1.3 The objectives of this Partial Review are to repeal the current numerical building height limitations set by SMLP policy SMMR 1 and CMLP policy CG14 and introduce non-numeric, urban design policies to guide the assessment of building heights in the Marsa Industrial Estate (Figure 1) and MIP Estate in Imriehel (Figure 2).
- 1.4 Any reference in this document to Malta Industrial Parks (MIP) shall be construed to refer also to INDIS Malta.



*Figure 1: Marsa Industrial Estate*

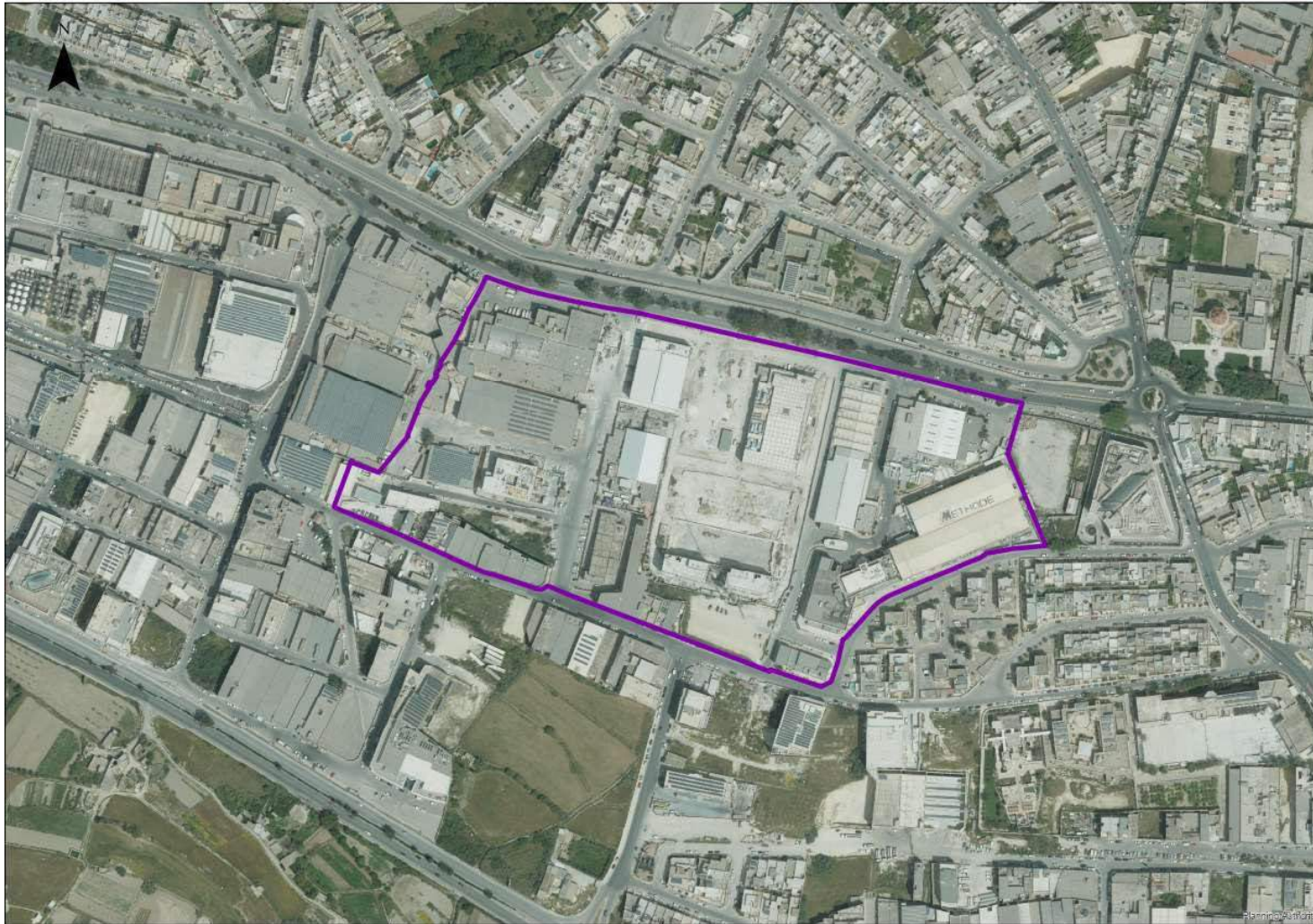


Figure 2: L-Imriehel MIP Estate (Area A)



## **2.0 Proposed Objectives**

2.1 The Authority has initiated the process to prepare a partial review of the South Malta Local Plan policy SMMR 1 and the Central Malta Local Plan policy CG14, as amended by planning control application PC57/10 of 2012, with the following objectives:

- a. To repeal the building height limitation of three floors (12m) from the Marsa Industrial Estate;**
- b. To repeal the building height limitation of 14m from the Malta Industrial Parks Estate (Area A) in Imriehel;**
- c. To introduce non-numeric, urban design policies to guide the assessment of building heights in Marsa Industrial Estate and MIP Estate in Imriehel;**
- d. To amend any other provisions in policies SMMR 01 and CG 14 which run counter to objectives (a) to (c) above.**

### **3.0 Public Consultation**

3.1 This review follows the provisions of Section 53 of the Development Planning Act VIII of 2016.

3.2 In line with Section 53(2)(a), the objectives for this review, as set out by Government, have been issued for a public consultation period of not less than three (3) weeks, whereby the general public was invited to make presentations on these objectives. The public consultation was carried out between the 9th October and the 30th October, 2020.

3.3 Public comments on the objectives have been presented to the Planning Authority through thirteen (13) submissions as summarised in *Appendix 1 Public Consultation Responses on Objectives* together with the response of the Planning Authority respectively.

3.4 The submissions received on the objectives mainly highlighted the following issues:

Changes to the height limitations are to be addressed comprehensively in relation to context including site coverage and public open spaces, accessibility and transport, infrastructure and other issues as relevant through a masterplan based on the necessary studies particularly the analysis of the current requirement for industrial uses. Whilst the need for any projected increase in industrial floorspace can be met by the still remaining vacant land within designated industrial areas, it is noted that the need for office floorspace is expected to change in the short-term future, not least because of over-provision over recent years, but especially because of the lessons which we are learning from the current pandemic as well as the benefits of work at home provisions.

A masterplan would also consider the building height in a holistic manner to ensure a smooth transition along the skyline and long-distance views. It is recommended that the height of buildings should only be stepped up from the existing height of buildings at the edge of the area into consideration to moderately higher buildings at the centre of these sites, without resulting in significant visual impact on surrounding low-lying areas and distant rural views. The height and design of buildings should respect the surrounding settings, particularly protected heritage features (Grade 1 Santa Maria Addolorata Cemetery and Grade 1 Turkish Cemetery in Marsa and Grade 1 Wignacourt Aqueducts in Mriehel), so as to minimize visual impacts from abrupt high-

density development. Moreover, it must be ensured that no extensive blank party walls are created by such increases in building heights.

The revision of building heights within Industrial Estates should also include provisions for the implementation of adequate green infrastructure and public open spaces and could also provide an opportunity to tie consents for increases in building heights with obligations relating to the installation of extensive PV panels on the roofs of buildings within these sites.

3.5 Following the public consultation exercise on the objectives, the revisions to policy were drafted. In line with Section 53(2)(b), the draft policy including the representations received during the preceding public consultation exercise together with the respective responses has been published for a public consultation period of six (6) weeks, whereby the general public was invited to make representations on the draft policy between the 7th December 2020 and 29th January 2021. The draft policy was also referred to the scrutiny of the Standing Committee on the Environment and Development Planning.

3.6 Public comments on the draft policy have been presented to the Planning Authority through ten (10) submissions as summarised in *Appendix 2 Public Consultation Responses on the Draft Policy* which also includes the report submitted by the Standing Committee on the Environment and Development Planning together with the response of the Planning Authority, respectively.

3.7 The submissions received on the draft policy mainly highlighted the following issues:

Concerns are still being raised with regards to the lack of evidence which suggests that there is an actual need for increase in floor space for industrial space. The effectiveness of removing height limitations in order to achieve Government's aim to increase land available for industrial use is being questioned. Buildings accommodating industrial uses are generally low to medium rise with most activity taking place at ground floor due to the nature of the work. Use of upper floors for industrial activity is limited and thus, these estates will become better suited for the accommodation of mixed-use developments that can take full advantage of the increased building height.

Furthermore, representations noted that the lack of a numerical building height limit and open-ended parameters may result in considerable increases in building height and development density together with associated negative impacts on traffic, parking, utilities and infrastructure which may ultimately lead to further agricultural land take up. Moreover, determining building heights on the basis of such open-ended parameters would rely heavily on a case-by-case assessment at project-level, which could result in haphazard building heights and development densities. It is suggested that clearer and more prescriptive criteria are included, in accordance with an agreed vision for these areas. These criteria should take into account the carrying capacity of the area, the developments at the edge of the site boundaries and their associated environmental impacts, such that these are minimized at source.

Reference is also being made to EU law and regulations particularly the Strategic Environment Assessment (SEA) Directive. Since the proposed amendments constitute a material change to the Local Plans, the process of the Strategic Environment Assessment is required to be carried out according to SEA Regulations (S.L.549.61 as transposed into the local legislation through LN418/02 as amended by LN497/10) which, amongst others, requires the compilation of a scientific report considering environmental impacts together with respective mitigation measures including amendments, as necessary.

3.8 Following the review of the feedback received on the public consultations, the Planning Authority notes the following:

The revisions to the building height of the Marsa and Mriehel Industrial Estates are intended to bring the respective policy in consonance with the prevailing statutory policies applicable for similarly designated areas within the Local context. The thrust of this partial local plan review is to achieve consistency in the applicable development policy framework and the approach to impact assessment between these two areas and the other major industrial parks in Malta and Gozo. Whilst there are two estates, namely those located within Attard and Hal Far, which were designated with a general numerical height limitation extrapolated in relation to their immediate vicinity of residential areas and proximity to the coastal special area of conservation respectively, the other major industrial parks have a flexible policy framework which provides for broad assessment criteria to guide the development application process. Based on the above, this Local

Plan Partial Review seeks to provide urban design parameters having consideration to the operational requirements of the industrial parks in relation to the site context of the Marsa and Mriehel Industrial Estates.

Development density, utilities, environmental sustainability, heritage, and visual safeguards have been included in the policy provisions. Assessment and further detailing according to laws, regulations, standards, and guidelines, including consultations with the statutory consultees and others as relevant, are to be carried out through the development control mechanism, particularly taking into consideration the nature, scale and other detailing of the eventual proposed development as well as its site context and capabilities.

## **4.0 Current Strategic and Local Planning Policy Framework**

### **South Malta Local Plan, 2006**

- 4.1 South Malta Local Plan (SMLP) general policy SMCM 08 identifies the Marsa industrial area affected by this review and identifies the acceptable land uses within this estate. Area Policy SMMR 01, updates the Marsa Industrial Estate boundary as per Policy Map MR1 (figure 3) and allows for the development of an additional storey above ground floor level subject that the building does not exceed three floors (12 meters), in order to increase the floorspace for industrial purposes and a more efficient use of land as follows:

#### **SMMR 01**

#### **Boundary Limits of Marsa Industrial Estate**

**The Limits of the Marsa Industrial Estate boundary are defined by the Temporary Provision Schemes, 1988. Amendment to the boundary is being recommended as indicated in the Marsa Industrial Estate Policy Map MR 1, to exclude an area which is considered of very good quality irrigated agricultural land.**

**The changes to the Limits to Development boundary of this area will only be formalized after the Structure Plan Review in line with SET 8.**

**Within this boundary the MEPA will only permit industrial and industrial related uses, including warehousing and storage.**

**In order to increase floorspace for industrial purposes and the efficient use of land, an additional storey above groundfloor level will be permitted where appropriate, however buildings should not exceed three floors (12 metres). The vertical height and bulk of buildings should have no adverse visual impact and measures to introduce landscaping within the site and other site management measures will be encouraged, particularly along Triq G. Garibaldi and along Triq il-Marsa.**

**The MEPA will seek to identify additional land for industrial use to make up for the land being proposed for exclusion. In the event of its failure to compensate for this land and Malta Industrial Park's new emerging requirements, MEPA will consider the gradual reinstatement of this land for industrial development on the basis of individual applications subject to the preparation of an Environmental Impact Assessment which would include a cost/benefit analysis.**

31.4.1 The site being excluded covers a land area of approximately 61,700 m<sup>2</sup> and is considered as being good quality irrigated agricultural land. An application (PA 7505/94) was submitted in 1994 for the construction of a new factory for the General Soft Drinks Ltd. This application was recommended for refusal but then withdrawn by the applicant. The expropriation process for part of the site has been terminated in February 1997 by Government Notice No. 119. The MEPA will seek, together with the relevant authorities, to provide for such a shortfall in other designated areas, not necessarily within this Plan. However, should this not be possible in the short term, expansion of the existing estate, due to emerging economic factors, onto the site being excluded may be considered provided an EIA is carried out to determine the impacts relating to the proposed expansion. A cost/benefit analysis should also form part of the EIA.

31.4.2 Additional industrial floorspace can be provided for existing industries by allowing an additional floor above the ground floor level, where appropriate, provided that the two floors are not exceeded.

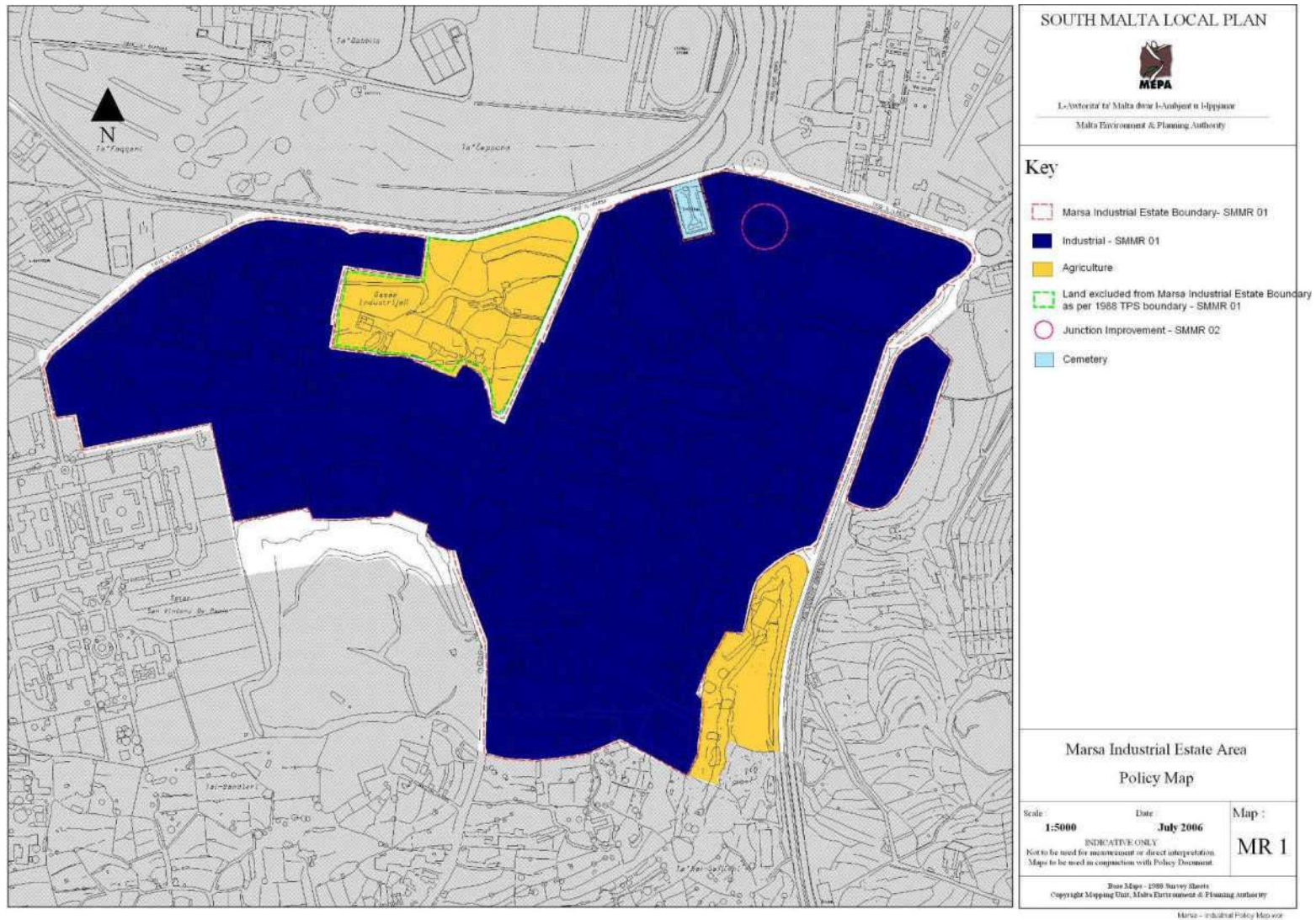


Figure 3: SMLP (2006) Marsa Industrial Area Policy Map



## **Central Malta Local Plan as amended by PC57/10 in 2012**

- 4.2 Central Malta Local Plan Area (CMLP) Policy BK 04 Mriehel Industrial Area identifies that the Mriehel Industrial Area is designated as an industrial, warehousing, and commercial zone where development is permitted in accordance with the provisions of Policies CG14 and CG15 subject to the designations indicated in the Mriehel Industrial Area Policy Map. Policies BK 04 and CG 14 have been amended twice: in March 2009 through PC62/07 and PC07/08, and the second time in January 2012 by PC57/10. The current prevailing Policy BK 04 as amended by PC57/10 is as follows:

<b>Policy BK04</b>	<b>Mriehel Industrial Area</b>
<p><b>Mriehel Industrial Area is designated as an industrial, warehousing, and commercial zone as indicated in Area Policy Map BKM2 (as amended in PC57/10). MEPA may permit the development of land in the Mriehel Industrial Area in accordance with the designations indicated in the Area Policy Map BKM2 (as amended in PC 57/10) for the following land uses;</b></p>	
<p><b>1. MIP Estate and adjoining sites (Area A in PC 57/10); for the development of Industrial Uses as specified in Policy CG15 and Commercial Uses as specified in Policy CG14 (as amended in PC57/10);</b></p>	
<p><b>2. SME Park; for the development of Industrial Uses as specified in Policy CG15;</b></p>	
<p><b>3. Commercial Areas; for the development of land uses as specified in Policy CG14 (as amended in PC 57/10);</b></p>	
<p><b>4. Industrial and Commercial Area (Area B in PC 57/10); for the development of land uses as specified in Policies CG14 (as amended in PC 57/10) and CG15;</b></p>	
<p><b>5. Mixed Use Areas without Residential Units; for the development of land uses as specified in Policy QO04 (as amended by PC 62/07 and PC 7/08);</b></p>	

**6. MIP Estate Low Impact Industrial and Commercial Areas (Area A in PC 57/10); for the development of Industrial Uses as specified in Policy CG15 and Commercial Uses as specified in Policy CG14 (as amended in PC 57/10), provided that these do not create unnecessary impact which is not desirable to the neighbouring properties; and**

**7. A site for the provision of Waste Management Civic Amenity facilities and for an Electricity Substation.**

Mriehel Industrial Area is an important and strategically located industrial zone catering particularly for the industrial needs of the Central localities and those within close vicinity to the Inner Harbour Area. Mriehel is partly in private ownership and partly managed by the MIP, and has some parcels of Government and ex-Church land. The industrial zone is approximately 454,400 sqm. in area, including internal roads and public spaces, and is situated between Mriehel Bypass and Triq l-Imdina.

The developed areas contain a wide range of uses including factories, retail, showrooms, offices, warehousing and small and medium sized industries. Mriehel has, as do most private industrial areas, problems of land fragmentation with parcels of land belonging to different owners as well as a number of derelict sites lacking landscaping and infrastructure. Dumping of waste including industrial waste and fly-tipping of rubbish are evident all over the estate, but especially in the still undeveloped spaces.

The area was designated in the Structure Plan (Policy IND 2) for the development of manufacturing industry. However, data for Mriehel indicates that between 1993- 1997, only 34% of permits were granted wholly or in part for industrial developments, whilst 45% were for warehousing and retail warehousing projects and 21% were for retail and office developments (SPU Data, May 2000). Substantial areas (approximately 66% of all permits between 1993-1997) have therefore been taken over by non-industrial uses.

The existing problems experienced at Mriehel are likely to intensify if the remaining land within these areas is developed solely in accordance with the TPS (1988). Furthermore, tenants may be

discouraged from locating at Mriehel if current problems persist. However, it is still possible to further develop this industrial area in an organised manner. Therefore, the aim of this policy is to clearly define the development requirements of all proposals on remaining undeveloped industrial sites through appropriate zoning, including the development of commercial uses where appropriate. Areas designated as mixed use areas are intended to act as buffer areas between existing residential areas and the Industrial zones of Mriehel. In addition, where the MIP Estate directly adjoins a residential area, new industrial and commercial activities at this interface may only be considered by PA provided that these do not create unnecessary impact which is not desirable to the neighbouring properties.

As part of the Government Waste Management Strategy, a site at Mriehel has been designated for a Civic Amenity Site to serve a number of central localities that are at present not catered for. In addition, this Amenity Site will also serve the existing Industrial Area thereby resolving problems of waste management in the area.

This Partial Review refers to MIP Estate and adjoining sites Area A in PC57/10 as indicated in Map PC57/10/01 of PC57/10 of 2012 (Figure 4) and Policy Map BKM 2 as amended by PC57/0 of 2012 (figure 5). In terms of policy BK 04, MIP Estate and adjoining sites (Area A in PC 57/10) are designated for the development of Industrial Uses as specified in Policy CG15 and Commercial Uses as specified in Policy CG14 (as amended in PC57/10). Building height provisions were also included in Policy CG14 through its amendment by PC57/10 in 2012 as follows:

<b>Policy CG14</b>		<b>Commercial Areas</b>
<b>MEPA will permit the development of Commercial land uses within the designated Commercial Areas listed below and as indicated in the relevant Area Policy Maps.</b>		
<b>Location</b>	<b>Area Policy Map</b>	
<b>Triq in-Naxxar and Triq Wied Hal-Balzan, Balzan</b>	<b>BZM1</b>	
<b>Triq il-Wied ta' l-Imsida, Birkirkara</b>	<b>BKM1</b>	

(however the properties located above the level of Triq G. F. Agius De Soldanis are designated as Residential Priority Areas in accordance with Policy CG08)	
Triq in-Naxxar, Birkirkara	BKM1
Triq Dun Karm, Birkirkara	BKM1
Triq Salvu Psaila, Birkirkara	BKM1
Mriehel, Birkirkara	BKM2 (as amended by Map PC 57/10/2)
Blata l-Bajda, Hamrun	HAM1
Triq il-Kappilan Mifsud, Hamrun	HAM1
Triq il-Kbira, Hamrun; Commercial land uses at ground floor level only, with residential units on upper floors	HAM1
Triq in-Naxxar, Iklin	IKM1
Triq il-Kostituzzjoni, Mosta	MOM1
Triq l-Imdina, Qormi	QOM1
Triq is-Sebh, Qormi	QOM1
Triq tal-Bajjada and Triq il-Masgar, Qormi	QOM1
Triq Salvu Psaila and Triq il-Kappilan Mifsud, Santa Venera	SVM1
Triq il-Wied ta' l-Imsida, Santa Venera	SVM1
Triq il-Kbira, Santa Venera; Commercial land uses at ground floor level only, with residential units on upper floors	SVM1
Triq is-Sebh, Santa Venera	SVM1

The following is a list of acceptable land-uses (new uses, extensions to existing uses, and change of uses) within all frontages located within the designated Commercial Areas.

- i. Class 1 (Use Classes Order, 1994), dwelling units on upper floors. However dwelling units will not be allowed in the Commercial Areas designated in Mriehel (Birkirkara), in Triq is-Sebh (Qormi) and in Triq is-Sebh (Santa Venera). In addition, new residential development directly above warehousing will not be permitted in the Commercial Area designated at Triq tal-Bajjada (Qormi) and at Triq il-Masgar (Qormi). Dwelling units will be allowed at

ground floor level in the Commercial Areas designated in Triq il-Kbira (Santa Venera) and in Triq il-Kbira (Hamrun).

- ii. **Class 4, (Use Classes Order, 1994), small shops only provided that:**
  - **The small shops (of any nature) are not to exceed a total floor area of 50sqm each, and convenience shops are not to exceed a total floor area of 75sqm each;**
  - **They comply with all the provisions of paras. 1.4.16 to 1.4.18 of the Retail Planning Guidelines (2003); and**
  - **They comply with any relevant section of the DC 2005 (design, access, amenity, etc.).**
- iii. **Supermarkets, provided that they comply with all the relevant provisions of Policy CG17.**
- iv. **Showrooms provided that they comply with the relevant provisions of MEPA's Retail Planning Guidelines (2003).**
- v. **Class 5 (Use Classes Order, 1994) offices on upper floors only.**
- vi. **Class 6 (a) (Use Classes Order, 1994) Sale of hot and cold food and drink for consumption on or off the premises.**
- vii. **Class 11 (Use Classes Order, 1994), business and light industry are allowed provided that:**
  - **The gross floor area of the premises does not exceed 50 sqm (including storage of materials and/or finished products). Class 11 uses on the sites located in the designated Commercial Area at Mriehel (Birkirkara) as indicated in Map BKM2 (as amended by Map PC 57/10/2), and at Triq is-Sebh (Qormi) as indicated in Map QOM1 will not be limited by the 50 sqm threshold;**
  - **For sites located at Triq is-Sebh, Qormi the necessary clearances from ADT are obtained; and**
  - **MEPA is to be fully satisfied that the development does not create unnecessary impact which is not desirable to the neighbouring properties.**

viii. Class 17 (Use Classes Order, 1994) storage facilities only provided that the gross floor area does not exceed 75 sqm. However, Storage and Distribution facilities of any size will be considered in the designated part of the Commercial Areas at Mriehel (Birkirkara), at Triq tal-Bajjada (Qormi), at Triq il-Masgar (Qormi) and at Triq is-Sebh (Qormi) provided that for sites located at Triq is-Sebh (Qormi) the necessary clearances from ADT are obtained. In addition, the development of warehouses directly beneath residential units will not be permitted in the designated Commercial Areas.

ix. Taxi Business or for the hire of motor vehicles.

x. The Sale of fuel for motor vehicles. However the sale of motor fuel will not be permitted in the Commercial Areas designated at Triq tal-Bajjada (Qormi) and at Triq il-Masgar (Qormi).

xi. The sale or display of motor vehicles.

xii. The cleaning of clothes in venues where articles are brought by the public.

In granting permission for the above-listed uses, MEPA is to be satisfied that the design of the commercial development shall enhance the existing streetscapes. With regard to advertisements on buildings, these are either to be integrated with the design of the building fabric, or are to be placed in specific locations earmarked as advertising space within the Commercial Area.

In addition to the uses listed above, for those sites located within Areas A and B in Mriehel as indicated in Area Policy Map BKM2 (as amended in PC57/10) the uses stipulated in policy CG 15 may also be considered as acceptable. Land-uses falling outside those stipulated in policies CG14 and CG 15 will not be considered favourably within Areas A and B, unless there are overriding reasons to locate such uses within these areas. Development within these designated areas in Mriehel should conform to the following criteria;

1. Development should generally respect the predominant height of nearby buildings and would not in general be allowed to exceed a height of 14 m;

- 2. Development that overlies the route of the underground sewerage gallery is to be to the satisfaction of MEPA and the Water Services Corporation;**
- 3. For sites exceeding 25,000 sq. m where comprehensive development is contemplated the development of compatible Class 8 (a) (Use Classes Order, 1994) Child Care, Class 9 (Use Classes Order, 1994) Assembly and Leisure, Large Scale Retail Outlets and Conference Facilities may be considered by MEPA; and**
- 4. In cases where comprehensive development of sites having an area exceeding 25,000 sq.m is contemplated, MEPA may consider a building that is higher than 14m provided that:**
  - a) The development follows best practice in terms of environmentally sustainable design, neighbour compatibility, construction, and operational management;**
  - b) The architectural design of the building is of exceptionally high quality;**
  - c) The development satisfactorily addresses short and long-distance visual impacts;**
  - d) The development incorporates a significant and well-designed public open space; and**
  - e) The project will not constitute over-development.**

Showrooms are defined as premises primarily used to display goods for sale where little direct (over the counter) retail sale is intended. Showrooms normally display a specialist range of bulky, non-food goods, such as: white goods; furniture; motor vehicles; household items, hardware and bathroom fittings. This type of retailing is expanding rapidly along certain arterial routes in the plan area, but these may create an undesirable form of urbanisation if not strictly controlled. So as to ensure that the plan's objectives towards sustainable transport patterns are not compromised, the plan designates limited commercial areas in specific locations. Office development, and in a number of cases residential development on the upper floors of showrooms, are considered to be compatible uses and are therefore normally permitted by MEPA. Other limited compatible uses are also considered as acceptable in these designated areas. In addition, Light Industry and Storage and Distribution Facilities with no size threshold are considered by MEPA in the designated Commercial Area at Mriehel and at Triq is-Sebh in Qormi since these areas was previously zoned in the TPS (1988) for industry. However, given the existing

traffic situation at Triq is-Sebh, further development of industrial and warehousing uses in this street are subject to clearances from the ADT. The use of land within Sites A and B in Mriehel for commercial and financial activities, apart from the already permitted industrial uses, will ensure a more efficient use of land in terms of employment generation. This more efficient use of land that is designated for employment generating uses follows two of the three goals of the Structure Plan.



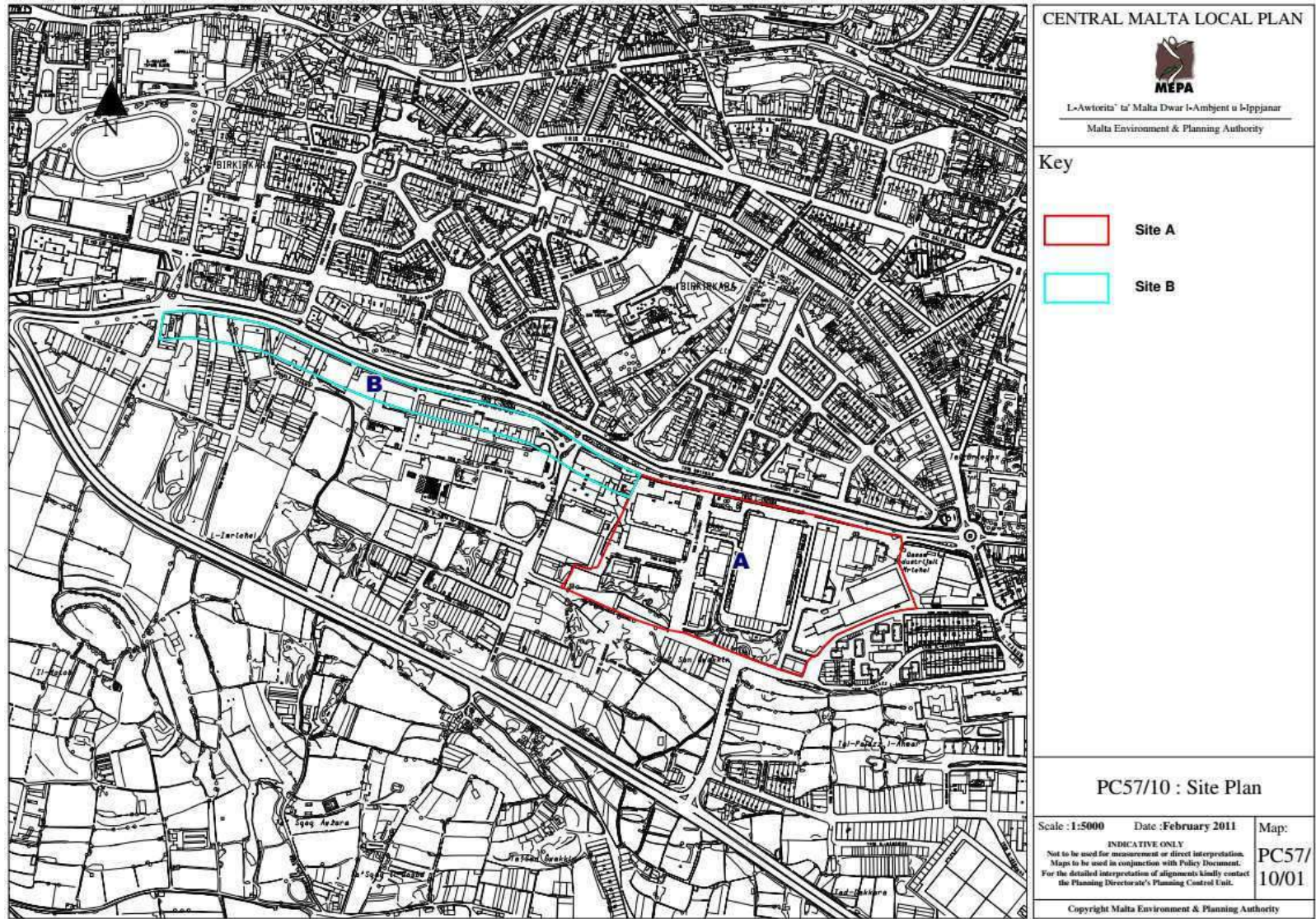


Figure 4: PC57/10/01 of 2012 Site Plan

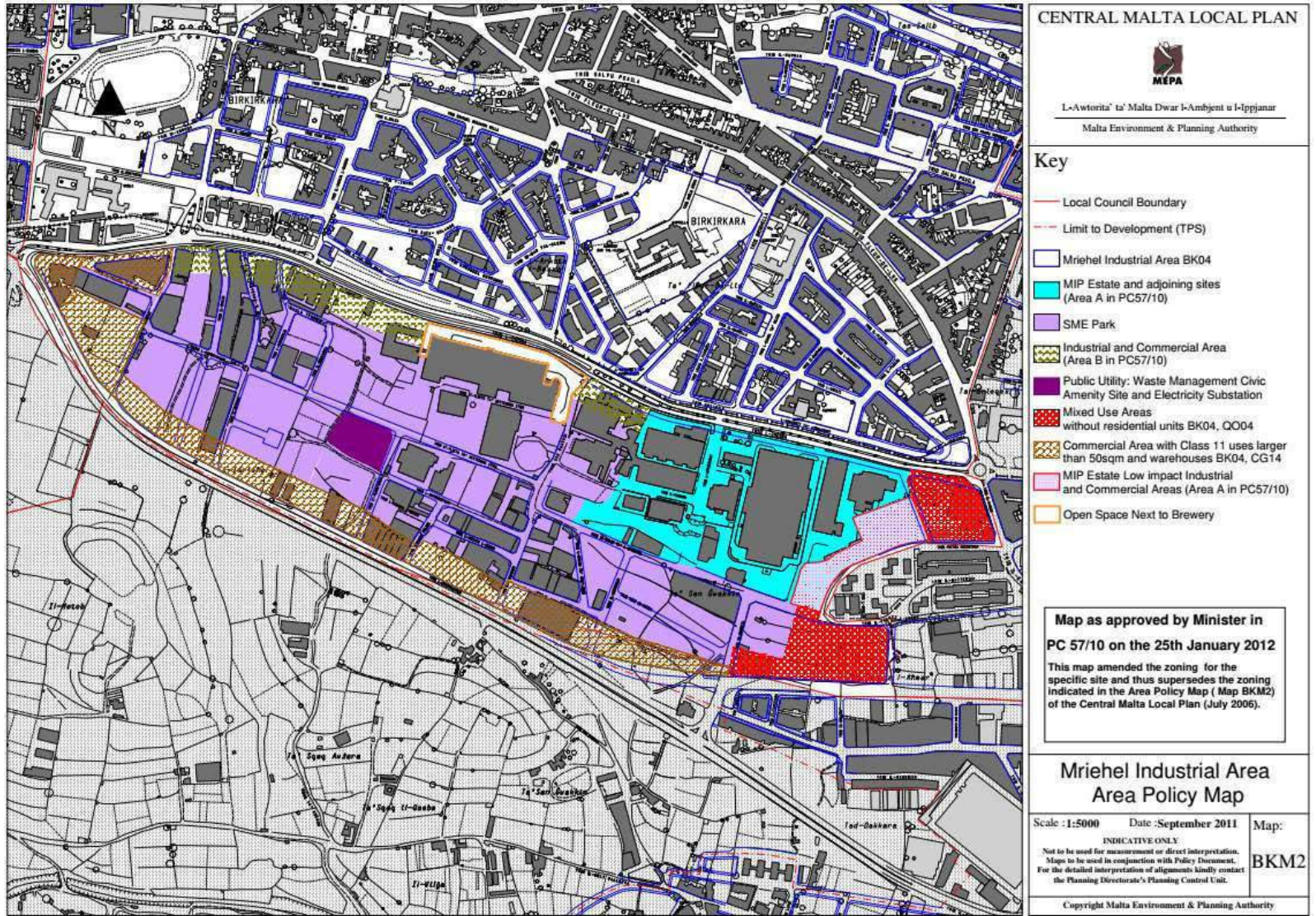


Figure 5: Mriehel Industrial Area Policy Map

## **Strategic Plan for the Environment and Development, 2015**

- 4.4 Subsequent to the Local Plans, the Strategic Plan for Environment and Development (SPED) came into force in 2015. The SPED sets out the strategic policy and thematic objectives for the Maltese Islands and are therefore pivotal for consideration in this Local Plan review. SPED Map 2B (figure 6) confirms the Marsa and Mriehel Industrial Areas as Enterprise Hubs to support economic growth as indicated by Urban Objective 1.5 which directs towards:

**‘Guiding the distribution of new jobs so that the bulk is located in identified Business Hubs predominantly for retail, office, tourism, culture and leisure uses and in identified Enterprise Hubs predominantly for the core economic development sectors’,**

To support the above strategy, Urban Objective 1.6 guides towards:

**‘Promoting the attractiveness of Business and Enterprise Hubs for the location of new jobs.’**

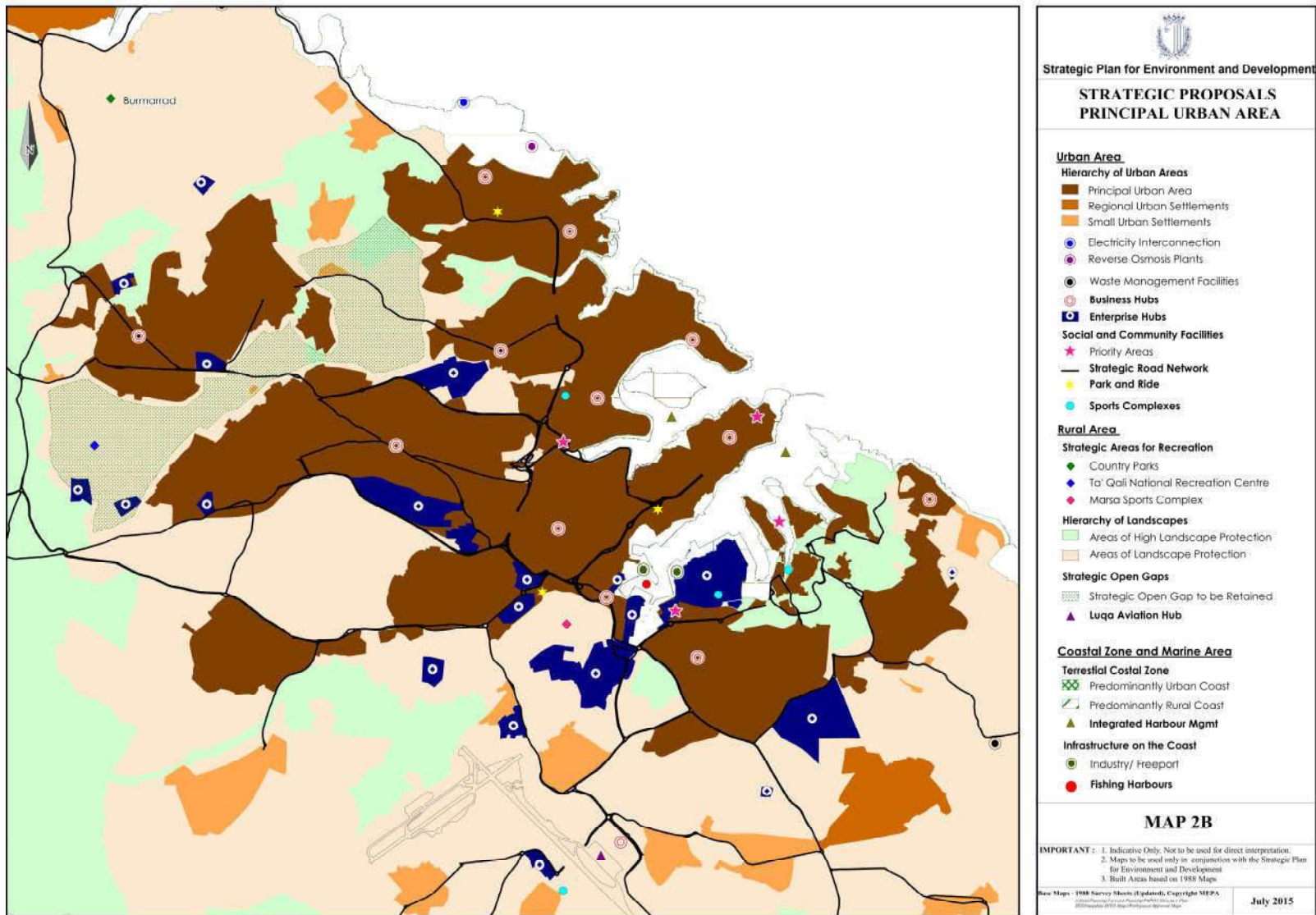


Figure 6: Map 2B Strategic Plan for the Environment and Development (SPED, 2015)

### **Major Accident Hazards and Hazardous Substances, 2020**

- 4.5 As the SEVESO Easygas site is located within the boundary of the Marsa industrial estate, the policy constraints listed in this supplementary planning policy guidance *Major Accident Hazards and Hazardous Substances, 2020* are applicable to this estate, unless this facility is re-located.

## **5.0 Amended Policies for Public Consultation**

### **South Malta Local Plan, 2006**

#### **5.1 Policy SMMR 01 Boundary Limits of Marsa Industrial Estate is being amended as follows:**

<b>SMMR 01</b>	<b>Boundary Limits of Marsa Industrial Estate</b>
	<p>The Limits of the Marsa Industrial Estate boundary are indicated in the Marsa Industrial Estate Policy Map MR1. Within this boundary the Planning Authority will only permit industrial and industrial related uses, including warehousing and storage.</p> <p>The following urban design parameters are to be taken into consideration as guidance for the assessment of building heights:</p> <ol style="list-style-type: none"><li>i. the operational needs of the proposed/existing industrial use, including any requirement for plant or machinery which needs abnormal floorspace or height for its installation or operation;</li><li>ii. the degree to which the overall height of the building can be reduced by construction below ground level;</li><li>iii. adequate development densities to ensure quality development and any other relevant planning considerations including safeguards on existing utilities, services and infrastructure.</li><li>iv. the topography of the site and of the area surrounding the site;</li><li>v. the relationship of the development to any sites and/or buildings whose amenity should be protected, in particular the setting of scheduled sites and/or monuments;</li></ol>

- vi. **the prominence of the development in the wider landscape, and in particular the impact of the building on the skyline when seen from outside the site area;**
- vii. **the general massing and design of the building in relation to its urban design context such that the development follows best practice in terms of environmentally sustainable design, neighbour compatibility, construction and operational management;**
- viii. **no blank party walls are to be created;**

**The PA will seek to identify additional land for industrial use to make up for the land being proposed for exclusion. In the event of its failure to compensate for this land and Malta Industrial Park's new emerging requirements, PA will consider the gradual reinstatement of this land for industrial development on the basis of individual applications subject to the preparation of an Environmental Impact Assessment which would include a cost/benefit analysis.**

31.4.1 The site being excluded covers a land area of approximately 61,700 m<sup>2</sup> and is considered as being good quality irrigated agricultural land. An application (PA 7505/94) was submitted in 1994 for the construction of a new factory for the General Soft Drinks Ltd. This application was recommended for refusal but then withdrawn by the applicant. The expropriation process for part of the site has been terminated in February 1997 by Government Notice No. 119. The PA will seek, together with the relevant authorities, to provide for such a shortfall in other designated areas, not necessarily within this Plan. However, should this not be possible in the short term, expansion of the existing estate, due to emerging economic factors, onto the site being excluded may be considered provided an EIA is carried out to determine the impacts relating to the proposed expansion. A cost/benefit analysis should also form part of the EIA.

31.4.2 Additional industrial floorspace can be provided for industries through a context based approach to the assessment of building heights, provided that the above-mentioned urban design parameters are addressed.

## Central Malta Local Plan as amended by PC57/10 in 2012

### 5.2 Policy CG14 Commercial Areas is being amended as follows:

*Note: Amendments include deleted text indicated in strikeout and replacement text in highlight.*

Policy CG14		Commercial Areas
<p>The Planning Authority will permit the development of Commercial land uses within the designated Commercial Areas listed below and as indicated in the relevant Area Policy Maps.</p>		
Location	Area Policy Map	
Triq in-Naxxar and Triq Wied Hal-Balzan, Balzan	BZM1	
Triq il-Wied ta' l-Imsida, Birkirkara (however the properties located above the level of Triq G. F. Agius De Soldanis are designated as Residential Priority Areas in accordance with Policy CG08)	BKM1	
Triq in-Naxxar, Birkirkara	BKM1	
Triq Dun Karm, Birkirkara	BKM1	
Triq Salvu Psaila, Birkirkara	BKM1	
Mriehel, Birkirkara	BKM2 (as amended by Map PC 57/10/2)	
Blata l-Bajda, Hamrun	HAM1	
Triq il-Kappilan Mifsud, Hamrun	HAM1	
Triq il-Kbira, Hamrun; Commercial land uses at ground floor level only, with residential units on upper floors	HAM1	
Triq in-Naxxar, Iklin	IKM1	
Triq il-Kostituzzjoni, Mosta	MOM1	
Triq l-Imdina, Qormi	QOM1	
Triq is-Sebh, Qormi	QOM1	
Triq tal-Bajjada and Triq il-Masgar, Qormi	QOM1	



<b>Triq Salvu Psaila and Triq il-Kappilan Mifsud, Santa Venera</b>	<b>SVM1</b>
<b>Triq il-Wied ta' l-Imnsida, Santa Venera</b>	<b>SVM1</b>
<b>Triq il-Kbira, Santa Venera; Commercial land uses at ground floor level only, with residential units on upper floors</b>	<b>SVM1</b>
<b>Triq is-Sebh, Santa Venera</b>	<b>SVM1</b>

The following is a list of acceptable land-uses (new uses, extensions to existing uses, and change of uses) within all frontages located within the designated Commercial Areas.

- i. **Class 1 (Use Classes Order, 2014), dwelling units on upper floors. However dwelling units will not be allowed in the Commercial Areas designated in Mriehel (Birkirkara), in Triq is-Sebh (Qormi) and in Triq isSebh (Santa Venera). In addition, new residential development directly above warehousing will not be permitted in the Commercial Area designated at Triq tal-Bajjada (Qormi) and at Triq il-Masgar (Qormi). Dwelling units will be allowed at ground floor level in the Commercial Areas designated in Triq il-Kbira (Santa Venera) and in Triq il-Kbira (Hamrun).**
- ii. **Class 4B, (Use Classes Order, 2014), small shops only provided that:**
  - **The small shops (of any nature) are not to exceed a total floor area of 50sqm each, and convenience shops are not to exceed a total floor area of 75sqm each;**
  - **They comply with all the provisions of paras. 1.4.16 to 1.4.18 of the Retail Planning Guidelines (2003); and**
  - **They comply with any relevant section of the DC2015 (design, access, amenity, etc.).**
- iii. **Supermarkets, provided that they comply with all the relevant provisions of Policy CG17.**
- iv. **Showrooms provided that they comply with the relevant provisions of PA's Retail Planning Guidelines (2003).**
- v. **Class 4A (Use Classes Order, 2014) offices on upper floors only.**

- vi. **Classes 4C and 4D (Use Classes Order, 2014) Sale of hot and cold food and drink for consumption on or off the premises.**
- vii. **Class 5A (Use Classes Order, 2014), business and light industry are allowed provided that:**
- **The gross floor area of the premises does not exceed 50 sqm (including storage of materials and/or finished products). Class 5A uses on the sites located in the designated Commercial Area at Mriehel (Birkirkara) as indicated in Map BKM2 (as amended by Map PC 57/10/2), and at Triq is-Sebh (Qormi) as indicated in Map QOM1 will not be limited by the 50 sqm threshold;**
  - **For sites located at Triq is-Sebh, Qormi the necessary clearances from Transport Malta are obtained; and**
  - **The Planning Authority is to be fully satisfied that the development does not create unnecessary impact which is not desirable to the neighbouring properties.**
- viii. **Class 6A (Use Classes Order, 2014) storage facilities only provided that the gross floor area does not exceed 75 sqm. However, Storage and Distribution facilities of any size will be considered in the designated part of the Commercial Areas at Mriehel (Birkirkara), at Triq tal-Bajjada (Qormi), at Triq il-Masgar (Qormi) and at Triq is-Sebh (Qormi) provided that for sites located at Triq is-Sebh (Qormi) the necessary clearances from Transport Malta are obtained. In addition, the development of warehouses directly beneath residential units will not be permitted in the designated Commercial Areas.**
- ix. **Taxi Business or for the hire of motor vehicles. The Sale of fuel for motor vehicles. However the sale of motor fuel will not be permitted in the Commercial Areas designated at Triq tal-Bajjada (Qormi) and at Triq il-Masgar (Qormi).**
- x. **The sale or display of motor vehicles.**
- xi. **The cleaning of clothes in venues where articles are brought by the public.**

In granting permission for the above-listed uses, the Planning Authority is to be satisfied that the design of the commercial development shall enhance the existing streetscapes. With regard to advertisements on buildings, these are either to be integrated with the design of the building fabric or are to be placed in specific locations earmarked as advertising space within the Commercial Area.

In addition to the uses listed above, for those sites located within Areas A and B in Mriehel as indicated in Area Policy Map BKM2 (as amended in PC57/10) the uses stipulated in policy CG 15 may also be considered as acceptable. Land-uses falling outside those stipulated in policies CG14 and CG 15 will not be considered favourably within Areas A and B, unless there are overriding reasons to locate such uses within these areas. Development within these designated areas in Mriehel should conform to the following criteria;

1. a) Within Area A, the following urban design parameters are to be taken into consideration as guidance for the assessment of building heights:
  - i. the operational needs of the proposed/existing industrial use, including any requirement for plant or machinery which needs abnormal floorspace or height for its installation or operation;
  - ii. the degree to which the overall height of the building can be reduced by construction below ground level;
  - iii. adequate development densities to ensure quality development and any other relevant planning considerations including safeguard on existing utilities, services and infrastructure.
  - iv. the topography of the site and of the area surrounding the site;
  - v. the relationship of the development to any sites and/or buildings whose amenity should be protected, in particular the setting of scheduled sites and/or monuments as well as the residential context.

vi. the prominence of the development in the wider landscape, and in particular the impact of the building on the skyline when seen from outside the site area;

vii. the general massing and design of the building in relation to its urban design context such that the development follows best practice in terms of environmentally sustainable design, neighbour compatibility, construction and operational management;

viii. no blank party walls are to be created;

b) Development within Area B should generally respect the predominant height of nearby buildings and would not in general be allowed to exceed a height of 14 m;

2. Development that overlies the route of the underground sewerage gallery is to be to the satisfaction of the Planning Authority and the Water Services Corporation;

3. For sites exceeding 25,000 sq. m where comprehensive development is contemplated the development of compatible Class 2C (a) (Use Classes Order, 2014) Child Care, Class 9 3C (Use Classes Order, 2014) Assembly and Leisure, Large Scale Retail Outlets and Conference Facilities may be considered by the Planning Authority; and

4. In cases within Area A and Area B where comprehensive development of sites having an area exceeding 25,000sq.m is contemplated, the Planning Authority may consider a building that is higher than would have been achieved by applying the provisions of criterion 1 above provided that:

a) The development follows best practice in terms of environmentally sustainable design, neighbour compatibility, construction, and operational management;

b) The architectural design of the building is of exceptionally high quality;

c) The development satisfactorily addresses short and long-distance visual impacts;

d) The development incorporates a significant and well-designed public open space; and

**e) The project will not constitute over-development.**

Showrooms are defined as premises primarily used to display goods for sale where little direct (over the counter) retail sale is intended. Showrooms normally display a specialist range of bulky, non-food goods, such as: white goods; furniture; motor vehicles; household items, hardware and bathroom fittings. This type of retailing is expanding rapidly along certain arterial routes in the plan area, but these may create an undesirable form of urbanisation if not strictly controlled. So as to ensure that the plan's objectives towards sustainable transport patterns are not compromised, the plan designates limited commercial areas in specific locations. Office development, and in a number of cases residential development on the upper floors of showrooms, are considered to be compatible uses and are therefore normally permitted by the PA. Other limited compatible uses are also considered as acceptable in these designated areas. In addition, Light Industry and Storage and Distribution Facilities with no size threshold are considered by MEPA the PA in the designated Commercial Area at Mriehel and at Triq is-Sebh in Qormi since these areas was previously zoned in the TPS (1988) for industry. However, given the existing traffic situation at Triq is-Sebh, further development of industrial and warehousing uses in this street are subject to clearances from Transport Malta. The use of land within Sites A and B in Mriehel for commercial and financial activities, apart from the already permitted industrial uses, will ensure a more efficient use of land in terms of employment generation. This more efficient use of land that is designated for employment generating uses follows the objectives of the Strategic Plan for Environment and Development.

## **6.0 Way Forward**

- 6.1 The Planning Directorate recommends the Executive Council to endorse this Partial Local Plan Review of the South Malta Local Plan (Marsa Industrial Area) and Central Malta Local Plan (Imriehel Industrial Area) and refer it to the Minister in terms of section 53(2)(c) of the Development Planning Act VIII of 2016. Provided there are no revisions by the Minister, the Partial Review is to be subjected to SEA screening in line with LN497/2010 (Strategic Environmental Assessment Regulations).
- 6.2 Following procedures set through Article 53 of the Development Planning Act (2006), the Executive Council adopted the Final Draft of this Partial Local Plan Review of the South Malta Local Plan (Marsa Industrial Area) and Central Malta Local Plan (Imriehel Industrial Area) on the 23<sup>rd</sup> March 2021. The Final Draft was referred to the Minister in terms of section 53(2)(c) of the Development Planning Act (2016), such that, provided there are no revisions by the Minister, this Partial Review is subjected to screening under the Strategic Environmental Assessment (SEA) Regulations, 2010 (Legal Notice 497 of 2010).
- 6.3 On the 7th of May 2021, the Minister agreed with the Final Draft without changes and provided clearance to carry out SEA screening in line with L.N.497/10.
- 6.4 SEA screening confirmed that this Partial Review falls within Regulation 4(3) of L.N.497/10 as it involves a modification of a plan, referred to in Regulation 4(2)(a), which has been prepared for town and country planning and/or land use and which set the framework for future development consent of projects listed in Annexes I and II to Directive 85/337/EEC. This Partial Review does not change the existing development boundaries, scheduling extents and/or land uses in that it considers developed land and/or land designated for development. This Review repeals the statutory numerical building height limitation to propose a context-based approach to guide the assessment of building height at a site-specific level with safeguards to protected areas, environmental sustainability, infrastructure, and others. SEA screening acknowledged that this approach is more flexible and thus, may result in variable, both higher and lower, building height and/or development densities. Considering that effects emanating from this Review are dependent on individual proposals at development application stage particularly in relation to the

scale, nature and operation of the proposals, SEA screening in terms of L.N.497/10 concluded that, as confirmed by the Environment and Resources Authority (ERA), this Partial Review is unlikely to have significant environmental impacts at a strategic level and thus, an SEA is not required. Further assessments and consultations, together with screening and/or studies, are to be carried out at development application stage including mitigation measures, as necessary.

- 6.5 The Executive Council endorsed the conclusions of the SEA Screening process during its meeting of the 27<sup>th</sup> July 2021 and referred the Partial Local Plan Review and the SEA Screening pro-forma to the SEA Focal Point who acknowledged the outcome of the screening process in his response of the 19<sup>th</sup> August 2021. The Minister provided his final approval on the 28<sup>th</sup> September 2021.

**APPENDIX 1: Phase 1 Public Consultation Submissions and Responses on Objectives**

<b>Ref</b>	<b>Respondent</b>	<b>Date</b>	<b>Comments Received</b>	<b>Response</b>
MMPR1 001	Ms. Vera Jankovic obo Hili Properties	22/10/2020	As representatives of our Client, Hili Properties, who owns a site in Marsa Industrial Park, we would like to request to be registered as an official interested party in the Partial Local Plan Reviews and we would like to contribute to further discussions.	Noted.
MMPR1 002	Dr. Claire Bonello	22/10/2020	<p>This is not a local plan review but an absolute and total dismantling of the planning policies applicable to Mriehel and Marsa.</p> <p>Planning is to become totally speculator and developer-based with the Planning Authority becoming a rubber-stamp for all and any type of development. The Planning Authority will no longer be a regulator but simply an entity for the dishing out of permits.</p> <p>There are no criteria, parameters or limits as to development density, open space requirements, infrastructural considerations, sustainability measures, visual impact, traffic considerations, carrying capacity, design or solar rights.</p>	This Local Plan Partial Review provides urban design policies to guide the assessment of building heights in the Mriehel and Marsa Industrial Estates with consideration to operational requirements vis-à-vis the site limitations. Development density, utilities, environmental sustainability, heritage and visual safeguards have been included in the policy provisions to guide the development application process.



		<p>This is not holistic planning, it is not planning at all. It is an open cheque to developers in the area funded by the taxpayer who bears the cost of infrastructure around the area.</p> <p>This exercise is a retrograde step whereby planning and development approval is now being placed into an “anything goes” without any parameters at all.</p> <p>This exercise effectively does away with the requirement of following the Floor to Area Ratio Policy 2014 which required a percentage of open space.</p> <p>The proposed “review” does not cater for the protection of context and visual integrity of the Turkish Cemetery which is a scheduled Grade 1 Building (SMMR 01)</p> <p>The exercise is in breach of SPED Urban Objective 4 which is as follows:</p> <p>Urban Objective 4: To ensure that all new developments are energy and water efficient and provide a sense of place, respond to the local character, improve amenity and the pleasantness of place and ensure safety by</p> <ol style="list-style-type: none"> <li>1. Setting out a policy framework to promote high quality design</li> </ol>	<p>Assessment and further detailing according to laws, regulations, standards and guidelines, including consultations with the statutory consultees and others as relevant, are to be carried out through the development control mechanism.</p>
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			<p>2. Controlling space standards and function of development, also integrating civil protection requirements</p> <p>In this case, the Planning Authority is not controlling anything – quite the opposite in fact – it is just giving up on any form of planning.</p> <p>This “review” is not a “review” but an open cheque or carte blanche for all to do as they will.</p> <p>In view of the above, this reprehensible exercise should be totally scrapped.</p>	
MMPR1 003	Perit Simone Vella Lenicker obo Kamra tal- Periti	22/10/2020	<p>The Planning Authority has issued the following objectives for public consultation:</p> <p>a) To repeal the building height limitation of three floors (12m) from the Marsa Industrial Estate;</p> <p>b) To repeal the building height limitation of 14m from the Malta Industrial Parks Estate (Area A) in Imrieħel;</p>	

			<p>c) To introduce non-numeric, urban design policies to guide the assessment of building heights in Marsa Industrial Estate and MIP Estate in Imrieħel;</p> <p>d) To amend any other provisions in policies SMMR 01 and CG 14 which run counter to objectives (a) to (c) above.</p> <p>It is unclear what the Authority expects from this public consultation period, other than a resounding objection to the manner in which planning is purportedly being carried out in these locations. Expecting any form of comment on the proposed repeal of building heights, without providing even the slightest indication of what is intended by “non-numeric, urban design policies” is nothing short of ridiculous.</p> <p>Furthermore, it is noted that the preamble on the Authority’s website states that <i>“to sustain economic growth, attract new investment and create new and better employment opportunities, the need to address the shortage of space for industrial and business uses is essential. The proposed objectives to introduce non-numeric, urban design policies to guide the assessment of building heights sets the ball rolling to not merely address this issue, but to do so in a sustainable manner that strikes a balance between optimizing the</i></p>	
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			<p><i>space available whilst respecting the environment and the communities that live and work within.”</i></p> <p>Reference is here made to the Strategic Plan for the Environment and Development (SPED), which states the following <i>[emphasis added]</i>:</p> <p><i>2.15 Forecasts for job creation up to 2020 are required to determine the amount of floor space needed to accommodate these jobs and ensure that the targets set out by the Government are met. An employment rate of 72.1% by 2020 has been identified in the Active Labour Market policy. The 2020 target employment rate is a proportion of the 20-64 age cohort (258,139) of the population for 2020 and this would result in a total employment of 186,118 persons. The projected net increase in persons in employment over the period 2013-2020 is estimated to be around 13,400.</i></p> <p><i>2.16 This projected increase in persons in employment by 2020 was categorised under the broad economic sectors of market services and industry with 77.4% (10,370) going into the market services sector, and 22.6% (3030) in industry. <b>The subdivision was arrived at by projecting an average rate of shift (0.76%) from industry to market services between 1997 and 2010 (Central Bank of Malta</b></i></p>	
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			<p><b>Annual Reports 1998-2010).</b> It is acknowledged that the projected average rate of shift is only applicable over a relatively short period of time since applying the projection over a longer period would imply an eventual tapering off to 0% jobs in industry which is both unrealistic and undesirable. The average rate of shift is also vulnerable to external economic influences and Government policy intervention.</p> <p>2.17 On the basis of an average employee to floorspace ratio of 1:103 sqm (Malta Enterprise) and average site coverage of 60%, the 3030 additional persons in industry would require 52 hectares of land. <b>In 2006, 502.4 hectares of land was available for industrial development of which 34% was vacant (170.1 hectares).</b></p> <p><b>MEPA data shows that between 2006 and 2012 around 3.5 hectares of land was taken up for industrial development per year. Even in the absence of recent accurate data on vacancy rates for industrial buildings, the need for land (52 hectares) can be met by the still remaining vacant land within designated industrial areas.</b></p> <p>However, for the country to react flexibly to specific request and exploit immediate opportunities for investment in industry and address issues of immediate availability of land, it needs to have an adequate landbank at a national level and in appropriate locations.</p>	
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			<p><i>2.18 With an average employee to floorspace ratio of 1:50 sqm (MEPA data) the 10,370 additional persons in employment in the market services sector would require 518,500sqm of floorspace. MEPA Land Availability Studies indicate that in 2011, floorspace available for development related to market services within the Development Zone designated in the Local Plans amounts to around 113,000 sqm.</i></p> <p><i>In addition, Local Plans have identified other floorspace in areas such as Marsa Park, Gzira Employment Node, Fort St. Elmo, Pembroke and AirMalta owned land at Luqa for employment uses related to market services. Over and above, around 260,000 sqm of floorspace has already been granted permission for market service related development in Smart City and the Malta International Airport.</i></p> <p><i>Other opportunities exist on a number of strategic sites such as the ex Marsa Shipbuilding which has been earmarked for a Maritime Hub and the White Rocks area together with the regeneration potential of the Grand Harbour Area.</i></p> <p><i>Although the urban capacity of brownfield land within zones</i></p>	
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			<p><i>designated for employment uses has not been determined, the potential to allocate the additional floorspace is significant. <b>Initiatives to encourage people to work from home and the increasing proportion of part time jobs shall also reduce the demand for floorspace in the future.</b></i></p> <p>It is very clear that the allocation of new space for the industrial and market services sector goes against these basic tenets of the SPED. The basis on which there is purportedly some sudden demand for industrial and business uses is nowhere stated in the Objectives published by the Authority. One can therefore reach no conclusion other than that the proposed changes are not founded on clearly established economic targets, but are a kneejerk reaction to some specific demands.</p> <p>The proposed partial review of these Local Plans begs the following questions:</p> <p>1. Why is this revision being done now? What has changed in the last couple of months to prompt the need for this reform? Surely it cannot be an economic need, given the strong economic downturn caused by COVID. Where is the research and the figures to justify this policy revision?</p>	<p>Review is being done in line with government objectives and recent industrial infrastructure enhancement programme.</p> <p>These revisions will reduce the pressure for further horizontal expansion of industrial areas.</p> <p>The policy revision sets out urban design parameters that need to be addressed during the assessment of applications in the affected areas.</p>
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			<p>2. Has the Planning Authority carried out a market analysis to determine how many business and industrial properties were vacated due to COVID before publishing this public consultation document? If not, why?</p> <p>3. What public benefit will be derived from the revisions in these Local Plans? Are there any projects in the pipeline which need to be accommodated through this policy revision? If so, which are these projects?</p> <p>4. Who is going to draw up the master plans for Marsa and Mrieħel? Will landowners be doing this for their own individual plots of land, or will the Planning Authority step in to plan the area itself and set the terms for every landowner?</p> <p>5. Who is going to going to assess the impact on skyline and long-distance views? Will it be done during the formulation of the revised policy, or development control stage when it is too late to revert all the costs of design development and other associated investments?</p> <p>6. Why is the building height limitation being removed only in the Marsa and Mrieħel Industrial Parks? Does this mark a more general</p>	<p>Other industrial areas are already subject to Local Plan policies which require a context-based approach in the assessment of building heights.</p>
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			<p>shift in policy which will be applicable to all other land within the development zone? Should we expect to see this being applied in other industrial areas? What about residential areas? This is key market information since it will drastically alter land values and methods of valuation.</p> <p>Answers to these questions must be provided. The Planning Authority cannot continue to dupe the public by trying to pass off these partial reviews as some response to some need – suffice it to say that this current proposed review is being passed off a response to “<i>a shortage of space for industrial and business uses</i>”, while just a few weeks ago the same Authority proposed a review of the Action Plan for Ta’ Qali to re-designate existing industrial land for commercial and retail purposes. The mind boggles. This piecemeal approach to planning is unacceptable.</p>	
MMPR1 004	Ms Karen Tanti obo Moviment Graffitti	29/10/2020	<p>Moviment Graffitti is submitting its representation for the Partial Local Plan Review for Imriehel and Marsa Industrial Parks (Phase 1). The objectives state that the building height limitations will be repealed from 12m for the Marsa Industrial Estate and 14m for the Imriehel Industrial Parks Estate (Area A). However, no alternative building height is mentioned in the objectives. Does that mean that these two areas will have no building height limitations? If so, Moviment Graffitti strongly objects to this proposal, as building</p>	

			<p>heights are necessary for proper and holistic planning, including in industrial areas. As stated in the Floor Area Ratio (FAR) 2014 policy: <i>"The control of building heights has been a key tool in the Maltese planning system aimed primarily at controlling townscape, the urban form and densities of development within designated urban areas."</i> We cannot leave the concept of planning to the developers building in this area, as this would create complete and utter chaos. Building height limitations are necessary to ensure that sensible planning and development is taking place.</p> <p>The next objective mentions the introduction of <i>"non-numeric, urban design policies to guide the assessment of building heights in Marsa Industrial Estate and MIP Estate in Imrieħel"</i>. Again, this objective is very vague and does not explain what these policies would consist of. If any change to the Local Plan is to be made, it must be made clear exactly what changes are being proposed. In addition, any change in policy must not be made in such a vague and open-ended manner, but must include criteria, parameters or limits as to development density, open space requirements, infrastructural considerations, sustainability measures, visual impact, traffic considerations, carrying capacity, design or solar rights.</p>	<p>The policy revision sets out urban design parameters that need to be addressed during the assessment of applications in the affected areas.</p> <p>The FAR policy is not being affected by the review. This policy revision includes consideration of scheduled buildings and their context as</p>
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			<p>This Partial Local Plan review ignores the requirements in the FAR Policy 2014 which require a percentage of open space. Also, the proposed review does not cater for the protection of context and visual integrity of the Turkish Cemetery which is a scheduled Grade 1 Building (SMMR 01).</p> <p>In addition, this exercise is in breach of SPED Urban Objective 4 which is as follows:</p> <p><i>Urban Objective 4: To ensure that all new developments are energy and water efficient and provide a sense of place, respond to the local character, improve amenity and the pleasantness of place and ensure safety by</i></p> <ol style="list-style-type: none"> <li><i>1. Setting out a policy framework to promote high quality design</i></li> <li><i>2. Controlling space standards and function of development, also integrating civil protection requirements</i></li> </ol> <p>For all the reasons mentioned above, Moviment Graffiti calls for this partial review to be scrapped.</p>	<p>considerations in the assessment of building heights.</p> <p>This policy review does not prejudice or preclude adherence to SPED policies.</p>
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MMPR1 005	Mr Gaston Camilleri obo Business Park Development Limited	30/10/2020	<p>As part of the Partial Local Plan Review for Marsa, the Planning Authority has issued the following objectives for public consultation:</p> <ul style="list-style-type: none"> <li>a) To repeal the building height limitation of three floors (12m) from the Marsa Industrial Estate;</li> <li>b) To introduce non-numeric, urban design policies to guide the assessment of building heights in Marsa Industrial Estate and MIP Estate in Imrieħel;</li> <li>c) To amend any other provisions in policies SMMR 01 and CG 14 which run counter to objectives (a) to (b) above.</li> </ul> <p>We would like to register our interest in these proposals and retain the right to submit comments and representations once the Partial Local Plan Review is developed further into a more comprehensive approach/plan for the area.</p>	Noted
MMPR1 006	Mr Anthony Ellul	30/10/2020	<p>The Malta Chamber of Planners wish to make the following comments re the above consultation. These are initial comments with regards to the objective set which is reproduced hereunder; -</p> <p><i>The Authority has initiated the process to prepare a partial review of the South Malta Local Plan policy SMMR 1 and the Central Malta</i></p>	

		<p><i>Local Plan policy CG14, as amended by planning control application PC57/10 of 2012, with the following objectives:</i></p> <p><i>a. To repeal the building height limitation of three floors (12m) from the Marsa Industrial Estate;</i></p> <p><i>b. To repeal the building height limitation of 14m from the Malta Industrial Parks Estate (Area A) in Imrieheil;</i></p> <p><i>c. To introduce non-numeric, urban design policies to guide the assessment of building heights in Marsa Industrial Estate and MIP Estate in Imrieheil;</i></p> <p><i>d. To amend any other provisions in policies SMMR 01 and CG 14 which run counter to objectives (a) to (c) above.</i></p> <p>The Malta Chamber of Planners have always expressed their concern with regard to the various partial reviews being undertaken where various planning parameters are being amended on an ad hoc basis without a more holistic approach to such amendments.</p> <p>The Chamber is therefore expressing its objection to the proposed changes to the height limitations in the Industrial areas of Marsa and</p>	<p>This policy review does not preclude proposals within the affected sites from being assessed in terms of the</p>
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			<p>Mriehel without undertaking a proper planning process to determine actual need and justification following suitable research and an analysis of the likely impacts of what is being proposed.</p> <p>These are two strategic sites and the changes being proposed will have an impact on a wider area. The objectives as set clearly indicate that the intention is to relax the height limitations of these areas at any cost and without proper study and justification. In fact point (d) indicates that any other provisions that may hinder the height relaxation will also be amended.</p> <p>This approach is contrary to studies showing that there is no need for further office space in the country, but it is also in stark contrast to global trends, which have been accelerated by the recent COVID -19 pandemic, whereby large firms and corporations are seeking to encourage more home/remote working, and digital platforms, in an effort to reduce real-estate costs and recurring expenses. We can easily anticipate that such intensification will have great negative impacts on surrounding infrastructure, greatly shortening the lifespan and any benefits of recent road projects, have obvious adverse environmental impacts, diminish the attractiveness of other thriving business centres through possible relocation of business, impact the skyline and generating underutilised</p>	<p>site context, adjacent building heights and visual impact amongst others.</p>
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			<p>development, given that empirical evidence suggests that there is no need for further development in this sector.</p> <p><b>The Chamber will make further comments at a later stage once more details on the planning parameters for this partial review are issued for public consultation.</b></p>	
MMPR1 007	Mr Jesmond Muscat	30/10/2020	All major proposals (Even MIP) in such areas shall be subject to a comprehensive transport impact assessment clarifying holistically the impact of landuse changes on the road network.	Transport considerations may be addressed at development application stage, including consultations with Transport Malta, taking into consideration the nature, scale and other detailing of the eventual proposed development.
MMPR1 008	Perit Liliana Vella obo clients	30/10/2020	The undersigned Architect and Civil Engineer was commissioned by Ms. Antonella Spiteri, Bugeja Timbers, Mr. Joseph Bezzina, Millenia, and Bezzina Brothers to submit a representation letter in response to the Partial Local Plan Reviews for the Marsa Industrial Parks. Our clients are requesting the Planning Authority to consider including the area earmarked as Offices and Showrooms in the Marsa Inset Plan as part of the Grand Harbour Local Plan (Appendix 1) within the scope of the Partial Local Plan Reviews. Considering the proximity of the area to the industrial zone and the existing mixed uses this	The land indicated in this submission does not form part of the Marsa Industrial Estate. The objectives of this Partial Local Plan Review do not seek to alter land demarcation and/or land use .

			would enhance further the link between the two areas in view of creating a more holistic master plan.	
MMPR1 009	Perit Giancarlo Torpiano	30/10/2020	<p>1. Marsa Industrial Parks</p> <p>i. With reference to point a (Marsa), repealing the building height limitation of three floors may lead to the regeneration of the area. However it is not made clear what will replace this.</p> <p>ii. Plans should be specific, and must be coupled with good design principles, which are not currently possible following the Planning Authority regulations exclusively, as they exist today.</p> <p>iii. A development brief should therefore be commissioned for the area, with the objective of creating a masterplan. The masterplan will address relevant issues holistically such as (but not limited to): transport, access to light, drainage, public spaces, accessibility, waste collection, ventilation, etc. Urban planning, architectural and engineering design firms with relevant experience should be commissioned to draw up a masterplan.</p>	The policy revision sets out urban design parameters that need to be addressed during the assessment of applications in the affected areas



			<p>iv. In the absence of a masterplan, setting arbitrary limits on the building heights would be unacceptable, and would not be likely to lead to high quality business areas.</p> <p>2. Imriehel Industrial Parks</p> <p>i. With reference to point b. The Imriehel estate is in close proximity to the Birkirkara, Balzan and Qormi community areas. Any rapid increase of density will likely lead to a decrease in quality of life for these, as the areas will experience more traffic, reduced access to light if high-rises are accommodated, and interminable construction in their vicinity. Increased air pollution will also be a likely consequence, both from traffic and construction, that will be difficult to avoid.</p> <p>ii. Planning should not be conducted in an arbitrary fashion, by looking solely at building heights. Any increase in density must be accompanied by new public spaces in the area, by restrictions that prevent streets with limited access to light, by strategies to deal with waste collection, water drainage, traffic and transport, etc.</p>	
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			<p>iii. The proposal is therefore unacceptable in its current form. I recommend commissioning an independent study into the feasibility and effects of the proposal, for public consideration.</p> <p>3. Non-numeric urban design policies to guide the assessment of building heights</p> <p>i .With reference to point c. Non-numeric, urban design policies have been applied in different countries. Unfortunately the current system locally relies on inexperienced board members with limited knowledge of planning issues, as well as not providing for any input for genuine community concerns (via local council objections, for example).</p> <p>ii. Note, again, the proposal is limited to consideration of building heights. Holistic planning is not limited to building heights and therefore the objective of revising regulation "in a sustainable manner that strikes a balance between optimizing the space available whilst respecting the environment and the communities that live and work within" cannot be achieved.</p> <p>iii. The proposal is therefore not acceptable in its current form.</p>	
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			<p>4. Other provisions</p> <p>i. With reference to point d. Given the above, this proposal is also unacceptable.</p>	
MMPR1 010	Perit Garbiela Febles obo Cassar Fuel Limited	30/10/2020	<p>Our client owns a large piece of land forming part of Marsa Industrial Estate on which land there are erected industrial structures which were used actively for industrial activity by Multigas prior to its relocation to a site in Kirkop. The extend of the Marsa Industrial Estate and the inclusion of clients' land within the same is confirmed in the 1988 Temporary Provisions Schemes and thereafter in the South Malta Local Plan approved and formally adapted in 2006.</p> <p>Our client has submitted a number of applications on site with the current one being PA 1129/20 (validated on 26/02/2020) which is still being reviewed by the Planning Authority. This essentially involves the redevelopment of the existing industrial building to a complex of garage industries. During discussions with the Authority, and more so with the publication of the above objectives it has become clear that the assessment of this application is being stalled to allow the Authority to adopt a high handed approach rather than assess the application on the basis of current policies with specific</p>	Irrespective of the current height limitation and of this policy review, the provisions of Circular 3/20 are to be taken into account during the processing of the cited application and any other application within the context of scheduled buildings.

			<p>reference to the numeric height limitation of 12 metres which in force at this point.</p> <p>Within this context one needs to clarify that within the entire Marsa area affected by this exercise all the land is owned by the Government of Malta with the exception of the land which is owned by our client. Accordingly, the Government as owner of the land is free to impose contractually its own restrictions on how its land can be utilised and developed to achieve its own objectives. The inclusion of our clients' land within this exercise is thus not only unnecessary but is in breach of our clients' rights.</p> <p>Moreover, there are planning commitments on the site and within the area that are applicable to clients' application and that existed on the date on which the application was filed and that cannot be validly removed through this exercise.</p> <p>Thus, we strongly disagree with an object to objective A as it stands and by no measure should this be applicable retroactively to already submitted applications as in the case PA 1129/20</p>	
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MMPR1 011	Sandro Bonanno obo ERA	30/10/2020	<p>1. Introduction</p> <p>The Environment and Resources Authority (ERA) welcomes the opportunity to comment on Phase 1 of the proposed Local Plan reviews concerning the Imrieħel and Marsa Industrial Parks.</p> <p>These comments are provided without prejudice to ERA’s review and comments on any eventual development projects that may emerge from the Development Brief, when more detailed environmental assessment will be required. Depending on their nature, scale and context, proposed projects may also require different types of environmental assessments or other related screenings, including Environmental Impact Assessments (EIA) or other screenings, as may be relevant.</p> <p>2. Main environmental issues</p> <p>The objectives for the Local Plan review propose to repeal the building height limitations of:</p> <p>(i) three floors (12m) from the Marsa Industrial Estate; and (ii) 14m from the MIP Estate (Area A) at Imrieħel. No alternative numeric building height limitation is being proposed for these two industrial</p>	<p>Issues relating to building height context, blank party walls, environmentally sustainable design and safeguards on exiting utilities are being taken into consideration in this policy revision as indicated above.</p> <p>Other environmental considerations and detailing, including green infrastructure, pv panels etc. may be addressed at development application stage, including consultations with ERA, particularly taking into consideration the nature, scale and other detailing of the eventual proposed development.</p>
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			<p>areas. Instead, the revised Local Plans will set out non-numeric, urban design policies to guide the assessment of building heights in these areas. Policies SMMR 01 and CG14 in the respective Local Plans will be amended accordingly.</p> <p>Although both industrial areas are not located directly in highly sensitive environments, it is still important to ensure that the height and design of buildings respect the surrounding settings, so as to minimize visual impacts from abrupt high-density development. Therefore, the proposed building height need to be aesthetically pleasing, allowing a smooth transition from the existing buildings in their immediate vicinity. It is recommended that the height of buildings should only be stepped up in a smooth and moderate transition from: the height of buildings in the immediate vicinity of Area A at Imrieħel and the existing industrial building heights at the edge of the Marsa Industrial Estate to moderately higher buildings at the centre of these sites, without resulting in significant visual impact on surrounding low-lying areas and distant rural views. Moreover, it must be ensured that no extensive blank party walls are created by such increases in building heights.</p> <p>The revision of building heights within Industrial Estates could also provide an opportunity to tie permits and consents for increases in</p>	
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			<p>building heights with obligations and conditions relating to the installation of extensive PV panels on the roofs of buildings at these sites.</p> <p>Policy proposals resulting in higher buildings could also result in higher density development at these locations. Such proposals should be evaluated in the context of the existing situation in the wider area, in terms of capacity and suitability of existing infrastructure to support the proposed uses, without necessitating additional interventions that could lead to further environmental impacts. Intensification of industrial development will add on to the existing noise climate and increase air pollutant emissions. This may require the introduction of appropriate air and noise abatement procedures and measures. It is recommended that development at these locations takes in consideration the existing vehicular traffic flows in the immediate and surrounding areas even further, to avoid further road congestion and future pressures for further take-up of undeveloped land to extend, upgrade or construct new infrastructure, such as roads and car parks.</p> <p>The Local Plan revisions should also include provisions for the implementation of adequate green infrastructure and public open spaces, commensurate with, and at least equal to, any proposed</p>	
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			<p>intensification. Sufficient and suitable land within the Marsa Industrial Estate and the Imrieħel Industrial Park should be designated for implementing extensive green public space and soft landscaping. The provision for green space should be effective and commensurate with the scale, height and configuration of proposed developments at these sites.</p> <p>3. Other Recommendations</p> <ul style="list-style-type: none"> <li>• All future development and related interventions, including the entire width and extent of roads, pavements, parking areas/spaces, access, traffic management infrastructure, vehicle manoeuvring areas, bus stops, landscaping, formal open spaces, as well as any supporting foundations, embankments and ancillary interventions, are to be strictly confined within the existing boundary of both Industrial Estates. There should be no overflows of development, additional take-up or commitment of, or encroachment onto adjacent rural land.</li> <li>• Any required infrastructure (e.g. substations, booster stations, sewer connections, pumping stations, waste management areas/facilities, runoff-collection reservoirs, interceptors, etc.) are to be factored into the advance planning of the scheme and located within the Industrial Estate boundaries, such that direct or indirect</li> </ul>	
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			<p>pressures for take-up of additional ODZ land for the installation or retrofitting of such facilities is avoided at source.</p> <ul style="list-style-type: none"> <li>• Roads/pavements should incorporate facilities whereby all services and ancillary infrastructure (including water, electricity, sewerage, runoff management and telecommunications) are located underground without overhead wiring, poles, above-ground pipework, etc. The installation of overhead wiring, poles, and other visually intrusive interventions should be avoided at source.</li> <li>• Any infrastructure including pipelines, ducts or sewers damaged accidentally in the course of works should be immediately repaired to the required specifications in order to prevent environmental impacts. In the event of environmental impacts, the works that caused such impacts should cease with immediate effect, adequate and effective mitigation measures should be put in place against further impacts on the environment, and the accident should be reported immediately to the respective competent authorities and entities.</li> <li>• Unmitigated urban runoff (e.g. from car parks) should not be discharged directly onto any surrounding lands. The use of sustainable urban drainage systems, duly integrated into the development areas, is recommended in order to collect and treat local surface water, attenuate water runoff and mitigate risks of localised flooding.</li> </ul>	
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			<ul style="list-style-type: none"> <li>• Development should not result in any intended or unintended discharge of surface water (other than clean overflow from runoff-collection reservoirs), wash waters, operational overflows, spillages, seepages or leakages from the development site into the ground or onto any surrounding lands.</li> </ul> <p>4. Conclusion</p> <p>ERA looks forward towards additional consultations, and remains available for any clarification, or further consultations via: era.policy@era.org.mt</p>	
MMPR1 012	Maria Theresa Camenzuli obo Kummissjoni Interdjoċesana Ambjent	30/10/2020	<p>The Kummissjoni Interdjoċesana Ambjent (KA) understands the need to optimize the space within industrial estates to accommodate sustainable economic activity. The KA takes note of the objectives of the partial review of the South Malta Local Plan Policy SMMR 1 and the Central Malta Local Plan policy CG14, which include the repeal of the building height limitations from the Marsa Industrial Estate and the Malta Industrial Parks Estate (Area A) in Mriehel. This repeal of building height limitations will be substituted by the introduction of “non-numeric, urban design policies to guide the assessment of building heights” in these two areas. The KA expects that the said new policies that will guide the assessment of building heights will be published for public consultation, and approved, before the repeal of the existing height limitations</p>	<p>Further to the planning tools already set in the development regulation system, specific provisions have been included in this policy revision to require that heritage features and their setting are safeguarded.</p> <p>Heritage considerations, including necessary studies such as visual impact assessments and photomontages may be submitted as part of the full development application process, including</p>

		<p>becomes effective. A high priority in the new urban design policies should be the safeguarding of the visual context and skyline of the surrounding historic landscape, and particularly to ensure that the visual context and skyline of the Santa Maria Addolorata Cemetery and of the Turkish Cemetery are not disturbed by visual intrusions. The KA augurs that the policies that are to be drafted for the areas concerned aim to achieve an urban design that can be clearly presented to the public through photomontages of what such areas and their skyline would look like in the future. Such visual presentations should be part of the policies when these are issued for public consultation at a later stage.</p> <p>There should be no room for equivocal policies which would lead to unsustainable highrise buildings in the future without proper assessments of such developments being undertaken. The KA notes that, under certain conditions, industrial estates administered by Malta Industrial Parks and Malta Enterprise enjoy exemptions from a full scrutiny of the planning process, and developments can take place without submissions of full development applications, without public consultation and without the submission of certain studies including traffic impact assessments. Partial reviews of local plans have the potential to have a significant impact on a sizeable section of the whole local plan area, especially in terms of visual impact and</p>	<p>consultations with the Superintendent of Cultural Heritage and others as deemed relevant.</p> <p>As regards building height, DNO LN211/16 refers to development in Malta Industrial Parks and Malta Enterprise Zones which does not result in an industrial unit higher than fifteen metres measured from the highest street level along the external perimeter of the unit. Development falling outside the parameters set by the above-mentioned legal notice is to be addressed through the Development Planning (Procedure for Applications and their Determination) Regulations L.N162/16.</p>
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			<p>traffic generation as could be the case in this partial review of the South and Central Local Plans. The KA therefore continues to insist on a full review of local plans which has been promised for many years but which has not yet materialized.</p>	
MMPR1 013	Alex Torpiano	30/10/2020	<p>On behalf of Din I-Art Helwa, we would like to put forward these submissions.</p> <p>Although, it is in general a good step to move away from a blind reference to arbitrary height limitations, this proposal is an abdication of the planning process, since it does not clarify what non-numeric criteria will be adopted instead of height limitations. The Planning Authority is proposing not to plan. The justification of the proposed amendment is not grounded on any proper studies. Half of the justification must surely be a lie. It cannot be true that the waiver of the height limitation is to make up for the lack of area for industrial use:</p> <p>(i) At the same time as the Planning Authority decries the lack of land for industrial use, it is proposing that the Ta' Qali Industrial area be converted to area for commercial use.</p> <p>(ii) Removing height limitations will not increase area available for industrial use. The current height limitations allow for at least three floors of industrial activity with generous headroom. Which industrial processes is it envisaged will be accommodated in</p>	<p>The policy revision sets out urban design parameters that need to be addressed during the assessment of applications in the affected areas. These includes consideration to the site surroundings, the context of any scheduled buildings in the vicinity, as well as long distance views.</p>

			<p>buildings which are four storeys and higher? It is obvious that the real justification is to allow these areas to be converted to commercial use. There is nothing intrinsically wrong with mixing commercial use with other uses, so as to create a real community, where the need for commuting is minimized. But, (i) this cannot be done by wishful thinking, or by merely removing height limitations, but by proper master planning of the respective areas. Given that planning is always partially speculative, as projections into the future are liable to change, one would expect that decisions are taken with at least a vision for the short-term future. This is nowhere to be seen in the proposed amendments - the amended local plans just show a solid colour over the whole area, without consideration of contours, heritage assets, natural assets, circulation patterns, traffic impact assessments - indeed without consideration of any type of planning;</p> <p>(ii) office use is expected to change in the short-term future, not least because of over-provision over recent years, but especially because of the lessons which other countries are learning from the current pandemic. Is the Planning Authority convinced of the future demand for office space?</p> <p>(iii) If commercial use also includes retail, meaning supermarkets and the like, the Planning Authority seems to have decided that out-of-town shopping is both the desirable future for Malta, as well as</p>	
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			<p>good for our quality of life. The truth is that out-of-town commercial centres promote a lot of private vehicular traffic - which contradicts Malta's sustainable development objectives. Once again, this contradiction arises from the absence of proper planning.</p> <p>(iv) In Marsa, in particular, there is no indication of how the historic cemeteries, at the edge of the zone in question, will be protected.</p> <p>(v) In Mriehel, the cancellation of the height limitations is restricted to the MIP area, which, once again, points not to a well thought-out plan for the whole of Mriehel, but a desire to satisfy the requirements of a particular land-owner, in this case, the Government.</p> <p>(vi) Planning Authority inconsistency is glaring. In the proposed amendment for Ta' Qali, there are some references (albeit rather vague) to the need to ensure that the impact of the height of development proposal, on views from and of Medina, say, is carefully considered. No such considerations are made for Mriehel; and yet a high-rise development, of indeterminate height, could have at least an impact on views of Medina, say from Valletta. Why are private projects deemed to have an impact, but public projects are not so deemed?</p> <p>(vii) The area of Mriehel is a very large area, equaling the size of Valetta and Floriana put together.</p>	
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			<p>Any decision on floor heights has an impact on the total developable volume of Mriehel. Developing the whole of Mriehel to a five-floor limit, and making provision for internal roads, and typical site coverage, would yield office accommodation for more than ca. 105,000 people. Removing the height limitation, opens a window for an enormous office working community, with relative increase in traffic volumes etc., in an area where vehicular access is difficult, public transport insufficient, landscaping inexistent. Once again, the lack of masterplanning is glaring.</p> <p>(viii)The proposal to remove the height limitation for the Mriehel MIP area must be read in conjunction with the DNO provision Class 16. According to these provisions, proposals for development within the MIP industrial areas only need to be notified, provided they conform to the applicable height limitations. By removing height limitations, at a stroke, any development within Mriehel MIP can proceed without ANY consideration by any authority. This is obscene planning.</p> <p>For the above reasons, we submit that the proposed changes are wrong and should be rejected.</p>	
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**APPENDIX 2: Phase 2 Public Consultation Submissions and Responses on Draft Policy**

Ref	Respondent	Date	Comments Received	Response
MMPR2 001	Perit Paul Borg obo The Quad Ltd	11/12/2020	<p>I am writing on behalf of The Quad Ltd (TQL) which is located at Mriehel Industrial Park. We have the following comments to make:</p> <ol style="list-style-type: none"> <li>1. TQL is in favour that the height limitation of the Mriehel Industrial Park for the following reasons: <ul style="list-style-type: none"> <li>• This would lead to maximization of the usable industrial land within a limited land mass</li> <li>• Will lead to more buildings to become higher and therefore will compliment the design of The Quad project which is presently the highest building.</li> </ul> </li> <li>2. However we do suggest that there approval of higher floors should be given subject to a number of specific conditions: <ul style="list-style-type: none"> <li>• ALL parking has to be allowed inside the project and we suggest that the maximum amount of parking</li> </ul> </li> </ol>	<p>Transport and parking considerations are to be addressed at development application stage, including consultations with Transport Malta, taking into consideration the nature, scale and other detailing of the eventual proposed development.</p> <p>Furthermore, parking considerations are integrated throughout the application process mechanism wherein a framework for parking requirement calculations, provision and layout is already set through DC2015 and the UIF mechanism (and any amendments thereto).</p> <p>Architectural design is to be detailed throughout the processing of the application.</p>



			<p>specifications is to be requested rather than the medium.</p> <ul style="list-style-type: none"> <li>• ALL loading and unloading MUST be carried out indoors. Therefore plans must be approved with a practical space where loading is carried out internally. At present this is not the case where merchandise is being managed outside in the public street continually.</li> <li>• A fund is to be generated for the construction of a public car park free of charge to the users from those developments that gain extra floors. Parking in this industrial estate is very irregular and haphazard and a new car park is absolutely essential.</li> </ul> <p>The quality of the designs is to be given a priority in order to improve the mediocre quality which exists presently in the majority of the buildings.</p>	
MMPR2 002	Individual Representee	22/12/2020	<p>I am writing this about the public consultations notification. The reason being is that i prefer not to have it displayed on the internet which they are going to do because I do not have the writing skills for that. This is about the plan review of the Marsa industrial estate and the Imriehel estate. My personal view is that factories should go up and not out Malta does not have the land to keep going out.</p>	<p>Architectural design is to be detailed throughout the processing of the application.</p>

			<p>If you could put the heavier industries with the larger machines on ground level and the lighter industries above it, for example, textiles or medical cannabis I know there are height restrictions but, in the future things will change they have to change. If you make the buildings look more appealing to the eye and not some ugly like some monstrosity something of a futuristic design with landscape might be the trick.</p> <p>I have another thought it sounds crazy what if all manufacturing went automated? All the workers made redundant expected for some, the idea is for example let's say fifty thousand people lost their jobs but the companies still pay their wages you give the companies an incentive by giving them 24/7 production which will increase manufacturing plus lower cost for the company to produce the product. Now you say what about the workers that lost their job? Turn them into farmers there is a lot of land not being used also you can have people repairing or building rock walls for the farmers. Malta needs to be more self-efficient on food production. Turn it into some form of co-op and if there is an over supply of food export or preserve the rest or make alcohol with the excess fruit and the good thing is that it is the companies that are paying the wages and not the government. Think about it just one more other thing the free port could be made to be more efficient around loading and</p>	<p>Automation of industrial processes go beyond the objectives of this partial local plan review.</p>
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			<p>unloading ships and that's by making the grand harbour as an extension to the free port. Under cordin near the cina dock there is a tunnel that goes all the way to hal far what if you divert the tunnel to the free port and use the tunnel to transfer containers back and forth to load ships you have the larger ships go to the free port and the smaller ones go to grand harbour that way you do not have ships anchored out side of port waiting hours on end that is dead money for the shipping companies if you could make the ships turn around in a short time you could probably get more stevedore companies to come to Malta. It could be done if you know what ships are coming in you could plan what containers need to go to grand harbour before the ship arrives so it could be loaded faster. I believe it is viable it will get shipping companies talking and Malta will get a better reputation it is a win win situation I believe try to look at it from outside the box my suggestions might work if not i hope it has sparked some new ideas for you to work on.</p>	
MMPR2 003	Avukat Claire Bonello	21/01/21	<p>Dawn huma s-sottomissjonijiet rigward it-tibdil proposti ghal-Pjanijiet Lokali fejn ha jitnehhew il-limiti tal-gholi tal-izvilupp f'dawn l-inhawi.</p> <p>Illi ezercizzju daqshekk estensiv ghandu jsir skond il-ligi Ewropea, senjament id-Direttiva tal-Parlament Ewropew u tal-Kunsill tas-27 ta' Gunju 2001 dwar l-istima ta' l-effetti ta' certi pjanijiet u</p>	<p>The objective of this review is to introduce non-numeric, urban design policies to guide the assessment of building heights in Marsa Industrial Estate and in the MIP Estate in Imriehel. This does not mean that</p>

			<p>programmi fuq l-ambjent maghrufa bhala s-SEA Directive, li fost affarijiet ohra jimponi li ssir Stima Ambjentali Strategika li jinkludi t-thejjija ta' rapport xjentifiku u dettaljat dwar l-impatti rispettivi tas-soluzzjonijiet alternattivi kollha, kif ukoll process ta' konsultazzjoni mal-pubbliku meta jkun mahsub illi jsir tibdil jew modifikazzjoni lil xi pjan, strategija jew programm ta' zvilupp.</p> <p>Illi din id-direttiva giet trasposta fil-ligi Maltija permezz ta' l-Avviz Legali 418 tas-sena 2005, kif emendat bl-Avviz Legali 497 tal-2010, u bl-Att XXV tal-2015. Illi din l-istess direttiva tiffirma parti mill-ligi Maltija u dana skond il-provizjonijiet tal-Att dwar l-Unjoni Ewropea (Kap 460 tal-Ligijiet ta' Malta).</p> <p>Illi il-bidla proposta necessarjament ha zzid d-densita u l-intensifikazzjoni tal-uzu u konsegwentement il-htiega ta iktar infrastruttura ghat-trasport bil-konsegwenza li ha jkun mehtieg it-tehid ta iktar art agrikolu.</p> <p>Illi it-tibdiliet proposti jikkostitwixxi bidla materjali fis-sustanza tal-Pjanijiet Lokali, u li skond ir-Regolamenti SEA (S.L 549.61), tali bidla tirrikjedi li ssir mill-gdid Stima Ambjentali Strategika (Strategic Environment Assessment).</p>	<p>heights are completely deregulated but are to be assessed through a case-by-case contextual approach.</p> <p>In addition, the review's thrust is to achieve consistency in the applicable development policy framework and approach to impact assessment, between Marsa and Mriehel (MIP) and the other major industrial parks in Malta and Gozo.</p> <p>The development framework in the other similar industrial estates such as Bulebel, Kordin, San Gwann, Luqa, Safi Aviation Park, Kirkop, Mosta Technopark and Xewkija is a flexible one providing broad assessment criteria which are then applied on a case-by-case basis when development applications are submitted.</p>
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			<p>Imriehel), m'hemm ebda indikazzjoni ta' studju ta' alternattivi, wisq inqas fuq il-fattibilita u l-implikazzjonijiet u impatti AMBJENTALI taghhom. Ir-rapport ambjentali li kellu jitniehda skond Regolament 6 tar-Regolamenti dwar il-Valutazzjoni tal-Impatti Ambjentali ma sarx.</p> <p>Dan in-nuqqas jikkostitwixxi ksur tal-ligi senjatament tad-senjament id-Direttiva tal-Parlament Ewropew u tal-Kunsill tas-27 ta' Gunju 2001 u tar-Regolamenti dwar il-Valutazzjoni tal-Impatti Ambjentali.</p> <p>Bhala l-Awtorita li qed tipproponi dan it-tibdil l-Awtorita tal-Ippjannar, ghandha tirispetta l-ligijiet u r-regolamenti, u mhux tagixxi b'nuqqas ta' trasparenza.</p> <p>Ghaldaqstant l-Awtorita tal-Ippjannar ghandha tissospendi u twaqqaf l-ezercizzju ta konsultazzjoni u l-pubblikazzjoni tat-tibdil tal-Pjanijiet Lokali sucitat sakemm u taderixxi pjenament mar-Regolamenti dwar il-Valutazzjoni tal-Impatti Ambjentali.</p>	
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			<p>Environmental report.</p> <p>6. (1) Where a strategic environmental assessment is required under regulation 4(1), an environmental report shall be prepared in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives, taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated. The information to be given for this purpose is referred to in Schedule I.</p> <p>(2) The environmental report prepared pursuant to sub-regulation (1) shall include the information that may reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme, its stage in the decision-making process and the extent to which certain matters are more appropriately assessed at different levels in that process in order to avoid duplication of the assessment.</p> <p>(3) Relevant information available on environmental effects of the plans and programmes and obtained at other levels of decision making or through other legislation may be used for providing the information referred to in Schedule I.</p> <p>(4) The authorities referred to in regulation 7(3) as well as the competent authority shall be consulted when deciding on the scope and level of detail of the information which is to be included in the environmental report.</p> <p>Consultations. Amended by: XXI: 2015, 41; L.N. 82 of 2019.</p> <p>7. (1) The draft plan or programme and the environmental report prepared in accordance with regulation 6 shall be made available, by the responsible authority, to the authorities referred to</p>	
MMPR2 004	Ms D. Spiteri Binett obo Santa Venera Local Council	25/01/21	<p>On behalf of the Santa Venera Local Council kindly find attached a letter of objection to the proposed Partial Local Plan Reviews - Imriehel and Marsa Industrial Parks (Phase 2).</p> <p>Letter of objection to proposed Partial Local Plan Reviews - Imriehel and Marsa Industrial Parks (Phase 2)</p> <p>On behalf of St Venera Local Council, we would like to raise the following points:</p>	<p>This policy revision provides urban design parameters to guide the assessment of the building height proposed through the development applications in the affected areas.</p> <p>This policy review does not preclude proposals within the affected sites from being assessed in terms of the site context, adjacent building</p>

			<p>1. While the proposed “non-numeric, urban design policies” outlined in this Local Plan Review might allow for a more context-based approach to development, they do not specify a limit to the building height of new developments within the areas in question. This poses the potential threat of a considerable height increase within the area which, although might be transitioning from the surrounding building heights, will still have a negative impact on the residents in the vicinity. This potential building height increase brings with it the risk of an increase in development density in an area which is already very densely developed and overwhelmed with problems of traffic management and parking provision. Hence, increasing development density in the MIP areas will have a direct negative impact on the residential amenity of the areas bordering them.</p> <p>2. Policy SMMR 01 and Policy CG14 both specify that one of the design parameters is to assess “<i>the degree to which the overall height of the building can be reduced by construction below ground level;</i>” While such guidance aims to reduce the overall building height, it will also serve to increase the development density within the area which, as previously mentioned, will have a negative impact on the residents in the area.</p>	<p>heights, visual impact, transport and infrastructure amongst others.</p> <p>Assessment and further detailing according to laws, regulations, standards, and guidelines, including consultations with the statutory consultees and others as relevant, are to be carried out through the development control mechanism.</p> <p>The thrust of the review is to achieve consistency in the applicable development policy framework and approach to impact assessment, between Marsa and Mriehel (MIP) and the other major industrial parks in Malta and Gozo.</p> <p>The development framework in the other similar industrial estates such as Bulebel, Kordin, San Gwann, Luqa , Safi Aviation Park, Kirkop, Mosta</p>
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			<p>For the reasons highlighted above the Santa Venera Local Council would like to register its objection to the proposed Partial Local Plan Reviews. On behalf of the Santa Venera Local Council, I would like to be registered as an interested party in this application and be notified of any relevant documents submitted in relation to this application. We reserve the right to highlight any further matters that may arise during the process of the application and reserve the right to submit further documents, as necessary.</p> <p>Please notify me with the agenda date for the board hearing for which we would like to attend.</p>	<p>Technopark and Xewkija is a flexible one providing broad assessment criteria which are then applied on a case-by-case basis when development applications are submitted. Planning and environmental issues raised in these areas have been addressed through this mechanism and there are no reasons which suggest that they will not be similarly successful in Imriehel (MIP) and Marsa.</p> <p>The development parameters in the review intend to achieve quality development respecting adequate development densities as well as safeguarding existing utilities, services and infrastructure.</p>
MMPR2 005	Architect V. Jankovic o.b.o Hili Properties	26/01/21	As representatives of our Client, Hili Properties, who owns a site in Marsa Industrial Park, we would like to contribute to Public	This policy revision provides urban design parameters to guide the assessment of the building height

			<p>Consultation on proposed draft policy for Imriehel and Marsa Industrial Parks</p> <p>The draft policy issued for public consultation proposes two types of changes.</p> <p>The first one is cosmetic and refers to the correction of references to the current authority and the current design guidance. The second refers to the list of requirements that are meant to serve as design parameters.</p> <p>Instead of giving quantitative and measurable development guidance, the draft policy issued for public consultation gives an abridged version of FAR supplementary guidance. The latter is at least quantitative and clear and is based on measurable parameters. On the other hand, the draft policy gives general statements that are open to interpretation, and which are intended to replace existing policy for Industrial areas.</p> <p>In spite of its black on white approach, the FAR supplementary guidance was nonetheless misapplied in certain cases and one can only wonder how much more misinterpretation and</p>	<p>proposed through the development applications in the affected areas.</p> <p>This policy review does not preclude proposals within the affected sites from being assessed in terms of the site context, adjacent building heights, visual impact, transport and infrastructure amongst others.</p> <p>Assessment and further detailing according to laws, regulations, standards and guidelines, including consultations with the statutory consultees and others as relevant, are to be carried out through the development control mechanism.</p> <p>It is not the intent of this review to amend the FAR supplementary guidance and/or its applicability or replicate it.</p>
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			<p>subjective and skewed decisions will result from this draft guidance.</p> <p>Further comments have been listed below:</p> <p><i>The following urban design parameters are to be taken into consideration as guidance for the assessment of building heights:</i></p> <p><i>i. the operational needs of the proposed/existing industrial use, including any requirement for plant or machinery which needs abnormal floorspace or height for its installation or operation;</i></p> <p>This guidance is possibly unnecessary since there are existing requirements in place, set by service and utility providers (Enemalta, Water Services Corporation, telephone and internet service providers, etc) which would not give provisions unless such plant/ machinery is provided for. Perhaps a shortcut to the requirements by the service providers (or to a summary of such requirements) should be included in the draft guidance.</p> <p><i>ii. the degree to which the overall height of the building can be reduced by construction below ground level;</i></p>	<p>The thrust of the review is to achieve consistency in the applicable development policy framework and approach to impact assessment, between Marsa and Mriehel (MIP) and the other major industrial parks in Malta and Gozo.</p> <p>The development framework in the other similar industrial estates such as Bulebel, Kordin, San Gwann, Luqa , Safi Aviation Park, Kirkop, Mosta Technopark and Xewkija is a flexible one providing broad assessment criteria which are then applied on a case-by-case basis when development applications are submitted. Planning and environmental issues raised in these areas have been addressed through this mechanism and there are no reasons which suggest that they will</p>
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			<p>The said guidance does not give any criteria, based on which one should assess the “degree” of such reduction. Should an applicant decide that underground levels are not feasible or desirable, what kind of final repercussion on the overall “allowed” building height this would have? This guidance is generic and does not give really any tangible direction to the applicant or the architect on what is acceptable.</p> <p><i>iii. adequate development densities to ensure quality development and any other relevant planning considerations including safeguards on existing utilities, services and infrastructure.</i></p> <p>The guidance does not indicate what is adequate and how one should ensure that the proposed “densities” are adequate.</p> <p>As far as the utilities, services and specially infrastructure is concerned, any increase of floor area in both industrial areas will, by default, have an impact on the existing provisions. Road's capacity and sewage, in particular, have been set to cater for existing and previous building height limitation and</p>	<p>not be similarly successful in Imriehel (MIP) and Marsa.</p> <p>The development parameters in the review intend to achieve quality development respecting the context of the site, the resulting skyline when seen from outside the site, as well densities whilst safeguarding existing utilities, services and infrastructure.</p>
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			<p>therefore, any increase of existing areas is expected to surpass existing capacities.</p> <p>Some major roads in Marsa Industrial Estate have been refitted with upgraded infrastructure and resurfaced just last year. They had to be upgraded since the old ones were not coping with the existing loads. It is possible that these have been slightly oversized to cater for some additional developments but considering that new policy draft has not been indicated at the time of these works, it is unlikely that this new infrastructure is sized to cater for 2-3 fold increase of area or more.</p> <p>Similarly, Mriehel Towers, which are being constructed at the moment, are probably already surpassing the existing infrastructure. This would lead to other developers, including the owners of vacant plots, being hindered of having the same rights, once the maximum capacity is being reached.</p> <p>This guidance is promoting “first come, first served” principle, and puts the assets of parties who choose not to develop immediately at a disadvantage, which will also result in an unfair valuation of properties, dependent on development timing.</p>	
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			<p>To achieve this requirement, PA should have simply reiterated FAR Supplementary guidance which is far better written, giving a clear set of parameters and also ensures that the current services and infrastructure is not gravely affected, by promoting additional height, but setting reasonable limiting factors. A quantitative and measurable parameter approach will be equal and fair for all.</p> <p><i>iv. the topography of the site and of the area surrounding the site.</i></p> <p>It is unclear how is one meant to take into consideration the topography of the site and surrounding area. No principles have been given, which Architects should observe when designing, and on which the proposal will be assessed by the Planning Authority.</p> <p><i>v. the relationship of the development to any sites and/or buildings whose amenity should be protected, in particular the setting of scheduled sites and/or monuments;</i></p>	
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			<p>PA has already set perimeters of protected areas to scheduled sites and monuments. How does this guidance defer from policies that have already been set? Was it meant to just repeat the same parameters set in previously established policy, or was it meant to set further parameters, and if the latter, which parameters</p> <p><i>vi. the prominence of the development in the wider landscape, and in particular the impact of the building on the skyline when seen from outside the site area.</i></p> <p>This guidance is in a way contradictory to the entire scope. If the draft policy was made to allow an increase of heights, the skyline is bound to be affected. Again there are no parameters on which one would base design and be sure that design is falling within the guidance parameters.</p> <p>Also, the guidance on this point is written in such manner, that can also be read as if it is promoting the prominence of new developments rather than criticizing it. If left in the final policy, this is bound to be misused in many instances.</p>	
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			<p><i>vii. the general massing and design of the building in relation to its urban design context such that the development follows best practice in terms of environmentally sustainable design, neighbour compatibility, construction and operational management</i></p> <p>We feel that construction and operational management fall outside the remit of planning policy. Unless this can be quantified and monitored, its inclusion in the guidance is of no relevance.</p> <p>Apart from the above, it is unreasonable asking for compatibility with neighbouring structures unless some specific parameters are given. In the case of an old building is a neighbouring property, does one need to follow the existing building height? Or should one build the façade in stone, just because his neighbour has a building according to old policy? And what if two buildings have different functions, e.g. one being an office building and the other being an industrial building? Both of these have different requirements, so it is hardly compatible. Is this “compatibility” referring to buildings having the same or similar function? Unless clearly spelled, this guidance is</p>	
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			<p>absolutely useless as it is not giving any clear parameter to be observed.</p> <p><i>viii. no blank party walls are to be created;</i></p> <p>Does this mean that no development sharing party walls with abutting properties may be developed further? Any height increase of a development with abutting properties will create blank party walls. So, should this guideline be re-worded to one that is quantified according to the amount (perhaps a percentage) of blank party wall creation that might be considered acceptable?</p> <p>Also, what is considered to be a blank party wall? If the neighbouring property can also be given a permit to increase its height, then does the development of the first property imply the creation of a blank party wall? Even if that wall will eventually be covered by the neighbouring development?</p>	
MMPR2 006	Mr Stefano Miceli obo ERA	29/01/21	<p>ERA Feedback on the Partial Local Plan Reviews - Imriehel and Marsa Industrial Parks (Phase 2) 2</p> <p><b>1. Introduction</b></p>	The revisions in this partial local plan review are expected to reduce the pressure for further horizontal expansion of industrial areas and non-numerical urban design

			<p>The Environment and Resources Authority (ERA) welcomes the opportunity to comment on the Draft Partial Review of the South Malta Local Plan (2006) and the Central Malta Local Plan (2006) – Imrieħel and Marsa Industrial Parks (Phase 2). These comments are provided without prejudice to ERA’s review and comments on any eventual development projects that may emerge from the Development Brief, when more detailed environmental assessment will be required. Depending on their nature, scale and context, proposed projects may also require different types of environmental assessments or other related screenings, including Environmental Impact Assessments (EIA) or other screenings, as may be relevant.</p> <p><b>2. Main environmental issues</b></p> <p>i. ERA notes and welcomes the proposed urban design parameters that are to be used as guidance for the assessment of building heights. However, there is still a concern that the absence of numeric building height limitations and open-ended parameters for the concerned areas could result in much higher buildings and development densities than those currently planned. Unsustainable development densities may have consequential impacts on the environment, particularly for sites at the edge of the site boundary, such as those associated with road congestion and overloading of</p>	<p>parameters are being proposed to guide the development application process. Issues relating to building height context, blank party walls, environmentally sustainable design and safeguards on exiting utilities are being taken into consideration in this policy revision as indicated above.</p> <p>The above issues together with other considerations and environmental issues including green infrastructure, pv panels etc. are also to be addressed at development application stage, including consultations with relevant consultees including ERA, particularly taking into consideration the nature, scale and other detailing of the eventual proposed development.</p> <p>The development parameters in the review intend to achieve quality</p>
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		<p>infrastructure, and particularly with ensuing pressures for construction or widening of roads, or other infrastructural interventions beyond the industrial area. To this effect, ERA reiterates its comments made during phase 1, with specific emphasis on the negative impacts of increased traffic flows which will exacerbate in these areas. ERA's previous recommendation that development at these locations should take into consideration existing vehicular traffic flows, as well as for the introduction of appropriate air and noise abatement procedures and measures, are being reiterated.</p> <p>ii. Moreover, determining building heights on the basis of such open-ended parameters would rely heavily on a case-by-case assessment at project-level, which could result in haphazard building heights and development densities. It is suggested that clearer and more prescriptive criteria are included, in accordance with an agreed vision for these areas. These criteria should take into account the carrying capacity of the area, the developments at the edge of the site boundaries and their associated environmental impacts, such that these are minimized at source. It is recommended that the policies should encourage a smooth transition between existing buildings in the immediate vicinity of the concerned areas and the industrial parks. ERA suggests that the height of buildings should be stepped up in a moderate transition from the height of buildings in</p>	<p>development respecting the context of the site, the resulting skyline when seen from outside the site, as well as densities whilst safeguarding existing utilities, services and infrastructure.</p> <p>The thrust of the review is to achieve consistency in the applicable development policy framework and approach to impact assessment, between Marsa and Mriehel (MIP) and the other major industrial parks in Malta and Gozo.</p> <p>The development framework in the other similar industrial estates such as Bulebel, Kordin, San Gwann, Luqa, Safi Aviation Park, Kirkop, Mosta Technopark and Xewkija is a flexible one providing broad assessment criteria which are then applied on a case-by-case basis when development applications are</p>
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		<p>the immediate vicinity of Area A at Imriehel and the existing industrial building heights at the edge of the Marsa Industrial Estate to moderately higher buildings at the centre of these sites, without resulting in unsustainable development densities and significant visual impact on surrounding low-lying areas and distant rural views.</p> <p>iii. The proposed Local Plan revisions also offer an opportunity to replace the existing infrastructural facilities at these sites (e.g. overhead wiring, substandard sewers or culverts) with more environmentally and aesthetically considerate alternatives. In this regard, the infrastructural capacity and facilities of the area should be duly factored into the advance planning of the scheme .iv. The draft revised policies SMMR 01 and CG 14 do not make provision for the creation of strategically located green open spaces. Sufficient and suitable land within both sites should be provided for implementing green open space and soft landscaping. For example, the requirement for provision of adequate green open space could be tied to development permits for larger sites, whereby a percentage of the site area is dedicated for the implementation of public green open space and soft landscaping. This recommendation is envisaged in the adopted Wellbeing First Vision for 2050, and also in line with SPED provisions .v. The proposed revisions should also be sought as an opportunity to tie development consents with obligations related to the installation of extensive PV panels on the</p>	<p>submitted. Planning and environmental issues raised in these areas have been addressed through this mechanism and there are no reasons which suggest that they will not be similarly successful in Imriehel (MIP) and Marsa.</p>
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			<p>roofs of buildings. Cumulative roof space within such industrial areas presents an opportunity for such installation with minimal adverse environmental impacts. Attention shall be given to avoid potential shading of such installation on lower buildings. vi. The updated Policy SMMR 01 still envisages the possibility for the PA to identify additional land for industrial use to make up for the areas proposed for exclusion. It is also noted that the SPED has in the meantime designated Areas of Containment as possible sites intended for industrial use. ERA therefore considers that any extension of land for industrial use shall only take place on land which is already committed for development with the development zone. vii. It is noted that the south-eastern agricultural site shown in policy map MR1 is part of a larger valley which is also proposed for scheduling as a Site of Scientific Importance (SSI) and an Area of Ecological Importance (AEI) as per policy map 3 of the SMLP. In this regard, it must be ensured that the valley and watercourse present at this site and its surrounding areas are protected from further development and spill-over effects from the Industrial Estate. Additional take-up or commitment of, or encroachment onto, this part of the site should be avoided. The revised Local Plan policy should specifically include a principle regarding the conservation of these important features, which should be considered as a form of compensation for the proposed higher development density and building heights as a</p>	
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			<p>result of this Local Plan revision. viii. ERA reiterates the other environmental recommendations made during Phase 1.</p> <p><b>3. Conclusion</b></p> <p>ERA looks forward towards additional consultations, and remains available for any clarification, or further consultations via: era.policy@era.org.mt</p>	
MMPR2 007	Perit Tara Cassar o.b.o Din L-Art Helwa	29/01/21	<p><b>Din L-Art Helwa Response to <i>Partial Local Plan Reviews 'Imriehel and Marsa Industrial Parks (Phase 2)</i></b></p> <p>1. Both Government and the PA have failed to provide any evidence that even suggests that there is an <i>actual</i> need for such an astronomical increase in floor space for industrial-use. Such momentous changes in urban planning cannot be led by suppositions but must be based on comprehensive research and studies. If a study does in fact exist justifying the proposed increase, this should be made available for public scrutiny and form part of documents of this public consultation exercise.</p> <p>2. The effectiveness of removing height limitations in order to achieve Government's aim to increase land available for industrial-use, is being questioned. Firstly, buildings accommodating industrial-uses are generally low to medium rise with most activity</p>	This partial local plan review is not amending the land uses earmarked by the Local Plan. The revisions relate to the building height of the Marsa and Mriehel (MIP) Industrial Estates which are being drafted in consonance with the prevailing statutory policies applicable for similarly designated areas within the Local context. The thrust of this partial local plan review is to achieve consistency in the applicable development policy framework and the approach to impact assessment between these two areas and the other major industrial parks in Malta

			<p>taking place at ground floor due to the nature of the work. Use of upper floors for industrial activity is seriously limited. It is therefore difficult to see how increasing developable height will increase floor space available for industry. Furthermore, by removing building height limitations, the zoning of these MIPs will become better suited for the accommodation of mixed-use developments that can take full advantage of the increased building height. As such, those seeking sites for industrial-use will now be competing directly with those wishing to develop mixed-use developments, with the latter being in a more advantageous position to fully exploit the potential for tall buildings in the area. The policy change is therefore effectively <b>reducing</b> the availability of land for industrial-use.</p> <p>3. The PA states that ‘urban design parameters’ will be used to determine applications within these zones, however, the PA only lists components of ‘urban design parameters’ and completely fails to specify <i>how</i> these components will be assessed.</p> <p>i. the document mentions <b>topography</b> but not <i>how</i> the topography will be considered.</p>	<p>and Gozo. Whilst the industrial areas in Attard and Hal Far, were designated with a general numerical height limitation extrapolated in relation to their immediate vicinity to residential areas and close proximity to the coastal special area of conservation respectively, the other major industrial parks have a flexible policy framework which provides for broad assessment criteria to guide the development application process. Based on the above, this Local Plan Partial Review seeks to provide urban design parameters having consideration to the operational requirements of the industrial parks in relation to the site context of the Marsa and Mriehel (MIP) Industrial Estates.</p> <p>Development density, utilities, environmental sustainability,</p>
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			<p>ii. The document mentions that the <b>amenity of scheduled buildings</b> will be 'protected' but fails to specify <i>what</i> would be regarded as a threat to these scheduled properties.</p> <p>iii. In the case of <b>massing</b>, the PA is claiming that developments will be established on an 'urban design context' approach. What 'urban design context' would this be?</p> <p>Will the PA be assessing applications in relation to immediately adjacent buildings? In most cases such an exercise will be futile (especially in the case of Marsa that covers a larger area) since the context, which is the MIP itself, would through this policy amendment become void of building height limitations, therefore leaving one with no context to consider. In the case of properties on the fringes of the MIPs, will the PA be allowing proposals that are taller than sites outside the MIP? Also, will the PA be implementing a gradual stepping-down from the centre to the fringes of the MIP?</p> <p>If so, how will the gradient be applied if the PA has failed to even state what the height of the tallest buildings could potentially be?</p> <p>The PA must establish and provide <b>clear guidance</b> as to how it would be deciding on these cases. <b>It is being stressed that a visual impact</b></p>	<p>heritage and visual safeguards have been included in the policy provisions. Assessment and further detailing according to laws, regulations, standards and guidelines, including consultations with the statutory consultees and others as relevant, are to be carried out through the development control mechanism, particularly taking into consideration the nature, scale and other detailing of the eventual proposed development as well as its site context and capabilities.</p> <p>The FAR policy is not being affected by the review and this policy review does not prejudice or preclude adherence to SPED and FAR policies. In addition, the heights achievable through the FAR mechanism exceed those than can be permitted under this policy review since it specifies</p>
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		<p><b>assessment without guidance from the PA on what type of visual impact would be acceptable or not, would be a trivial exercise.</b></p> <p>4. Removing building height limitations will result in an increase in developable density in both Marsa and Mriehel. This increase will lead to an increase in infrastructural demands. Since the PA has failed to apply any actual urban planning parameters, it is impossible to deduce by how much these demands will increase.</p> <p>Assessing air quality impact, or traffic impact on a case-by-case basis, without being able to establish the maximum potential development of the area, will be completely useless as studies would be inconclusive and will not present the full extent of the potential impact.</p> <p>5. Through the PA's complete failure to produce any real urban design parameters, the Authority is actively driving the piecemeal fragmented development of these industrial estates, with developers being given a freehand and wilfully being encouraged to make-use of land within the area as they please.</p> <p>6. It is being maintained that an SEA must be carried out in order to ensure that this policy amendment would not result in serious</p>	<p>respecting parameters such as the site topography and context as well as the skyline of the site when viewed from outside of the industrial areas.</p> <p>Laws and regulations, including LN497/2010 (Strategic Environmental Assessment Regulations) are to be adhered to.</p>
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		<p>unchecked environmental ramifications. It is however being questioned how the SEA will be carried out when no quantitative values can even be established at this stage due to the non-existent provisions being proposed.</p> <p>7. Any request for a tall building within the MIP will no longer be assessed through the FAR policy since the restrictions imposed by the floor-area ratio mechanism in order to attain a high-rise development could be evaded through this policy amendment. This will mean that all positive features of the FAR policy aimed at ensuring that any tall building in the area helps improve the urban context, most notably, the requirement to provide open public space, will be lost. The minimum street width and requirement for tall buildings to be completely surrounded by streets will also be lost. The removal of these actual urban design parameters in favour of a free-for-all approach, is a total regression in urban planning.</p> <p>8. The PA has chosen to only quote two SPED objectives, disregarding all other provisions of the strategic policy document. The SPED must be read and considered in its entirety. The PA cannot simply quote the objectives that support its argument and ignore those that go against it. The policy amendment is one that fails to establish appropriate building heights, ensure the protection of</p>	
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			<p>heritage and ensure the safeguarding of the historical skylines of surrounding old centres. The amendment will also lead to a gross reduction in public open space available per capita, through the unregulated increase in development density, which is being introduced without any improvements to infrastructure. Given this the proposal runs counter to the following SPED objectives.</p> <p><i>TO6: To safeguard environmental health from air and noise pollution and risks associated with use and management of chemicals by</i></p> <p><i>1. Controlling the location, design the operation of development</i></p> <p><i>TO8: To safeguard and enhance biodiversity, cultural heritage, geology and geomorphology by</i></p> <p><i>7. Controlling activities which might have an impact on areas, buildings, structures, sites, spaces and species with a general presumption against the demolition of scheduled and vernacular buildings</i></p> <p><i>UO2: To improve the townscape and environment in historic cores and their setting with a presumption against demolition of property worthy of conservation by</i></p>	
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MMPR2 008	Perit Philip Cassar o.b.o. Mr. Saviour Casha, SC Holdings Ltd	29/01/21	<p>Dear Sirs,</p> <p>My clients are owners of site outlined in blue in diagram hereunder which is located on Triq Valletta, Marsa :</p>	Noted.

			 <p>The site falls under the extents of the local plan review.</p> <p>My clients wish to submit their representation in the capacity of affected parties as owners of the indicated parcel of land. My clients wish to be updated on the proceedings of the local plan review.</p>	
MMPR2 009	Mr Gaston Camilleri obo Business Park	29/01/21	<p><b><u>Marsa Industrial Estate</u></b></p> <p>We are writing on behalf of Business Park Development Limited,</p>	It is not the remit of this partial review to change the allowable land uses within the industrial areas of Marsa and Mriehel (MIP).

	Development Unit		<p>Following the issuance of the second consultation document issued in December 2020 we would like to make the following comments:</p> <ul style="list-style-type: none"> <li>• The repealing of the 12.00m height limitation, allows flexibility, since some industrial uses especially storage require additional overall height to the current 12.00m. However, a range should be stipulated, to ensure that the area has a holistic vision which is not based on the desires of individual projects and sites;</li> <li>• To implement a holistic approach, the identified area should be zoned, especially since this is on a hill. Thus the allowable height limitations/ranges should take this into account;</li> <li>• The proposed allowable use being suggested is that of industrial and industrial related (including warehousing and storage). What are the other industrial relate uses being suggested? One has to keep in mind that for certain industrial activities to function properly, there needs to be a wider range of allowable uses, such as complementary offices and possibly complementary commercial areas. Are these uses being taken into consideration?</li> </ul>	<p>The thrust of this review is to achieve consistency in the applicable development policy framework and approach to impact assessment between Marsa and Mriehel (MIP) Industrial Estates and the other major industrial parks in Malta and Gozo.</p>
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			<ul style="list-style-type: none"> <li>The design parameters should be more specific and should be accompanied by a holistic zoning and height designation plan for the area as stated above.</li> </ul>	
MMPR2 010	Parliamentary Standing Committee	29/01/21	<p>Mr Speaker</p> <p>Nixtieq nirraporta li l-Kumitat Permanenti dwar l-Ambjent u l-Ippjanar tal-Izvilupp iddiskuta u qabel, imma mhux b’mod unanimu, mal-“Partial Local Plan Review of the South Local Plan (Imriehel Industrial Area Policy SSMR01) and Central Local Plan (Imriehel Industrial Area CG14 as amended by PC 57/10 of 2012)” kif imressaq quddiemu.</p> <p>Nirraporta wkoll li l-Onor. Kevin Cutajar, li vvota kontra, talab li titnizzel fir-rapport il-motivazzjoni tal-vot tieghu, u cioe li huwa ghamel dan minhabba li l-proposta li tressqet quddiem il-Kumitat ma kienitx tinkludi studju dwar x’industriji kienu se jigu fil-pajjiz u li ghandhom bzonn iktar spazju industrijali, u lanqas kienet tinkludi dwar x’impatt huwa mahsub li jista jkollu t-tnehhija tal-limiti tal-gholi.</p> <p>Qieghed inpoggi kopja tad-dokumentazzjoni rilevanti fuq il-Mejda tal-Kamra.</p>	<p>These revisions are being drafted in consonance with the prevailing statutory policies applicable for similarly designated areas within the Local context. The thrust of this partial local plan review is to achieve consistency in the applicable development policy framework and the approach to impact assessment between these two areas and the other major industrial parks in Malta and Gozo. Whilst the two estates, namely those located within Attard and Hal Far, were designated with a general numerical height limitation extrapolated in relation to their immediate vicinity of residential areas and close proximity to the coastal special area of conservation respectively, the other major</p>

			<p>Onor. Joe Mizzi, M.P.</p> <p>President tal-Kumitat Permanenti dwar l-Ambjent u l-Ippjanar tal-Izvilupp. 13.01.02</p>	<p>industrial parks have a flexible policy framework which provides for broad assessment criteria to guide the development application process. Development density, utilities, environmental sustainability, heritage and visual safeguards have been included in the policy provisions.</p>
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# SEA SCREENING TEMPLATE

## Part A – Plan/Programme (PP) and Responsible Authority

**Title of PP:** Partial Local Plan Review of the South Malta Local Plan (Marsa Industrial Area Policy SMMR 01) and Central Malta Local Plan (Imriehel Industrial Area Policy CG14 as amended by PC57/10 of 2012).

**Responsible Authority:** Planning Authority

**Contact Person:** Anna Dora Deguara

**Position:** Executive II, Planning Directorate

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**Date:** August 2021

## Part B – Key Facts

**Responsible Authority:** Planning Authority

**Title of PP:** Partial Local Plan Review of the South Malta Local Plan (Marsa Industrial Area Policy SMMR 01) and Central Malta Local Plan (Imriehel Industrial Area Policy CG14 as amended by PC57/10 of 2012).

### **Purpose of PP:**

Enterprise Hubs, including the Marsa and Imriehel Industrial Areas, are core contributors to the economic growth of the Maltese Islands and thus, the exigency to promote their attractiveness for the location of new jobs is supported by the Strategic Plan for the Environment and Development (SPED), 2015. In this regard, Government has recently approved the industrial infrastructure enhancement programme and the updating of development regulations specific to Malta Industrial Parks are amongst the measures identified to support the programme going forward successfully particularly the revision of the established building height limitations for MIP estates [Any reference in this document to Malta Industrial Parks (MIP) shall be construed to refer also to INDIS Malta].

Unlike the other MIP Industrial Estates of Bulebel, Kordin, San Gwann, Luqa, Safi Aviation Park, Kirkop SGS and Xewkija which all have a flexible policy framework providing broad criteria for assessment throughout the development application process, the Marsa and Imriehel Industrial Estate together with the Industrial areas in Attard and Hal Far are limited with a specific building height in meters. The height limitation in meters for the Industrial Areas at Attard and Hal Far are justified in view of the surrounding residential area and proximity to areas scheduled for their environmental importance (coast and SAC) respectively.

In this regard, with the intent to achieve consistency in the applicable development policy framework and approach to impact assessment between these major industrial parks in Malta and Gozo, Government directed the Planning Authority to prepare a partial review of the South Malta Local Plan (SMLP) policy SMMR 1 and the Central Malta Local Plan (CMLP) policy CG14, as amended by planning control application PC57/10 of 2012, with the following objectives:

- a. To repeal the building height limitation of three floors (12m) from the Marsa Industrial Estate;
- b. To repeal the building height limitation of 14m from the Malta Industrial Parks Estate (Area A) in Imriehel;
- c. To introduce non-numeric, urban design policies to guide the assessment of building heights in Marsa Industrial Estate and MIP Estate in Imriehel;
- d. To amend any other provisions in policies SMMR 01 and CG 14 which run counter to objectives (a) to (c) above.

**Is the PP the result of legislative, regulatory or administrative provisions?**

**Explain.** This Partial Local Plan Review has been set in motion following direction by the Minister in line with Article 53(1) of the Development Planning Act 2016.

**Period covered by PP:** n/a

**Envisaged Frequency of Updates:** The Partial Local Plan Review may be reviewed in part or in full as frequently as may be necessary as per Article 53(4) of the Development Planning Act 2016.

**Area covered by PP (see attached maps):**



*Map 1: Marsa Industrial Estate*



*Map 2: Mriehel MIP Estate (Area A)*

**Summary of PP content:**

This Review is only amending the approach for building height assessment at the Marsa Industrial Estate and the Industrial 'Area A' within the Imriehel Industrial Estate as follows. This Review does not intend to change development boundary limits (proposal consolidates the intentions of the SPED to delete the reference to the agricultural land which was mentioned in the existing policy as a site which may be considered for future expansion of the existing Marsa Industrial Estate pending Structure Plan Review) or the statutory land uses (proposal updates the Use classes order nomenclature as per Legal Notice LN74/14).

***SMLP Policy SMMR 01 Boundary Limits of Marsa Industrial Estate***

The existing Policy SMMR 01 is focused on one parameter for building heights at the Marsa Industrial Estate, being a three floors (12 meter) building height limitation. This Review is repealing this numerical height limitation to propose a set of non-numerical parameters to guide the assessment of building heights on a case-by case scenario with a context-based approach. The urban design parameters which are expected to be taken into consideration as guidance for the assessment of building heights include:

1. the operational needs of industrial uses;
2. whether the overall height can be reduced by construction below ground;
3. adequate development densities and any other relevant planning considerations including safeguards on existing infrastructure to ensure quality development;
4. the topography of the site and of the area surrounding the site;
5. the relationship of the development to any sites and/or buildings whose amenity should be protected, in particular the setting of scheduled sites and/or monuments;
6. the prominence of the development in the wider landscape, and in particular the impact of the building on the skyline when seen from outside the site area;
7. the general massing and design of the building in relation to its urban design context such that the development follows best practice in terms of environmentally sustainable design, neighbour compatibility, construction and operational management;
8. design parameters in that no blank party walls are to be created.

***CMLP Policy CG14, as amended by PC57/10 in 2012, Commercial Areas***

The existing statutory building height limitation for the Industrial 'Area A' is 14m. This Review is repealing this numerical height limitation to propose a set of non-numerical parameters to guide the assessment of building heights on a case-by case scenario with a context-based approach considering the following:

1. the operational needs of the industrial use;
2. whether the overall height can be reduced by construction below ground;
3. adequate development densities to ensure quality development and any other relevant planning considerations including safeguards on existing utilities, services and infrastructure;
4. the topography of the site and of the area surrounding the site;

5. the relationship of the development to any sites and/or building whose amenity should be protected, in particular the setting of scheduled site and/or monuments as well as the residential context;
6. the prominence of the development in the wider landscape, and in particular the impact of the building on the skyline when seen from outside the site area;
7. the general massing and design of the building in relation to its urban design context such that the development follows best practice in terms of environmentally sustainable design, neighbour compatibility, construction and operational management;
8. design parameters in that no blank party walls are to be created.

The other policy parameters which do not relate to building height at the Industrial 'Area A' are not being changed by this Review. The statutory building height limit of 14m at the mixed Industrial and Commercial 'Area B' and the existing policy concession for building heights to exceed 14m subject to provisions at both Area A and Area B are not being revised, thus still applicable as existing.

## Part C – SEA Criteria

SEA Criterion	Yes/No (no other answer except Yes/No)	Explanation
<p>Is the PP subject to preparation and/or adoption by a national, regional or local authority</p> <p>OR</p> <p>prepared by an authority for adoption through a legislative procedure by Parliament or Government (Regulation 3)</p>	Yes	<p>This Partial Local Plan Review is subject to preparation and adoption by the national Planning Authority in line with the procedure delineated by Article 53 of the Development Planning Act, 2016.</p>
<p>Is the PP required by legislative, regulatory or administrative provisions? (Regulation 3)</p>	Yes	<p>This Partial Local Plan Review has been set in motion following direction by the Minister in line with Article 53(1) of the Development Planning Act 2016. It is also Article 53 of the Development Planning Act of 2016 which sets out the procedures to be followed when an approved Local Plan is being reviewed.</p>
<p>Is the PP prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use</p> <p>AND</p> <p>does it set a framework for future development consent of projects in Annexes I and II to the EIA Directive? (Regulation 4(2)(a))</p>	Yes	<p>Town and country planning and land use.</p> <p>This Partial Local Plan Review revises an approved framework for future development consent. Depending on the scale, nature and operation of specific projects emerging from this Review at development application stage, proposals may require further environmental assessment, including an Environmental Impact Assessment (EIA) screening procedure in terms of S.L. 549.46 (EIA Regulations, 2017), and possibly</p>

<b>SEA Criterion</b>	<b>Yes/No</b> (no other answer except Yes/No)	<b>Explanation</b>
		environmental authorisation from the Environmental Resources Authority (ERA). Site-specific environmental issues will be assessed further at development application stage when more detailed information about the proposed project is available.
Will the PP, in view of its likely effect on sites, require an assessment under Articles 6 or 7 of the Habitats Directive? (Regulation 4(2)(b))	No	Consultations were carried out with the competent Authority for the Habitats Directives, being the Environment and Resources Authority (ERA), which did not highlight that such assessment is required (refer to Appendix 1).
Does the PP determine the use of small areas at local level  OR  is it a minor modification of a PP subject to Regulation 4(2)(a) (Regulation 4(3))	Yes	This Partial Local Plan Review falls within Regulation 4(3) as it involves a modification of a plan, referred to in Regulation 4(2)(a), which are prepared for town and country planning or land use and which set the framework for future development consent of projects listed in Annexes I and II to Directive 85/337/EEC.

<b>SEA Criterion</b>	<b>Yes/No</b> (no other answer except Yes/No)	<b>Explanation</b>
Does the PP set the framework for future development consent of projects (not just projects in Annexes to the EIA Directive)? (Regulation 4(4))	Yes	This Partial Local Plan Review revises an approved framework for future development consent. Depending on the scale, nature and operation of specific projects emerging from this Review at development application stage, proposals may require further environmental assessment, including an Environmental Impact Assessment (EIA) screening procedure in terms of S.L. 549.46 (EIA Regulations, 2017), and possibly environmental authorisation from the Environmental Resources Authority (ERA). Site-specific environmental issues will be assessed further at development application stage when more detailed information about the proposed project is available.
Is the PP likely to have a significant effect on the environment? (Regulation 4(5))	No	With reference to Appendix 1, consultations were carried out with the Environment and Resources Authority (ERA), Superintendent of Cultural Heritage (SCH), Agriculture Department (AD), Energy and Water Agency (EWA), Regulator for Energy and Water Services (REWS), Environmental Health Directorate (EHD), Occupational Health and Safety Authority (OHSA) and Transport Malta (TM). Comments submitted are summarised below:  1. ERA concluded that strategically, the revisions, are unlikely to have significant environmental impacts. With reference to their original



		<p>concerns associated with higher development heights and densities which may result due to the lack of numeric limitations, further environmental assessment and/or permits may be required depending on the scale, nature and operation of the projects.</p> <p>2. SCH recommended that the scheduled cemeteries, including their setting zone, and the area north of St. Vincent de Paul Residence at the Marsa Industrial Estate are excluded from the scheme site. SCH also raised concerns with regards to potential impacts on views towards the Marsa Industrial Area, especially in the context of the Turkish, Jewish and Addolorata cemeteries, St. Vincent de Paul Residence, as well as the skyline of the surroundings and on the visual link between Valletta and Mdina at the Mriehel Industrial Area.</p> <p>3. OHSa requires that reference to local regulations with regards to the existing 'Seveso Easygas site' is included in policy "the EasyGas establishment falls within the provisions of the Control of Major Accident Hazards Regulations S.L. 424.19 (Seveso III Directive)" and recommends against having buildings housing both residential units and workplaces.</p> <p>5. TM reiterates that all major proposals in such areas shall be subject to comprehensive transport impact assessment.</p>
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		<p>This Review does not change the existing development boundaries, scheduling extents and/or land uses. The changes involved in this Review relate to the approach for building height assessment only. Rather than having a generic numerical height limitation for the whole Industrial Areas in question, a non-numerical context-based approach is being proposed to determine the appropriate building height at a site-specific level through a set of policy parameters which consider scheduling, heritage features, the landscape and other visual considerations, environmental sustainability, infrastructure, construction and operational measures and others. Potential impacts, particularly site specific issues, may arise throughout the development application stage together with other issues which may possibly arise from further assessment in relation to the specifics of the proposal. Thus, such concerns are to be appropriately addressed through statutory consultations and further studies carried out at development application stage in regard to the scale, nature and operation of the proposed development as well as mitigated through appropriate measures within the development consent mechanism.</p> <p>This Partial Local Plan Review does not exclude the assessment of any development application in terms of applicable legislation, regulations, and others. It is understood as</p>
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		<p>standing to reason that all legislation, regulations, standards and/or guidelines are still to be adhered to as applicable.</p> <p>With respect to the above, it is noted that, at this stage and as confirmed by the Environment and Resources Authority, this Review, at a strategic level, is unlikely to have significant environmental effects.</p>
<p>Is the PP's sole purpose to serve national defence or civil emergency</p> <p>OR</p> <p>is it co-financed by structural funds or EAGGF programmes 2000 to 2006/7</p> <p>OR</p> <p>Is it a financial or budget PP?</p>	No	N/A

## Part D – Likely Significance of Effects on the Environment

**Responsible Authority:** Planning Authority

**Title of PP:** Partial Local Plan Review of the South Malta Local Plan (Marsa Industrial Area Policy SMMR 01) and Central Malta Local Plan (Imriehel Industrial Area Policy CG14 as amended by PC57/10 of 2012).

<p><b>Criteria for determining the likely significance of effects on the environment</b></p>	<p><b>Likely to have significant environmental effects?</b>  <b>Yes/No</b>                      (no other answer except Yes/No)</p>	<p><b>Summary of significant environmental effects (negative and positive)</b></p>
<p>the degree to which the PP sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources</p>	<p>No</p>	<p>This Review concerns two sites already developed and/or designated for development with a statutory numerical building height limit. This Review seeks to repeal this numerical building height limit to propose a set of non-numerical context-based parameters to guide the assessment of the appropriate building height at a site-specific level at development application stage. This approach is more flexible and thus, may result in variable, both higher and lower than currently permitted, building height and development densities.</p> <p>Thus, further impact assessments, together with statutory consultations, are to be detailed at development application stage with regards to the scale, nature and operation of the eventual projects in their context such that any further assessment is systemised through the appropriate mechanism.</p>
<p>the degree to which the PP influences other plans and programmes including those in a hierarchy</p>	<p>No</p>	<p>Article 52 of the Development Planning Act of 2016 refers that precedence should be afforded in the following order: the Spatial Strategy over the subject plan; the subject plan over the local plan, the local plan over the action plan or management plan, the action</p>

		<p>plan or the management plans over the development brief and the development brief over other policies mentioned in article 50.</p> <p>It is noted that most of the other major industrial areas in the Maltese Islands are already subject to a flexible approach to determine building heights.</p>
<p>the relevance of the PP for the integration of environmental considerations in particular with a view to promoting sustainable development</p>	No	<p>In this regard, this Partial Local Plan Review may prove to be significantly positive in promoting sustainable development at the Industrial Areas in subject. One of the parameters included for building height assessment considers the general massing and design of the building in relation to its urban design context such that the development follows best practice in terms of environmentally sustainable design specifically, amongst others such as neighbour compatibility, construction and operational management.</p>
<p>environmental problems relevant to the PP</p>	No	<p>The following considerations have been noted, at a strategic level, to anticipate potential consequential impacts on the environment which may arise through the implementation of the policy at development application stage including:</p> <p>Visual considerations in relation to scheduled sites in the area. The Marsa Site includes scheduled features, being the Grade 1 Turkish and Jewish Cemeteries (GN835/13) and is located adjacent to scheduled Grade 1 Addolorata Cemetery (GN327/07 &amp; GN628/08) and St. Vincent de Paul &amp; Ruzar Briffa Care complexes (PRS1204) which is of heritage importance. Zone A of the Imriehel Industrial Area is located opposite to scheduled Grade 1 Wignacourt Aqueducts (GN790/94) as well as near</p>

		<p>to the scheduled Grade 2 Farsons Brewery (GN522/12), the scheduled Grade 2 Conservatorio Vincenzo Bugeia (GN 628/08) and the Urban Conservation Area of Santa Venera/ Hamrun.</p> <p>Other environmental issues may relate to impacts associated with road congestion, overloading of infrastructure and others resulting from unsustainable densities. It is noted that Marsa and part of the Imriehel Industrial Estate fall within the Air Quality Agglomeration Area. Imriehel is not a high priority vulnerable area. However, substantial part of the Marsa locality falls within the Air Quality Management Plan Area which is subject to the projected Air Quality Management Plan since its context area exceeds air quality level thresholds.</p> <p>Other considerations relate to the protected areas immediate to the Marsa Industrial Area. The Marsa site is flanked by two areas that have National designations for Biodiversity protection which are the Addolorata Cemetery designated as a Bird Sanctuary (SL549/42, LN41/03) and Tree Protection Area (SL549/123, GN 473/11 &amp; GN316/17) and the Marsa Sports Ground designated as Bird Sanctuary (S.L. 504.71, LN41/03). However, it is noted that these two sites are human created habitats. Furthermore, the south-eastern agricultural site shown in policy Map MR1 close to the Marsa Industrial Area is part of a larger valley proposed for scheduling as a Site of Scientific Importance (SSI) and an Area of Ecological Importance (AEI) as per policy Map 3 of the SMLP.</p>
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		<p>The site also includes the existing ‘Seveso Easygas site’ which falls within the provisions of the Control of Major Accident Hazards Regulations S.L. 424.19 (Seveso III Directive)”. OHSa recommends that the reference is made to the local regulations, the Control of Major Accident Hazards Regulation (Seveso III Directive).</p> <p>This Review only affects the approach on how building heights are to be assessed at the eventual development application stage. Safeguards to scheduled and heritage features as well as their setting, landscape, skyline and other visual considerations as well environmentally sustainable design have been included and any potential increase in height and/or densities emanating from this policy is subject to assessment at development application stage. In this regard, as confirmed by ERA, this Review is unlikely to have significant environmental effects at a strategic level.</p> <p>Considering that other concerns may also arise, it is noted that issues are to be appropriately addressed through statutory consultations, further screening and/or assessment as necessary with regards to the scale, nature and operation of the proposal as well as mitigated through appropriate measures within the development consent mechanism. Above all, as stands to reason, all legislation, regulations, standards and/or guidelines are still to be adhered to.</p>
<p>the relevance of the PP for the implementation of Community legislation on the environment (e.g. PPs linked to waste</p>	<p>No</p>	<p>The scope of this Partial Local Plan Review has no direct relevance to the implementation of Community legislation on the environment.</p>

management or water protection		
the probability, duration, frequency and reversibility of the effects	No	The probability, duration, frequency and reversibility of envisaged environmental effects are to be addressed and mitigated through the development consent mechanism as recommended by ERA.
the cumulative nature of the effects	No	In this regard, this Partial Local Plan Review may prove to be significantly positive in considering the cumulative nature of the effects, in that, assessment based on context-based approach enables a case-by-case processing of its potential increase in height and density in a cumulative manner at development application stage. Thus, cumulative effects of envisaged environmental effects are to be addressed and mitigated through the development consent mechanism as recommended by ERA.
the trans-boundary nature of the effects	No	N/A
the risks to human health or the environment (e.g. due to accidents)	No	The Marsa Site is located adjacent to a valley proposed for scheduling as an SSI and an AEI, the Addolorata Cemetery being a Bird Sanctuary (SL549/42, LN41/03) and Tree Protection Area (SL549/123, GN 473/11 & GN316/17) as well as the Marsa Sports Ground being a Bird Sanctuary (S.L. 504.71, LN41/03). The Marsa Site is also located near high densities of vulnerable groups within the St. Vincent de Paul & Ruzar Briffa Care complexes and near the Marsa Sports Ground which is an area used by the public for recreation/ well-being. The site also includes the existing 'Seveso Easygas site' which falls within the provisions of the Control of Major Accident Hazards Regulations S.L. 424.19 (Seveso III Directive). The



		<p>Imriehel Site is located opposite to the urban conurbations/ localities of Birkirkara and Santa Venera/ Hamrun of which population density is high.</p> <p>With respect to the above, although this Review does not change statutory development boundaries and refers to land already developed and/or designated for development, potential issues including disturbances from increased levels of noise, odour and light as well as other impacts associated with those specific development sites which may result in an increase in building height and/or densities emanating from this Partial Local Plan Review may arise throughout the development application process. This needs to be balanced with those specific development sites for which a reduction in current statutory building heights may result.</p> <p>This Review only affects the approach on how building heights are to be assessed at the eventual development application stage. Safeguards to scheduled and heritage features as well as their setting, landscape, skyline and other visual considerations as well environmentally sustainable design have been included and any potential increase in height and/or densities emanating from this policy is subject to assessment at development application stage. In this regard, as confirmed by ERA, this Review is unlikely to have significant environmental effects at a strategic level.</p> <p>Notwithstanding the safeguards included in this review, consultations together with assessment and/or detailing with regards to the scale,</p>
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		<p>nature and operation of the eventual project are to be addressed through the development consent mechanism as per statutory processing. This Partial Local Plan Review does not exclude the assessment of any development application in terms of relevant legislation, regulations, and others. It is understood that above all, as stands to reason all legislation, regulations, standards and/or guidelines are still to be adhered to.</p>
<p>the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)</p>	No	<p>This Review involves circa 630,441sqm of land designated as the Marsa Industrial Estate and circa 93,942sqm of land designated as Industrial 'Area A' at Imrieħel. In total, circa 724,383sqm of Industrial land, being circa 0.23% of the Maltese Islands is being directly affected by this Review. SPED, 2015 noted that in 2006, 502.4 hectares (5,024,000sqm) of land was available for industrial development.</p> <p>In general, this Review includes safeguards to consider site context including landscape, environmentally sustainable design, neighbour compatibility, construction and operational management and others. All impacts, including any temporary effects emanating from the construction phase and operation of the eventual project, are to be assessed and mitigated through the development consent mechanism.</p>
<p>the value and vulnerability of the area likely to be affected due to:</p> <p>(i) special natural characteristics or cultural heritage;</p> <p>(ii) exceeded environmental quality standards or limit values</p>	No	<p>Key development parameters have been included within a flexible context-based approach, to complement further assessments at the detailed project stage. Such safeguards are adopted to reduce impacts and mitigate against potential residual impacts associated with increase in building height and densities which may arise on specific development sites.</p>

(iii) intensive land-use		<p>However, both sites, predominantly the Marsa site are vulnerable to most of the listed criteria. The Marsa site includes the 'Seveso Easygas' Site (falls within the provisions of the Control of Major Accident Hazards Regulations S.L. 424.19 Seveso III Directive), the scheduled Turkish and Jewish Cemeteries, is located adjacent to the scheduled Addolorata Cemetery also being a Bird Sanctuary and a Tree Protection Area, the Marsa Sports Ground being a Bird Sanctuary, the St. Vincent de Paul &amp; Ruzar Briffa Care complexes of architectural value and to a valley proposed for scheduling as an SSI and AEI.</p> <p>The Imriehel Site is located opposite to the Grade 1 scheduled Wignacourt Aqueducts, near the scheduled Farsons Brewery, the scheduled Vincenzo Bugeja Institute as well as the Santa Venera/Hamrun UCA and residential urban conurbations. Archaeological features are also present at both sites.</p> <p>Marsa and part of the Imriehel Industrial Estate fall within the Air Quality Agglomeration Area. Imriehel is not a high priority vulnerable area. However, substantial part of the Marsa locality falls within the Air Quality Management Plan Area which is subject to the projected Air Quality Management Plan since its context area exceeds air quality level thresholds.</p> <p>With respect to the above, although this Review does not change statutory development boundaries and refers to land already developed and/or designated for development, potential issues including disturbances from increased levels of noise, odour and</p>
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		<p>light as well as other impacts associated with those specific development sites which may result in an increase in building height and/or densities emanating from this Partial Local Plan Review may arise throughout the development application process. This needs to be balanced with those specific development sites for which a reduction in current statutory building heights may result.</p> <p>This Review only affects the approach on how building heights are to be assessed at the eventual development application stage. Safeguards to scheduled and heritage features as well as their setting, landscape, skyline and other visual considerations as well environmentally sustainable design have been included and any potential increase in height and/or densities emanating from this policy is subject to assessment at development application stage. In this regard, as confirmed by ERA, this Review is unlikely to have significant environmental effects at a strategic level.</p> <p>Notwithstanding the safeguards included in this review, consultations together with assessment and/or detailing with regards to the scale, nature and operation of the eventual project are to be addressed through the development consent mechanism as per statutory processing. This Partial Local Plan Review does not exclude the assessment of any development application in terms of relevant legislation and, above all, as stands to reason, all legislation, regulations, standards and/or guidelines are still to be adhered to as applicable.</p>
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<p>the effects on areas or landscapes which have a recognised national, Community or international protection status</p>	<p>No</p>	<p>SCH identified potential impacts on the landscape and stated that medium/high rise buildings will have a negative impact on views towards the area, especially in the context of the sites in the immediate vicinity – Grade 1 scheduled Turkish and Jewish cemeteries, St Vincent de Paul Residence of Architectural Value, Grade 1 scheduled Addolorata cemetery, and even the skyline of the surroundings, such as Paola and Luqa skylines. SCH also noted that repealing the established height limitation to allow the implementation of the FAR will result in further highrise buildings that may impact on the visual link between Valletta and Mdina.</p> <p>It is noted that the SPED designates the context of the Marsa Industrial Area as an Area of Landscape Protection and the Addolorata Cemetery, which is adjacent to the Marsa Industrial Estate, as an Area of High Landscape Protection. The context of the Imriehel Industrial Area is also protected as an Area of Landscape Protection. With respect to the above, it is also noted that the Central Malta Local Plan already considers higher building height concessions which may increase the height above 14m at the Imriehel Industrial Estate. Imriehel is also designated as an appropriate location for tall buildings subject to the Floor Area Ratio (FAR) Building Height Policy 2014. This FAR Policy also identifies the general area surrounding and including the Marsa Park as an appropriate location for tall buildings. The Marsa Park is relatively near the Marsa Industrial Area.</p> <p>Having noted the above, this Review includes adequate safeguards to protected areas as well as to mitigate</p>
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		against potential residual impacts on the wider landscape in that the prominence of the development in the wider landscape, including the impact of the building on the skyline when seen from outside the site area is to be considered.
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## **Part E – Summary of Environmental Effects**

This Review does not change the existing development boundaries, scheduling extents and/or land uses in that it considers developed land and/or land designated for development. This Review seeks to repeal the statutory numerical building height limitation to propose a context-based approach to guide the assessment of building height at a site-specific level with safeguards to protected areas, environmental sustainability, infrastructure, and others. This approach is more flexible and thus, may result in variable, both higher and lower, building height and/or development densities. It may also prove to be a positive step in encouraging holistic assessment in terms of both site-specific constraints and wider cumulative effects as well as introducing environmentally sustainable measures to be incorporated in the proposals.

At this stage, environmental effects which may emanate from this Review have been identified to relate to any potential increase in height and/or density on vulnerable areas such as effects on air quality, population and human health, landscape, cultural heritage and natural assets. Both sites are urban locations, with areas already failing EU air quality standards, which include vulnerable features including heritage, environmental and landscape protected sites even under International, European or National designations as well as a 'Seveso' Site in close proximity to care homes and schools, public open/ recreation areas, residential areas and areas with high densities.

With respect to the above, effects emanating from this Review are considered to be dependent on individual proposals at the development application stage particularly in relation to the scale, nature and operation of the proposals. As confirmed by the Environment and Resources Authority, this Review is unlikely to have significant environmental impacts at a strategic level. Further assessments and consultations, together with screening and/or studies, are to be carried out at development application stage including mitigation measures as necessary.

## Part F – Screening Outcome

Screening is required under the Strategic Environmental Assessment Regulations, 2010 (Legal Notice 497 of 2010). It is MEPA's view that:

- An SEA is required because the PP falls under the scope of Regulation 4(3) of the Regulations and is likely to have significant environmental effects
- An SEA is required because the PP falls under the scope of Regulation 4(4) of the Regulations and is likely to have significant environmental effects
- An SEA is not required because the PP is unlikely to have significant environmental effects.

Joseph Scalpello

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Name of Officer responsible for the Screening Report

---

Signature of Officer responsible for the Screening Report

Planning Authority

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Name of Responsible Authority

04<sup>th</sup> August 2021

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Date



**Notes to Responsible Authorities:**

1. The SEA Focal Point cannot provide any feedback to incomplete Screening Templates
2. All responsible authorities should provide the SEA Focal Point with an original signed copy of each Screening Template prepared
3. All responsible authorities should provide the SEA Focal Point with a copy of the public notification which is obligatory under Regulation 4(7) of the Strategic Environmental Assessment Regulations, 2010.

# APPENDIX 1



Ms. Anna Dora Deguara  
Planning Authority  
St. Francis Ravelin  
Floriana, FRN 1230

10<sup>th</sup> June 2021

Dear Ms. Deguara,

**Partial Review of the SMLP (Marsa Industrial Area Policy SMMR01) and the CMLP (Imrieħel Industrial Area Policy CG14 as amended by PC 0057/10 of 2012) (March 2021)  
Consultation in terms of Regulation 4(6) of S.L. 549.61 (Strategic Environmental Assessment Regulations)**

Reference is made to the Planning Authority's (PA) consultation on the Partial Review of the SMLP and the CMLP (March 2021), which the Environment and Resources Authority (ERA) received by email on 13<sup>th</sup> May 2021. ERA has already provided comments on the draft policy, dated January 2021, which are being included in Appendix 1 for your perusal.

ERA has reviewed the information provided with your consultation and considers that strategically, the proposed revisions to Policy SMMR01 of the SMLP and Policy CG14 of the CMLP, are unlikely to have significant environmental impacts. However, depending on the scale, nature and operation of the specific projects, proposals within these sites may also require further environmental assessment, including an Environmental Impact Assessment (EIA) screening procedure in terms of S.L. 549.46 (EIA Regulations, 2017), and possibly environmental authorisation from ERA.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Michelle Piccinino', is written over a faint, larger version of the signature.

Perit Michelle Piccinino  
Chief Executive Officer  
Environment and Resources Authority

## Appendix 1

### ERA Feedback on the Partial Local Plan Reviews - Imrieħel and Marsa Industrial Parks (Phase 2)

January 2021

---

#### 1. Introduction

The Environment and Resources Authority (ERA) welcomes the opportunity to comment on the Draft Partial Review of the South Malta Local Plan (2006) and the Central Malta Local Plan (2006) – Imrieħel and Marsa Industrial Parks (Phase 2).

These comments are provided without prejudice to ERA's review and comments on any eventual development projects that may emerge from the Development Brief, when more detailed environmental assessment will be required. Depending on their nature, scale and context, proposed projects may also require different types of environmental assessments or other related screenings, including Environmental Impact Assessments (EIA) or other screenings, as may be relevant.

#### 2. Main environmental issues

- i. ERA notes and welcomes the proposed urban design parameters that are to be used as guidance for the assessment of building heights. However, there is still a concern that the absence of numeric building height limitations and open-ended parameters for the concerned areas could result in much higher buildings and development densities than those currently planned. Unsustainable development densities may have consequential impacts on the environment, particularly for sites at the edge of the site boundary, such as those associated with road congestion and overloading of infrastructure, and particularly with ensuing pressures for construction or widening of roads, or other infrastructural interventions beyond the industrial area. To this effect, ERA reiterates its comments made during phase 1, with specific emphasis on the negative impacts of increased traffic flows which will exacerbate in these areas. ERA's previous recommendation that development at these locations should take in consideration existing vehicular traffic flows, as well as for the introduction of appropriate air and noise abatement procedures and measures, are being reiterated.
- ii. Moreover, determining building heights on the basis of such open-ended parameters would rely heavily on a case-by-case assessment at project-level, which could result in haphazard building heights and development densities. It is suggested that clearer and more prescriptive criteria are included, in accordance with an agreed vision for these areas. These criteria should take into account the carrying capacity of the area, the developments at the edge of the site boundaries and their associated environmental impacts, such that these are minimized at source.

It is recommended that the policies should encourage a smooth transition between existing buildings in the immediate vicinity of the concerned areas and the industrial parks. ERA suggests that the height of buildings should be stepped up in a moderate transition from the height of buildings in the immediate vicinity of Area A at Imrieħel and the existing industrial building heights at the edge of the Marsa Industrial Estate

- to moderately higher buildings at the centre of these sites, without resulting in unsustainable development densities and significant visual impact on surrounding low-lying areas and distant rural views.
- iii. The proposed Local Plan revisions also offer an opportunity to replace the existing infrastructural facilities at these sites (e.g. overhead wiring, substandard sewers or culverts) with more environmentally and aesthetically considerate alternatives. In this regard, the infrastructural capacity and facilities of the area should be duly factored into the advance planning of the scheme.
  - iv. The draft revised policies SMMR 01 and CG 14 do not make provision for the creation of strategically located green open spaces. Sufficient and suitable land within both sites should be provided for implementing green open space and soft landscaping. For example, the requirement for provision of adequate green open space could be tied to development permits for larger sites, whereby a percentage of the site area is dedicated for the implementation of public green open space and soft landscaping. This recommendation is envisaged in the adopted Wellbeing First Vision for 2050, and also in line with SPED provisions.
  - v. The proposed revisions should also be sought as an opportunity to tie development consents with obligations related to the installation of extensive PV panels on the roofs of buildings. Cumulative roof space within such industrial areas presents an opportunity for such installation with minimal adverse environmental impacts. Attention shall be given to avoid potential shading of such installation on lower buildings.
  - vi. The updated Policy SMMR 01 still envisages the possibility for the PA to identify additional land for industrial use to make up for the areas proposed for exclusion. It is also noted that the SPED has in the meantime designated Areas of Containment as possible sites intended for industrial use. ERA therefore considers that any extension of land for industrial use shall only take place on land which is already committed for development with the development zone.
  - vii. It is noted that the south-eastern agricultural site shown in policy map MR1 is part of a larger valley which is also proposed for scheduling as a Site of Scientific Importance (SSI) and an Area of Ecological Importance (AEI) as per policy map 3 of the SMLP. In this regard, it must be ensured that the valley and watercourse present at this site and its surrounding areas are protected from further development and spill-over effects from the Industrial Estate. Additional take-up or commitment of, or encroachment onto, this part of the site should be avoided. The revised Local Plan policy should specifically include a principle regarding the conservation of these important features, which should be considered as a form of compensation for the proposed higher development density and building heights as a result of this Local Plan revision.
  - viii. ERA reiterates the other environmental recommendations made during Phase 1.

### 3. Conclusion

ERA looks forward towards additional consultations, and remains available for any clarification, or further consultations via: [era.policy@era.org.mt](mailto:era.policy@era.org.mt)



ERA Feedback on the  
Partial Local Plan Reviews - Imrieħel and Marsa  
Industrial Parks (Phase 1)

October 2020

Environment and Resources Authority



## 1. Introduction

The Environment and Resources Authority (ERA) welcomes the opportunity to comment on Phase 1 of the proposed Local Plan reviews concerning the Imrieheil and Marsa Industrial Parks.

These comments are provided without prejudice to ERA's review and comments on any eventual development projects that may emerge from the Development Brief, where more detailed environmental assessment will be required. Depending on their nature, scale and content, proposed projects may also require different types of environmental assessments or other related screenings, including Environmental Impact Assessments (EIA) or other screenings, as may be relevant.

## 2. Main environmental issues

The objectives for the Local Plan review propose to repeal the building height limitations of (i) three floors (3F) from the Imrieheil Industrial Estate and (ii) 1.6m from the GIP Estate (Area A) at Imrieheil. An alternative numeric building height limitation is being proposed for these two industrial areas. Instead, the revised Local Plan will set out non-numeric, urban design policies to guide the assessment of building heights in these areas. Policies DM04 SU and C6 1A in the respective Local Plans will be amended accordingly.

Although both industrial areas are not located directly in highly sensitive environments, it is still important to ensure that the height and design of buildings respect the surrounding settings, so as to minimise visual impacts from adjacent high-density development. Therefore, the proposed building height need to be aesthetically pleasing, allowing a smooth transition from the existing buildings in their immediate vicinity. It is recommended that the height of buildings should only be stepped up in a controlled and moderate fashion from the height of buildings in the immediate vicinity of Area A at Imrieheil and the existing industrial building heights at the edge of the Marsa Industrial Estate to moderately higher buildings at the centre of these sites, without resulting in significant visual impact on surrounding low-lying areas and distant rural views. Moreover, it must be ensured that no extensive blank party walls are created by such increases in building heights.

The revision of building heights within Industrial Estates could also provide an opportunity to tie permits and consents for increases in building heights with obligations and conditions relating to the installation of extensive PV panels on the roofs of buildings at these sites.

Policy proposals resulting in higher buildings could also result in higher density development at these locations. Such proposals should be evaluated in the context of the existing situation in the wider area, in terms of capacity and suitability of existing infrastructure to support the proposed uses, without necessitating additional interventions that could lead to further

environmental impacts. Intensification of industrial development will add on to the existing noise climate and increase air pollutant emissions. This may require the introduction of appropriate air and noise abatement procedures and measures. It is recommended that development at these locations take in consideration the existing vehicular traffic flows in the immediate and surrounding areas even further, to avoid further road congestion and future pressure for further take-up of undeveloped land to extend, upgrade or construct new infrastructure, such as roads and car parks.

The Local Plan revisions should also include provisions for the implementation of adequate green infrastructure and public open spaces, commensurate with, and at least equal to, any proposed intensification. Suitable and suitable land within the former Industrial Estate and the residual Industrial Park should be designated for implementing extensive green public zones and soft landscaping. The provision for green areas should be sensitive and commensurate with the scale, height and configuration of proposed developments at these sites.

## 2. Other Recommendations

- All future development and related interventions, including the entire width and extent of roads, pavements, parking areas/spaces, access, traffic management infrastructure, vehicle manoeuvring areas, bus stops, landscaping, formal open spaces, as well as any supporting foundations, embankments and ancillary interventions, are to be strictly confined within the existing boundary of both Industrial Estate. There should be no encroachment of development, additional take-up or commitment of, or encroachment onto adjacent rural land.
- Any required infrastructure (e.g. substations, booster stations, sewer connections, pumping stations, waste management facilities, runoff collection reservoirs, interceptors, etc.) are to be factored into the advance planning of the scheme and located within the Industrial Estate boundaries, such that direct or indirect pressures for take-up of additional ODZ land for the installation or retrofitting of such facilities is avoided at source.
- Roads/pavements should incorporate facilities whereby all services and ancillary infrastructure (including water, electricity, sewerage, runoff management and telecommunications) are located underground without overhead wiring, poles, above-ground pipework, etc. The installation of overhead wiring, poles, and other visually intrusive interventions should be avoided at source.
- Any infrastructure including pipelines, ducts or sewers damaged accidentally in the course of works should be immediately repaired to the required specifications in order to prevent environmental impacts. In the event of environmental impacts, the works that caused such impacts should cease with immediate effect, adequate and effective mitigation measures should be put in place against further impacts on the

environment, and the accident should be reported immediately to the respective competent authorities and entities.

- Unintended urban runoff (e.g. from car parks) should not be discharged directly onto any surrounding lands. The use of sustainable urban drainage systems, duly integrated into the development area, is recommended in order to collect and treat local surface water, attenuate water runoff and mitigate risks of localized flooding.
- Development should not result in any intended or unintended discharge of surface water (other than clean runoff from rainfall-collection treatment), wash water, operational overflows, spillages, seepages or leakages from the development site into the ground or onto any surrounding lands.

#### 4. Conclusion

ERA looks forward towards additional consultations, and remains available for any clarification, or further consultations via: [era.enquiries@era.gov.net](mailto:era.enquiries@era.gov.net)



**Anna Dora Deguara**

**From:** Attard Vincent at OHSa <vincent.attard@gov.mt>  
**Sent:** 19 May 2021 12:32  
**To:** Anna Dora Deguara  
**Cc:** Joseph Scalpello; Ivan Fava  
**Subject:** RE: Partial Review of the SMLP (Marsa Industrial Area Policy SMMR01) and the CMLP (Imrieħel Industrial Area Policy CG14 as amended by PC 0057/10 of 2012): Consultation with Designated Authorities in terms of Regulation 4(6) of Legal Notice 497/10

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Ms Deguara,

In page 23 there is mentioned the "Eazy-Gee site". This site is supposed to be released but it is not confirmed yet. OHSa recommends that the reference is made to the local regulations, the Control of Major Accident Hazards Regulation (European III Directive).

Proposed text:

"The Eazy-Gee establishment falls within the provisions of the Control of Major Accident Hazards Regulation S.L. 424.15 (European III Directive)"

There is also mentioned buildings with mixed uses. OHSa recommends against having buildings housing both residential units and workshops. From past experiences this combination leads to problems with residents complaining that the workshops are affecting their well-being.

Regards,

Vincent Attard aka OHSa

**Ing Vincent Attard** B. Mech. Eng. (Hons.)  
Senior Manager – (Engineering)



Awtorità għas-Saħħa u s-Sigurtà fuq il-Post tax-Xogħol  
Occupational Health & Safety Authority (OHSa)  
17, Triq Edgar Ferro, Pietà, PTA 1533, Malta

tel: +356 21247677  
email: [vincent.attard@gov.mt](mailto:vincent.attard@gov.mt)  
url: [www.ohsa.org.mt](http://www.ohsa.org.mt)

download free the Mobile App: [BSafe@Work](#)



**From:** Anna Dora Deguara <[Anna.Deguara@pa.org.mt](mailto:Anna.Deguara@pa.org.mt)>  
**Sent:** 13 May 2021 14:57

**Anna Dora Deguara**

**From:** Farrugia Kurt at Heritage Superintendence <kurt.e.farrugia@gov.mt>  
**Sent:** 24 May 2021 08:20  
**To:** Anna Dora Deguara  
**Cc:** Ivan Fava; Joseph Scalpello  
**Subject:** FW: Partial Review of the SMLP (Marsa Industrial Area Policy SMMR01) and the CMLP (Imriehel Industrial Area Policy CG14 as amended by PC 0057/10 of 2012): Consultation with Designated Authorities in terms of Regulation 4(6) of Legal Notice 497/10  
**Attachments:** Imriehel-Marsa MIP Partial Review March 2021.pdf

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Good morning,

The Superintendence is in receipt of the proposed review of South Malta Local Plan policy SMMR1 and Central Malta Local Plan policy CG14.

The Superintendence's comments are as follows:

**SMMR1**

The Superintendence notes with concern that the Jewish Cemetery to the east of the Turkish Cemetery is included within the scheme. Both cemeteries are scheduled Grade 1. The Superintendence therefore strongly recommends that both cemeteries are excluded from the scheme site. Furthermore, the setting zone as established by Circular PA 3/20 is also to be excluded from the scheme.

The Superintendence also recommends that the area north of St. Vincent de Paule Residence is also excluded from the scheme, and such area is reserved for agricultural purposes to retain the open views this landmark building enjoys. With regards to the repealing of the established building height and allowance for development to be subject to FAR, the Superintendence notes with concern that such medium/high rise buildings will have a negative impact on views towards the area, especially in the context of the sites in the immediate vicinity – Turkish and Jewish cemeteries, St Vincent de Paule Residence, Addolorata cemetery, and even the skyline of the surroundings, such as Paola and Luqa skylines.

**CG14**

Repealing the established height limitation to allow the implementation of the FAR will result in further high-rise buildings that may impact on the visual link between Valletta and Mdina.

Thanks and regards

Kurt Farrugia  
Superintendent of Cultural Heritage

t +356 23950000 e [kurt.e.farrugia@gov.mt](mailto:kurt.e.farrugia@gov.mt)  
[www.gov.mt](http://www.gov.mt) | [www.publicservice.gov.mt](http://www.publicservice.gov.mt)

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SUPERINTENDENZA  
TAL-PERSONIĠI KULTURALI  
SUPERINTENDENCE OF CULTURAL HERITAGE  
173, TRIQ SAN KRISTOFRU, VALLETTA, MALTA

**Anna Dora Deguara**

---

**From:** Muscat Jesmond C at Transport <jesmond.c.muscat@transport.gov.mt>  
**Sent:** 28 May 2021 14:22  
**To:** Ivan Fava; Anna Dora Deguara  
**Subject:** FW: Partial Review of the SMLP (Marsa Industrial Area Policy SMMR01) and the CMLP (Imriehel Industrial Area Policy CG14 as amended by PC 0057/10 of 2012): Consultation with Designated Authorities in terms of Regulation 4(6) of Legal Notice 497/10  
**Attachments:** Imriehel-Marsa MIP Partial Review March 2021.pdf

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Dear Ivan and Dora

We discussed request internally and as already noted PA is after replies related to the Strategic Environmental Assessment, which are not directly related to TM, we opt not to give our views.

Is there a need to send our previous reply again? Tipo due to the fact that it is not relevant, is there a need to reply with it again to make sure that it has been taken into consideration?

Jesmond Muscat  
DCO  
ITSD  
TM



**David Sutton**  
Chief Officer

Integrated Transport Strategy Directorate  
Office of the Chief Officer

+356 25555501 / +356 99432162  
[david.sutton@transport.gov.mt](mailto:david.sutton@transport.gov.mt)  
<https://www.transport.gov.mt/>  
Malta Transport Centre, Triq Il-Pantar  
Hal Lija LJA 2021, Malta

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---

**From:** Anna Dora Deguara <[Anna.Deguara@pa.org.mt](mailto:Anna.Deguara@pa.org.mt)>  
**Sent:** 13 May 2021 14:53  
**To:** Sutton David at Transport <[david.sutton@transport.gov.mt](mailto:david.sutton@transport.gov.mt)>  
**Cc:** Scalpello Joseph at PA <[Joseph.Scalpello@pa.org.mt](mailto:Joseph.Scalpello@pa.org.mt)>; Fava Ivan at PA <[Ivan.Fava@pa.org.mt](mailto:Ivan.Fava@pa.org.mt)>  
**Subject:** Partial Review of the SMLP (Marsa Industrial Area Policy SMMR01) and the CMLP (Imriehel Industrial Area

**Anna Dora Deguara**

---

**From:** Anna Dora Deguara  
**Sent:** 13 May 2021 14:29  
**To:** 'agriculture.msdec@gov.mt'; 'Saviour Debono Grech'  
**Cc:** Joseph Scalpello; Ivan Fava  
**Subject:** Partial Review of the SMLP (Marsa Industrial Area Policy SMMR01) and the CMLP (Imriehel Industrial Area Policy CG14 as amended by PC 0057/10 of 2012): Consultation with Designated Authorities in terms of Regulation 4(6) of Legal Notice 497/10  
**Attachments:** Imriehel-Marsa MIP Partial Review March 2021.pdf

Good afternoon,

Regulation 4(6) of Legal Notice 497/10 (Strategic Environmental Assessment Regulations 2010) requires that in the case of case examination and in specifying types of plans and programmes which require an SEA, the responsible Authority should consult Authorities which by reason of their specific environmental responsibility, are likely to be concerned by the environmental effects of implementing plans and programmes.

The Agriculture Department has been identified as one of the designated Authorities with an interest in the area covered by the Partial Review of the SMLP (Marsa Industrial Area Policy SMMR01) and the CMLP (Imriehel Industrial Area Policy CG14 as amended by PC 0057/10 of 2012). To this extent I am enclosing the final draft of this partial local plan review and would appreciate your views on the potential impacts on your area of expertise to enable the formulation of the SEA Screening proforma.

You are kindly being asked to submit your views by not later than the 14th of June 2021.

You may wish to note that all replies shall be made available to the public.

Thank you and Regards,  
Anna Dora Deguara  
For Executive Chairperson

**Anna Dora Deguara**

---

**From:** Anna Dora Deguara  
**Sent:** 13 May 2021 14:42  
**To:** 'manuel.sapiano@gov.mt'  
**Cc:** Joseph Scalpello; Ivan Fava  
**Subject:** Partial Review of the SMLP (Marsa Industrial Area Policy SMMR01) and the CMLP (Imrieheh Industrial Area Policy CG14 as amended by PC 0057/10 of 2012): Consultation with Designated Authorities in terms of Regulation 4(6) of Legal Notice 497/10  
**Attachments:** Imrieheh-Marsa MIP Partial Review March 2021.pdf

Good afternoon,

Regulation 4(6) of Legal Notice 497/10 (Strategic Environmental Assessment Regulations 2010) requires that in the case of case examination and in specifying types of plans and programmes which require an SEA, the responsible Authority should consult Authorities which by reason of their specific environmental responsibility, are likely to be concerned by the environmental effects of implementing plans and programmes.

The Energy and Water Agency has been identified as one of the designated Authorities with an interest in the area covered by the Partial Review of the SMLP (Marsa Industrial Area Policy SMMR01) and the CMLP (Imrieheh Industrial Area Policy CG14 as amended by PC 0057/10 of 2012). To this extent I am enclosing the final draft of this partial local plan review and would appreciate your views on the potential impacts on your area of expertise to enable the formulation of the SEA Screening proforma.

You are kindly being asked to submit your views by not later than the 14th of June 2021.

You may wish to note that all replies shall be made available to the public.

Thank you and Regards,  
Anna Dora Deguara  
For Executive Chairperson

**Anna Dora Deguara**

---

**From:** Anna Dora Deguara  
**Sent:** 13 May 2021 14:47  
**To:** 'enquiry@rews.org.mt'  
**Cc:** Joseph Scalpello; Ivan Fava  
**Subject:** Partial Review of the SMLP (Marsa Industrial Area Policy SMMR01) and the CMLP (Imrieħel Industrial Area Policy CG14 as amended by PC 0057/10 of 2012): Consultation with Designated Authorities in terms of Regulation 4(6) of Legal Notice 497/10  
**Attachments:** Imrieħel-Marsa MIP Partial Review March 2021.pdf

Good afternoon,

Regulation 4(6) of Legal Notice 497/10 (Strategic Environmental Assessment Regulations 2010) requires that in the case of case examination and in specifying types of plans and programmes which require an SEA, the responsible Authority should consult Authorities which by reason of their specific environmental responsibility, are likely to be concerned by the environmental effects of implementing plans and programmes.

The Regulator for Energy and Water Services has been identified as one of the designated Authorities with an interest in the area covered by the Partial Review of the SMLP (Marsa Industrial Area Policy SMMR01) and the CMLP (Imrieħel Industrial Area Policy CG14 as amended by PC 0057/10 of 2012). To this extent I am enclosing the final draft of this partial local plan review and would appreciate your views on the potential impacts on your area of expertise to enable the formulation of the SEA Screening proforma.

You are kindly being asked to submit your views by not later than the 14th of June 2021.

You may wish to note that all replies shall be made available to the public.

Thank you and Regards,  
Anna Dora Deguara  
For Executive Chairperson

**Anna Dora Deguara**

---

**From:** Anna Dora Deguara  
**Sent:** 13 May 2021 14:51  
**To:** 'clive.j.tonna@gov.mt'  
**Cc:** Joseph Scalpello; Ivan Fava  
**Subject:** Partial Review of the SMLP (Marsa Industrial Area Policy SMMR01) and the CMLP (Imriehel Industrial Area Policy CG14 as amended by PC 0057/10 of 2012): Consultation with Designated Authorities in terms of Regulation 4(6) of Legal Notice 497/10  
**Attachments:** Imriehel-Marsa MIP Partial Review March 2021.pdf

Good afternoon,

Regulation 4(6) of Legal Notice 497/10 (Strategic Environmental Assessment Regulations 2010) requires that in the case of case examination and in specifying types of plans and programmes which require an SEA, the responsible Authority should consult Authorities which by reason of their specific environmental responsibility, are likely to be concerned by the environmental effects of implementing plans and programmes.

The Environmental Health Directorate has been identified as one of the designated Authorities with an interest in the areas covered by the Partial Review of the SMLP (Marsa Industrial Area Policy SMMR01) and the CMLP (Imriehel Industrial Area Policy CG14 as amended by PC 0057/10 of 2012). To this extent I am enclosing the final draft of this partial local plans review and would appreciate your views on the potential impacts on your area of expertise to enable the formulation of the SEA Screening proforma.

You are kindly being asked to submit your views by not later than the 14th of June 2021.

You may wish to note that all replies shall be made available to the public.

Thank you and Regards,  
Anna Dora Deguara  
For Executive Chairperson