

**Partial Local Plan Review of the
Central Malta Local Plan (2006)**

**Area of Containment
at Tal-Handaq North, Qormi**

Approved



Planning Authority

October 2021

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1.0 Introduction and Scope

- 1.1 The purpose of this Partial Local Plan Review of the Central Malta Local Plan (2006) is to set the planning parameters for land use, building height limitation and road alignment for the Area of Containment (AoC) at Tal-Handaq North in Qormi (as shown in Figure 1 below). This Area of Containment was designated by the CMLP (2006) through Policy CG05 and depicted by the Areas of Containment Map QOB 3 (refer to Figure 2 below). Policy CG05 requires that AoCs are planned on a case-by-case basis.
- 1.2 Part of the AoC was previously being planned through a Planning Authority generated PC Application (PC13/13). However, this PC application covered that part of the site that was already committed with development and did not include the entire AoC as designated in the CMLP (2006). The processing of PC13/13 was discontinued following an Executive Council decision to plan the whole AoC. A Partial Local Plan Review was initiated in line with Art 53 of the Development Planning Act of 2016.
- 1.3 The AoC at Tal-Handaq North in Qormi is located just south of Triq Guze Duca in the area called Il-Handaq. The AoC is directly adjacent to, and north of, the Tal-Handaq Enterprise Hub (Industrial Area). The AoC has an area of about 68,200 sqm of which approximately 23% is already developed and 77% is still vacant land.
- 1.4 The western part of the AoC (Zone A refer to Map HA1 Tal-Handaq North Sub Areas) consists mostly of the developed part for industrial, warehousing and storage related buildings, with a building height ranging from 9.8m to 14m and with road alignments already defined. The eastern part is still mostly undeveloped (Zone B refer to Map HA1 Tal-Handaq North Sub Areas) and consists of predominantly of open fields within the AoC boundary, apart from an existing older (factory type) building which has been redeveloped follow grant of permission PA2648/14 and subsequent amendments.

- 1.5 The whole AoC area is serviced mainly by existing roads that cater for access into/out of the Tal-Handaq Enterprise Hub namely Triq Tal-Handaq and Triq Manwel Borg Gauci both accessed from Triq Guze Duca.



Figure 1: Handaq North Area of Containment, Qormi

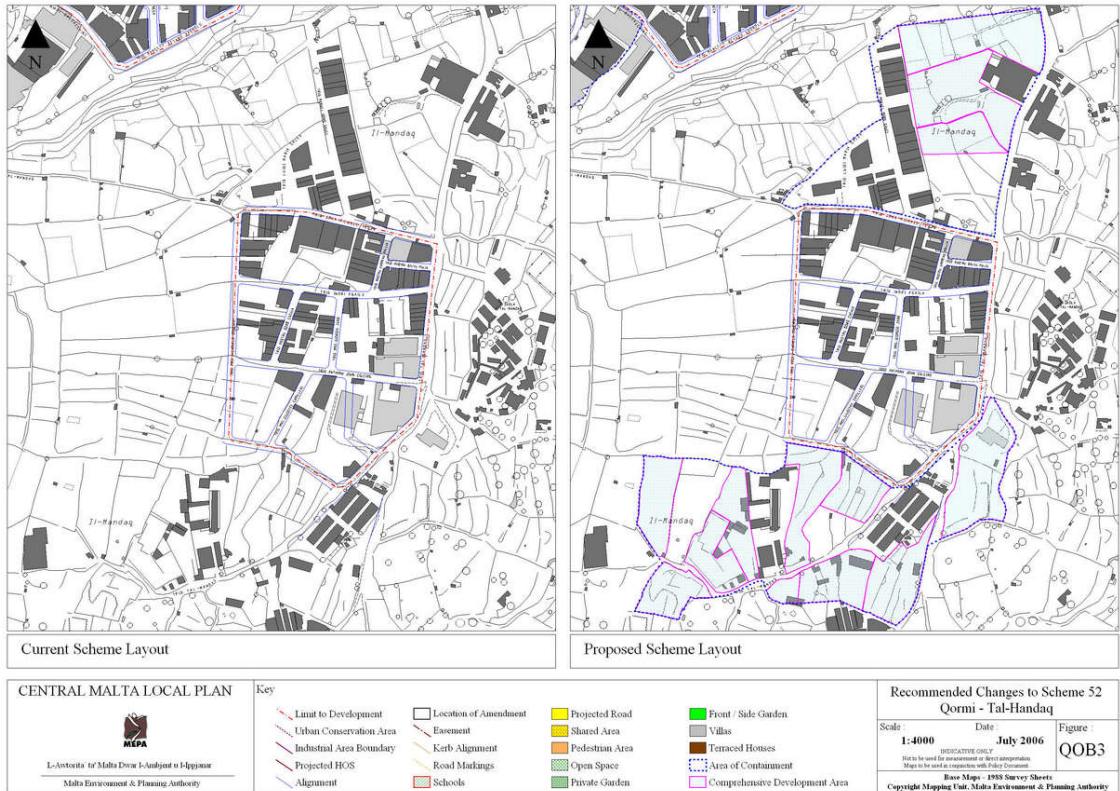
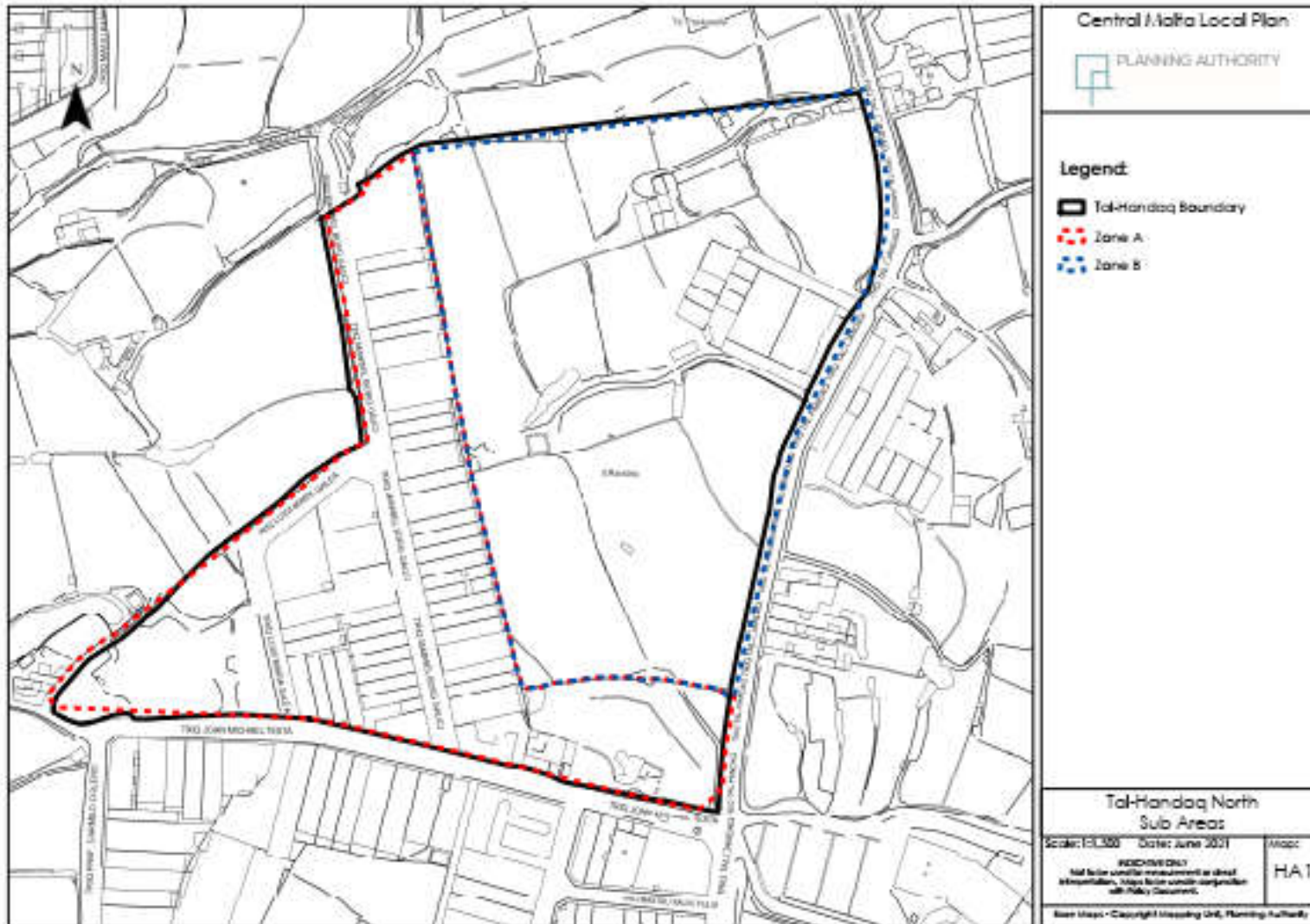


Figure 2: Map QOB3 Central Malta Local Plan (2006)



Map HA1: Tal-Handaq North Sub-Areas

2.0 Proposed Objectives

2.1 The Planning Authority considered it in the interest of proper planning to make an amendment to the Central Malta Local Plan (2006) through this partial review process as required by Policy CG05 of the CMLP (2006).

2.2 The Planning Authority's Objectives for the Partial Local Plan Review of the Central Malta Local Plan (2006) for the Area of Containment at Tal-Handaq North, Qormi are as follows:

- a) To establish the land use zoning, building height limitation, road alignments and other relevant planning parameters for the Area of Containment;**
- b) Initiate and follow the requirements of Policy CG05 (Area of Containment) of the Central Malta Local Plan; and**
- c) To improve the general quality of the Area of Containment.**

3.0 Strategic and Local Planning Guidance

3.1 The 'Strategic Plan for the Environment and Development' (SPED, 2015) guides development in AoCs in Rural Objective 3 as follows:

'guides development that is justified to be located in the Rural Area in approved Government policies, plans and programmes or is incompatible with other urban uses and where alternatives are not possible...preferably on Areas of Containment...'

Moreover, SPED Policy RO 3.2 requires the:

'Safeguarding existing Areas of Containment and identifying further Areas to accommodate incompatible urban development.'

Furthermore, SPED Policy TO 9.5 guides towards:

'Directing large scale solar farms to areas as identified in the proposed Solar Farm Planning Policy.'

3.2 SPED Policy UO 1.7 also applies to this area as the policy relates to designated Enterprise Hubs, including Handaq Enterprise Hub, and the importance of safeguarding adjacent land in close proximity to these Hubs (including therefore the Handaq North AoC), as follows:

'Safeguarding land in close proximity to established Enterprise Hubs ...to accommodate growth in industry'.

3.3 The SPED promotes AoCs as the preferred location for incompatible urban uses as per Rural Objective 3. Para 2.19 of SPED identified the demand for strategic allocations for additional warehousing related activities and directed the need for the additional land allocations preferably as extensions to existing committed areas. Through SPED Rural Objective 3 and SPED Policy RO 3.2 Areas of Containment are preferred areas for such land allocations. SPED Policy TO 9.5 also

guides towards the development of large scale solar farms to areas of containment as identified in the proposed Solar Farm Planning Policy.

3.4 It is noted that as the SPED safeguards existing AoCs, the boundaries of the AoCs cannot be reviewed piecemeal through the local planning partial review process, but comprehensively in line with SPED policy RO3.2. In this respect, within this partial review exercise, the boundary as approved in Map QOB 3 of the CMLP (2006) is applicable and is not being revised.

3.5 The Central Malta Local Plan (2006) General Policy CG05 guides AoCs within this Local Plan and requires the following:

‘will on a case by case review industrial and commercial operations within such Areas of Containment, and identify acceptable operations within such areas together with required road layouts. Mitigation measures are to be implemented on the selected sites to reduce negative impacts in the form of comprehensive schemes to upgrade the visual elements of these areas, which would include landscaping and other embellishment measures, as well as the provision of adequate common parking areas.’

3.6 The existing AoC is directly adjacent to the Tal-Handaq Enterprise Hub. The AoC is designated to provide for predominantly industrial, warehousing and commercial land uses . It is clarified that although Policy CG05 which refers to all AoCs in the respective Local Plan guides both industrial and commercial developments, in the case of this AoC, the area is prioritized as an industrial and warehousing area in view of the strategic location of the Handaq area to the Handaq Enterprise Hub as a predominantly industrial land use area.

3.7 As industrial and warehousing land uses are considered to be incompatible with residential areas within the development zone, the AoC serves the function of providing adequate land allocation in line with the SPED, 2015 overall strategy and as earmarked by SPED Para 2.19. Policy QO07 from a local planning perspective identifies the Qormi Handaq area as being strategically located close to the Grand Harbour Area, well placed for such land uses. Qormi also has historically a long term issue with mixed use activity with warehousing being located in the past in parts of the residential area, so the availability of land that is outside the residential zone, in this strategic

location, provides an alternative to the existing situation. Policy QO07 Tal-Handaq Industrial Estate thus identifies this strategic location for warehousing development as per Para 13.1.23 (i) to (v).

- 3.8 The policy framework of Policy CG05 also required the improvement of the quality of existing AoCs, through mitigation measures where applicable, and which are to be identified and assessed during the development planning application assessment process of the proposed developments. No deleterious impacts are to result from new development as this would be detrimental to the entire AoC and surrounding areas which are generally rural in nature. Projects are also to introduce innovative design proposals to enhance and upgrade the AoC and improve its operational status and general appearance especially as observed visually from the Qormi bypass, Triq Guze Duca. Proposals will be required to provide an appropriate building depth and block layout and avoid irregular layouts. The creation of adequate servicing, parking and loading and unloading spaces within the AoC, is considered a priority requirement to allow for an efficient operation and circulation within the AoC. The adjacent Handaq Enterprise Hub in effect is already constrained in this respect with existing industrial activity. For planned new roads, the direction is to provide adequate space for an efficient industrial operation which improves over the existing constrained roads and that may lead to operational issues which eventually affects negatively on the operations and operators themselves.

4.0 Public Consultation

- 4.1 The Objectives for the Partial Local Plan Review were published for public consultation between the 14th of June 2016 and the 1st of July 2016 and 3 submissions were received by the Planning Authority. The submissions with PA responses are included as Appendix 2A Public Consultation Submissions Report Objectives Phase 1 with this report.
- 4.2 The draft policy was published between the 14th of September 2017 and the 27th of October 2017 and resulted in 8 submissions which can be found in Appendix 2B with PA response. Submissions of the Environment and Development Planning Committee are also referenced.
- 4.3 Considerable changes to the public consultation draft policy of September 2017 were proposed following the public consultation process referenced in paragraph 4.2 above and thus, for clarity purposes, the revised draft was published as one amended document inviting representations on these amendments between the 16th of February 2021 and the 1st of April 2021. A total of nine (9) submissions were received by the Planning Authority as indicated in Appendix 2C together with the response of the Planning Authority. Submissions of the Environment and Development Planning Committee are also referenced.

5.0 New Policy PRHA 1 Tal-Handaq North Area of Containment

5.1 Development applications within this Area of Containment shall be required to conform to the provisions of Policy PRHA1 below as detailed out on Map HA1 Tal-Handaq North Sub Areas, Map HA2 Tal-Handaq North Policy Map and Map HA3 Tal-Handaq North Comprehensive Planning Areas.

POLICY PRHA 1

Tal-Handaq North Area of Containment

The Area of Containment (AoC) at Handaq North, Qormi is divided into 2 sub-areas Zones A and B as indicated on Map HA1 Tal-Handaq North Sub Areas and zoned for the following land uses:

Land Use Framework:

For all Zones:

- (i) Class 4A offices and Class 4B retail on the land indicated for these uses on Map HA2 and independent Class 4A offices within the remaining portion of Block B1 and within Block B3, provided that the independent offices cannot exceed 2,300sqm within the remaining portion of Block B1 and 7,700sqm within Block B3,**
- (ii) Class 5A light industry,**
- (iii) Class 5B general industry,**
- (iv) Class 6A warehousing, storage and distribution, and**
- (v) Ancillary and supporting land uses subject to (i) to (iv) above remaining the predominant land use within the site,**

as indicated on Map HA2.

Development shall comply with all relevant regulations including operational fire, health and safety requirements.

Development Parameters and Building Heights:

For the purpose of this policy, the gross developable floor area (GDF) is the total area which is internal and roofed over, including wall thickness (or in the case of party walls measured up to half the width of such walls) and also includes internal, completely enclosed, unroofed spaces. Parking and service areas are excluded from the maximum GDF.

For all Zones:

The height of development for both Zone A and Zone B within this AoC, as indicated in Map HA1, shall not exceed the maximum allowable overall height of 15.4 metres above the highest road level.

For Zone A:

Development within Blocks A1 and A4 as indicated in Map HA2 shall not exceed 2.75 levels above ground (inclusive of parking and service areas) with the topmost level being recessed from the street elevation.

Additional GDF within Blocks A2 and A3 as indicated in Map HA2 above 2.75 levels may *only* be considered within infill sites between existing commitments having more than 2.75 levels provided that the following are submitted to the satisfaction of the Planning Authority:

- (i) adequate proof that the adjacent commitments are existing legal developments that are either physically present on site and/or are covered by valid planning commitments even if such commitments are as yet unbuilt.
- (ii) a streetscape elevation which shows that the volume and/or height of the resultant development is in line with its immediate commitments, compatible with its adjoining surroundings and will not negatively impact the adjacent area. No new blank party walls are to be generated by the additional development.

In no case is the development to exceed the maximum allowable height of 15.4 meters above road level.

For Zone B:

Each of the three building blocks indicated on Map HA2 shall not exceed the maximum gross developable floorspace as indicated in the following table T1 for all land uses, except parking and service areas.

Table T1: Maximum gross developable floor area for each building block in Zone B.

Building Block	Maximum gross developable floor area
Block B1	20,000 sqm
Block B2	22,000 sqm
Block B3	53,000 sqm

In addition, development within the land designated for Class 4A offices and Class 4B retail within Block B1 shall not exceed 3.75 levels above ground (inclusive of parking and service areas) and development within the remaining portion of Block B1 shall not exceed 2.75 levels above ground (inclusive of parking and service areas) with the topmost level being recessed from the building facade on all of Block B1.

The areas indicated as Comprehensive Planning Areas on Map HA3 shall each be covered by a single development application to ensure the adequate and timely provision of the amenity spaces required by this policy, waste management facilities, car parking facilities and loading/unloading bays common for each Comprehensive Planning Area.

Amenity Spaces:

For Zone B:

A pedestrian amenity space is to be provided and located within Zone B as indicated on Map HA2 to serve as a public open space for the recreational needs of the AoC's employees and visitors. The design of this space shall prioritise soft landscaping and green infrastructure and include appropriate street furniture to encourage its use by the public for informal recreation. The amenity space shall not be used to provide vehicular access to properties, for parking or for un/loading. No part of the development on Block B1 with a frontage onto the amenity space and no part of the development on comprehensive planning area 3 as shown on Map HA3, shall come into operation prior to the completion of the amenity space in line with a development permission for this space.

Design Parameters:

For all Zones:

New and or redevelopment within the AoC shall lead to a general improvement in the visual appearance of the AoC and its surroundings with proposals including improvements in form and treatment of the elevations, providing detailed and large scale visual interest and enhancing the industrial streetscape and the surrounding environment through higher quality design.

Development should not result in the creation of blank walls and colour schemes/lighting schemes/architectural detailing alone are not acceptable as mitigation measures.

The buildings on the northern periphery of the AoC facing the ODZ shall include a properly designed façade with well-proportioned apertures, architectural features, and detailing. No form of access to these buildings shall be allowed from land located outside the AoC boundary.

Transport and Parking:

For all Zones:

Individual planning applications within this AoC which fully comply with the provisions of this policy are exempt from the requirements of the submission of new Transport Impact Assessment since a Transport Impact Assessment (TIA) has already been carried out for this AoC at plan stage. This does not preclude the need for adherence to applicable laws, regulations, standards and guidelines as well as the need for clearances from other Authorities, Departments and/or Agencies as necessary.

The TIA identified the junction upgrading works indicated on Map HA4 which are required to ensure that traffic generated from the development does not create a negative impact on the strategic road network.

Standard Development Control parking requirements apply. Internalising of operations and servicing is a priority requirement and underground parking and servicing space provision is supported. The Planning Authority may consider the application of the Urban Improvement Fund (UIF) Scheme in terms of the applicable policies regulating this Fund.

For Zone B:

Comprehensive development applications are to be accompanied by a Green Transport Plan to the satisfaction of the Planning Authority and Transport Malta. Furthermore, these development applications are also to be accompanied by an Air Quality Study which should take into account the cumulative effect of the development on all of Zone B on air quality.

Sustainability:

For all Zones:

The introduction of Green Infrastructure measures is mandatory to improve the environmental sustainability on the site. Matters such as the use of sustainable building materials, design which allows for passive environmental control and the integration of carbon-reduction measures during daily use of the buildings are to be favourably considered. The use of the roof levels for photovoltaic panel installation is encouraged. Vertical green wall screening especially across the facades overlooking the Outside Development Zone and the amenity space are also encouraged.

Stormwater management is to be addressed to the satisfaction of the Planning Authority and the Energy and Water Agency including measures to protect the quality of runoff water, safeguard rainwater runoff infiltration and allow recharge of the underlying aquifer. The Upper Coralline Outcrops are to be protected particularly as important recharge areas.

Planning Gain:

For Zone B:

The developer is required to fund the construction of the necessary roads and junction improvements within Zone B as detailed on Map HA2 within the policy boundary and are to be implemented as part of any new or redevelopments as planning gain at the expense of the developer. Upon the submission of the first development application within Zone B, the cost of the roads and junction improvements is to be calculated by Transport Malta and subdivided by the total allowable GDF within Zone B (95,000sqm) to establish a rate per sqm which would be paid over and above any other Infrastructural Services Contribution (ISC).

Official Alignments:

For all Zones:

Development planning applications are subject to the official road and building alignments as shown on Map HA2.

Tal-Handaq is strategically and optimally located on low lying land in the vicinity of the Grand Harbour Port area and is therefore ideal for industrial, warehousing, storage and distribution developments. The area of Qormi also incorporates the Handaq Enterprise Hub identified through the SPED (2015) just south of this Area of Containment. The schemed industrial area of the Enterprise Hub is already highly committed with little spare capacity for further industrial development and expansion within the present Hub boundaries. This Hub is also constrained by restricted road widths that may lead to operational issues on site. Consequently, the approved Area of Containment provides for additional industrial land supply in

the direct vicinity of the Enterprise Hub in line with SPED Policy UO 1.7. The Area of Containment is centrally located and is well served by the existing industrial road network and is being planned to incorporate suitably new wide access roads for the newly developed industrial operations.

The Area of Containment is located substantially away from the town of Qormi itself, with a large extent of land south of Triq Guze Duca that acts as a green open buffer, separating the industrial activity from the residential areas of Qormi. The proposed new industrial development within the AoC will not exacerbate problems within the residential areas of Qormi as this would be located in an appropriate and planned existing industrial location. Commercial development is also being considered to provide for a visual improvement to the area. The new development in the AoC will also provide for the increased demand for warehousing land allocation as highlighted by the SPED 2.19 and also an alternative site that could invariably enable the future reduction of inappropriately located warehousing activities from Qormi to the Handaq area thereby allowing for redevelopment in a more suitable location.

The height limitation of 15.4m results from a number of planning reasons including surveys that indicate that predominant existing and/or approved building heights have an average height of between 9.8m and 14m; allowing for consistent heights contextually and that this height is sufficient for industry, commercial and warehousing uses to operate efficiently and does not impact the overall surrounding areas visually.

From past developments, servicing practically occupies the entire extent of the public road space. This is detrimental to an efficient industrial and warehousing operation. If the new development is to be good quality industrial development, the current situation faced in Handaq Enterprise Hub of limited operational road space availability and a resultant 'free for all' use of the limited publicly available road space is not recommended. Thus, for new or complete redevelopments, the provision of operational space needs within the site or plot is emphasised as a priority requirement and is to be taken into account to provide the required spaces for internalised vehicle circulation, loading/unloading areas and parking areas.

This implies the need for parking space being introduced for new development or redevelopment to cater for internalized loading and unloading, in order to ensure efficient operations.

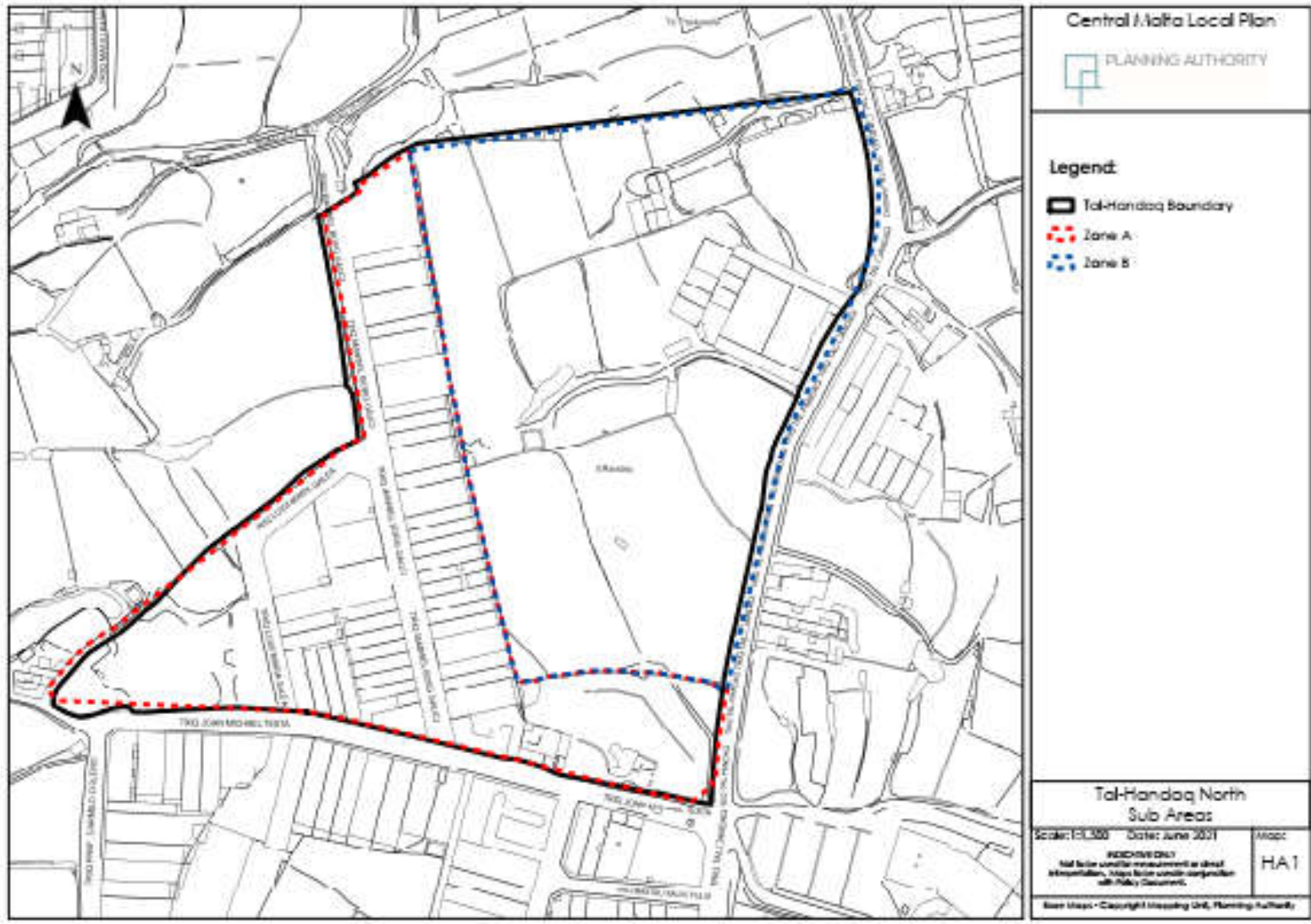
Pedestrian amenity spaces are being included in order to ensure that public open spaces are provided for amenity and leisure purposes. These amenity spaces are not to be used vehicular access, for parking and for un/loading.

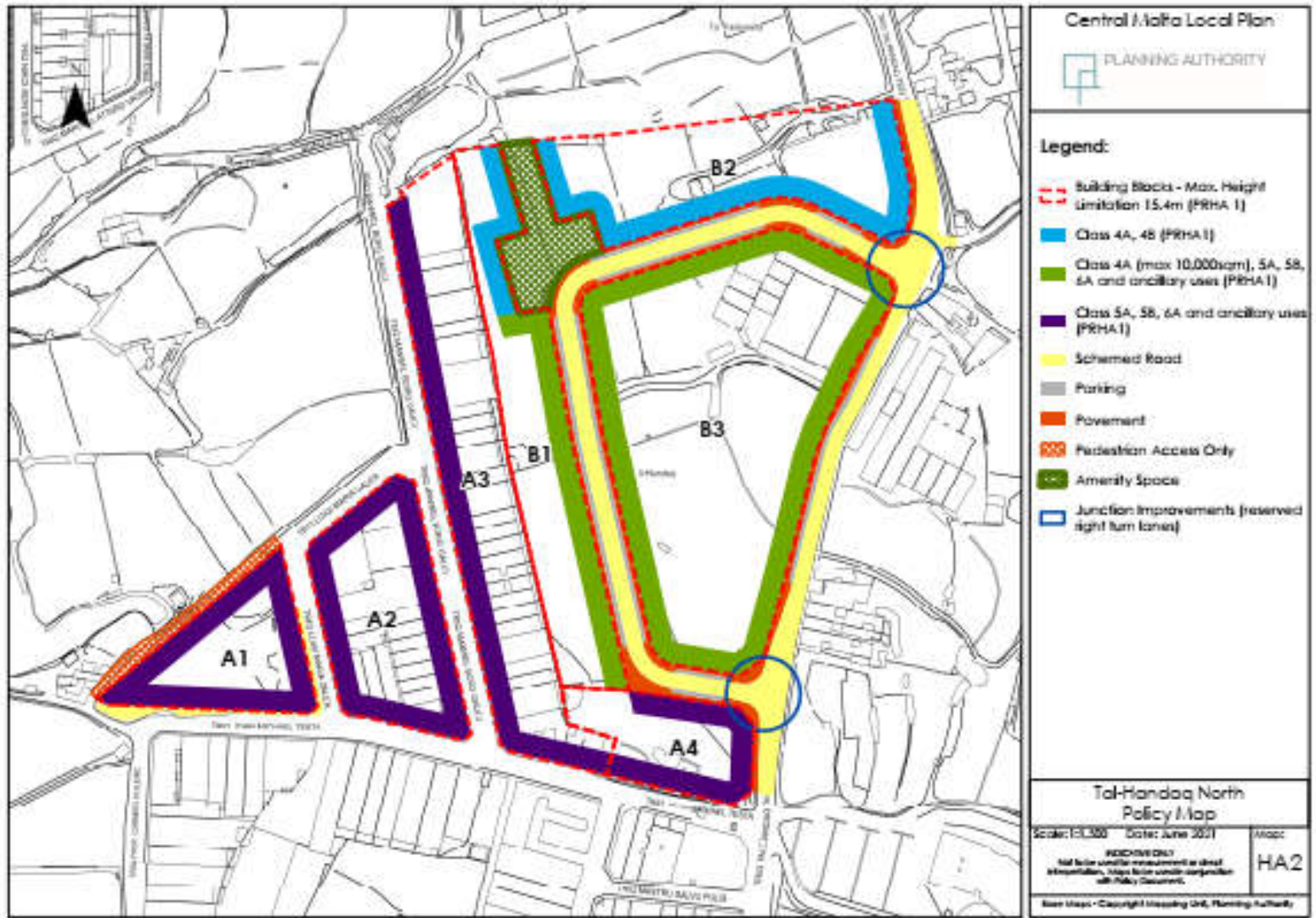
6.0 Way Forward

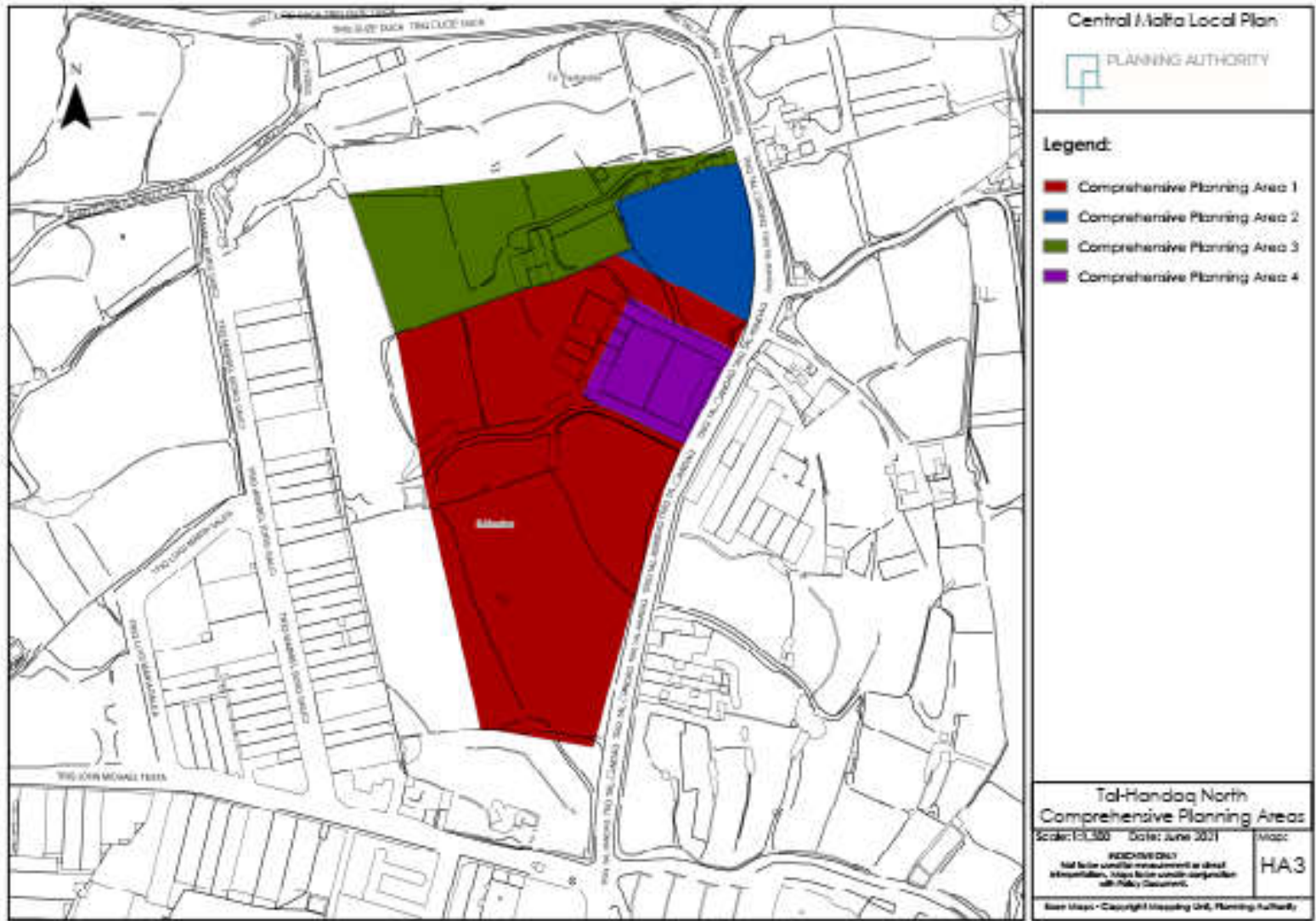
- 6.1 The Planning Directorate recommends the Executive Council to endorse this Partial Local Plan Review of the Central Malta Local Plan, 2006 (Area of Containment at Tal-Handaq North, Qormi), and refer it to the Minister without further amendments in terms of section 53(2)(f) of the Development Planning Act VIII of 2016. Provided there are no revisions by the Minister, the Partial Local Plan Review of the Central Malta Local Plan, 2006 (Area of Containment at Tal-Handaq North, Qormi) is to be subjected to SEA screening.
- 6.2 During its meeting of the 20th April 2021, the Executive Council approved the Final Draft of this Partial Local Plan Review of the Central Malta Local Plan, 2006 (Area of Containment at Tal-Handaq North, Qormi), and referred it to the Minister without further amendments in terms of section 53(2)(f) of the Development Planning Act VIII of 2016 for endorsement to proceed to SEA Screening.
- 6.3 On the 27th of May 2021, the Minister forwarded a position statement proposing changes to the Final Draft of the Partial Local Plan Review of the Central Malta Local Plan, 2006 (Area of Containment at Tal-Handaq North, Qormi) in terms of article 53(2)(h) and directing that the Final Draft is amended in accordance with the Minister's position statement. The Planning Directorate finalised the Amended Final Draft to reflect the Minister's proposed changes and referred it for the Executive Council's endorsement.
- 6.4 Following procedures set through Article 53 of the Development Planning Act (2006), the Executive Council adopted the Amended Final Draft of this Partial Local Plan Review of the Central Malta Local Plan, 2006 (Area of Containment at Tal-Handaq North, Qormi) on the 22nd June 2021. The Amended 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).
- 6.5 The Minister agreed with the Amended Final Draft without changes and provided clearance to carry out SEA screening in line with L.N.497/10.

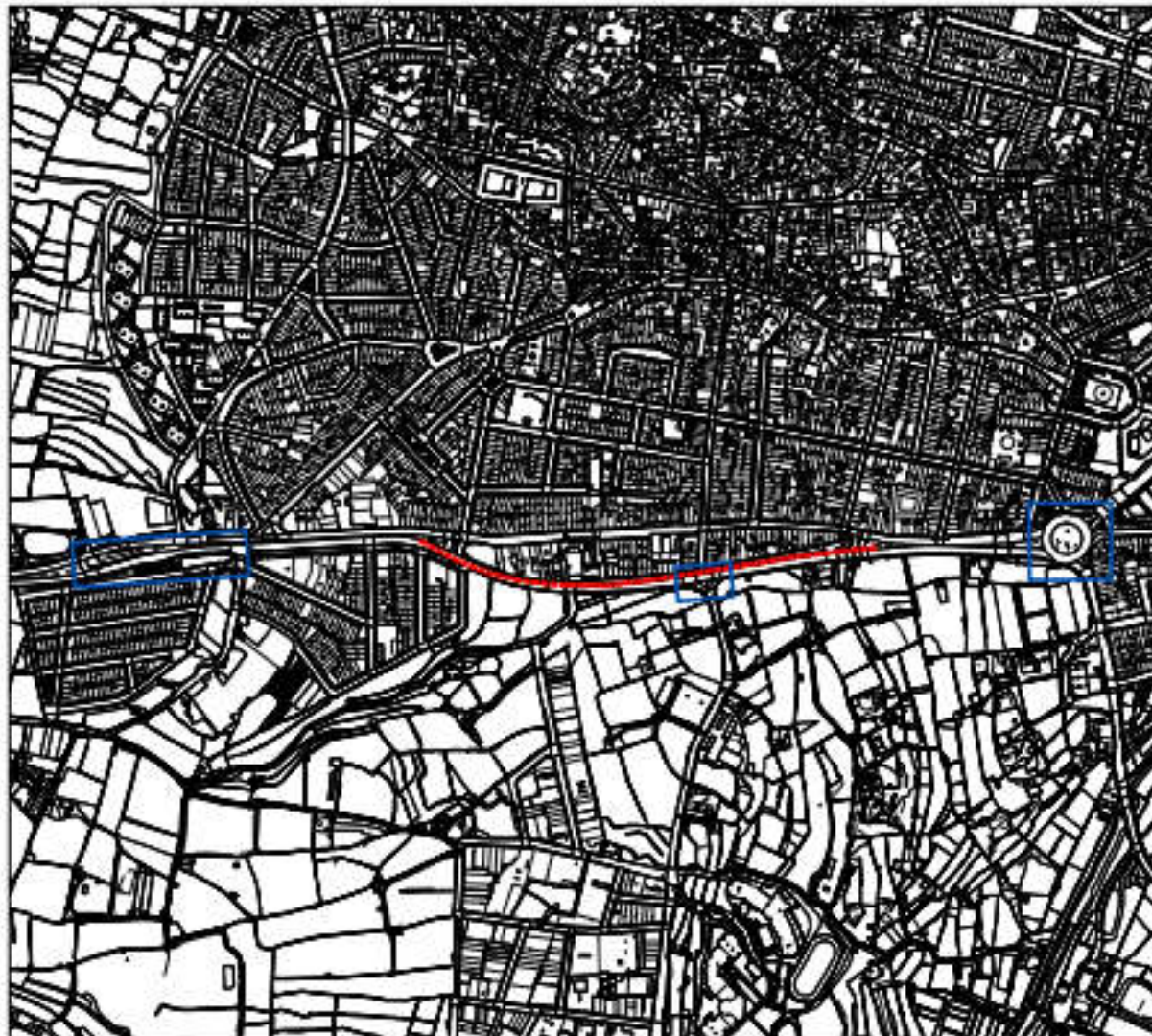
- 6.6 The SEA screening concluded that the development consent mechanism includes adequate provisions to address the environmental issues which were raised throughout the SEA screening process and thus, this Partial Review is unlikely to have significant environmental impacts at a strategic level. Nonetheless, the SEA Screening is putting forward, following recommendations emanating from the consultation process, that specific provisos are included to ensure stormwater management including the protection of the Upper Coralline Outcrops as important recharge areas and that air quality issues are addressed. In this regard, the Planning Directorate recommends the Executive Council to endorse this Amended Final Draft and refer it to the Minister together with all the relative documentation in relation to the preparation of this Partial Review in terms of section 53(2)(c) of the Development Planning Act (2016).
- 6.7 The Executive Council, at its meeting held on 22nd September 2021, discussed and agreed with the revisions proposed in the Partial Local Plan Review for Handaq North Area of Containment after the SEA screening and the Hon. Minister agreed with the changes on the 28th September 2021. The SEA Focal Point was informed of the conclusions of the SEA Screening and in his response of the 5th October 2021 did not disagree with these conclusions. Following referral to the Standing Committee on the Environment and Development Planning, the Minister provided his final approval on the 22nd of October 2021.

Appendix 1: Maps HA1, HA2, HA3 and HA4









Central / Na'afa Local Plan

PLANNING AUTHORITY

Legend

- Road Upgrading
- Junction Improvements

Tal-Handaq North
Road Network Upgrading

Scale: 1:5,000 Date: June 2021

PREPARED BY: [Name]
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instructions. Plans for use only in conjunction
with Policy Document.

HA 4

Drawn by: [Name] - Copyright Mapping Unit, Planning Authority

Appendix 2A: Public Consultation Submissions Report Objectives Phase 1

The following are the submissions received during the Phase 1 Public Consultation on the Objectives for the Partial Review:

Ref	Respondent	Date	Summary of Comments Received	Response
PRHA001	Ms Carmen Bernardette Briffa	01-07-16	I refer to the proposed changes for the local plan of the area. I am writing on behalf of the owners of property within the area and I am proposing two points as with regards to 'Tal-Handaq North, Qormi'. As marked on the attached site plan, I would like to propose that the height limitation for the area be increased to 17.5m in line with the recent changes to DC2015. Furthermore, I would like to propose that additional landscaped parking areas are introduced around Handaq. If necessary they can be located outside the area under study and landscaped.	<p>The recommended building height limitation for the area follows the predominant height of permitted developments and adjacent areas of between 9.8m and 14m. A higher overall development is not recommended and would also constitute a visual impact and be inconsistent with the adjacent heights of the Handaq Enterprise Hub.</p> <p>Regarding car parking, no development outside the Area of Containment is recommended as this alters the rural nature of these areas and creates further sprawl around the area. This would not be</p>

				in the spirit of the containment principle followed for Areas of Containment through the existing SPED and Local Plan policy framework.
PRHA002	Mr Sandro Chetcuti, Sandro Estates Ltd. and Mr Raymond Fenech, Easysell Properties Ltd.	27-06-16	Together and jointly Mr Sandro Chetcuti representing Sandro Estates Ltd and Mr Raymond Fenech representing Easysell Properties Ltd are hereby requesting to include land shown on site plan as part of PC13/13 known as 'Tal-Paskarella' and Tal-Handaq l/o Qormi' as indicated on the attached site plan.	Clarification of ownership whereby the respective owners forwarded their respective ownership information is noted.
PRHA003	Perit Charles Buhagiar , Med Design Associates Ltd.	27-06-16	I am writing on behalf of my client Mr. Raymond Fenech of Easysell Properties Ltd. and Mr. Sandro Chetcuti owners of the land at Tal-Handaq, Qormi shown on the attached site plan. My clients have noted that you have published a call for public consultation regarding PC13/13 – partial review of the Central Malta Local Plan (2006) for an area at Tal-Handaq North, Qormi which adjoins their property. All this land has been zoned as an Area of Containment in the Local	Clarification of ownership whereby the respective owners forwarded their respective ownership information is noted.

			<p>Plan and hence you intend to establish the planning parameters for this area.</p> <p>My clients would therefore like to request that since all this land forms the area of containment you do not set the planning parameters only for the land included in PC 13/13 but you set these parameters for the whole area, including the site of my clients. In our opinion it would be more sensible to propose a comprehensive planning policy for the whole area rather than take a fragmented approach.</p> <p>Thus we are requesting that you also establish the land use zoning building height limitation, road alignments and other relevant planning parameters for the entire Area of Containment including my clients' site.</p> <p>I trust you view our request favourably.</p>	
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Appendix 2B: Public Consultation Submissions Report Phase 2

The following are the submissions received during the Phase 2 Public Consultation on the first draft of the Partial Review:

Ref	Name/Company	Date	Comments Received	Remarks
HN2 001	Jon Camilleri	15/09/2017	<p>My own feedback</p> <p>a) I had complained about Google Maps not always helping me find the way particularly in the area established here with, and, had shared this nuisance with the Qormi Local Council and naturally Google Maps forums hoping the developers would eventually read my posts. For someone who is not accustomed to these roads they are difficult to find particularly as sometimes I uncover unmapped roads and the fact that some people do not have an internet connection coupled with the fact that it is illegal to use the smartphone and drive at the same time this creates a sense of frustration in the mind of the average commuter, doesn't it?</p> <p>Other localities are in bad need of such a study it is surprising that other mayors are not as pro-active as the official who initiated this proposal, I thus await more notifications on these lines of thought and with</p>	Comments do not relate to the area under review.

Ref	Name/Company	Date	Comments Received	Remarks
			<p>environmental concerns included within design. Does the public sector offer suggestion schemes?</p> <p>I assume public sector employees are the ones who are most involved with proposals within the public sector assuming a natural duty of care within civil grades of people who are educated, setting aside other outlying assumptions about certain matters reported only by comedians like Min Imissu (and others), which is a TV show! Humor is a good way to criticize a person I was taught!</p> <p>There are other map servers around and the only feedback I got as a systems administrator at MJCL was a disciplinary warning out of my hundreds of useful suggestion this I say with bitterness unfortunately as there was no apology that out of courtesy would have been normally expected, however the PSC at the time decided to march on over my right to fair trial, in various ways outlined in correspondence. Thus if we have this negligent attitude in mind when processing appeals no wonder so many complaints are posted on social media, in view of alleged illegalities that are at times in breach of one's right to use</p>	

Ref	Name/Company	Date	Comments Received	Remarks
			<p>one's own property reasonably, this is highly debatable however being MJCL, you are competent in handling litigations professionally I trust.</p> <p>I had written this as feedback however, I still keep reading headlines where the police talk about traffic fines and procedures (TVM for archives) to penalize that are to my mind debatable for reasons that are written out in the same highway code published by Transport Malta (Cap.249), thus requiring a judiciary escalation in my opinion as there is a divergence in the interpretation of law with that of other commuters. I observe that the majority of my appeals were rejected so I question the utility of the appeals process in view of legal notice 414/2005 that makes account for humanitarian appeals it transpires these are not very well understood even when they are written out in English, for details naturally one would have to consult correspondence that is already in the files of the agency that handles appeals, hopefully they kept an archived copy of appeals somewhere, I am hoping for audit purposes. Many assume that there is an obligation to provide evidence, the right of being</p>	

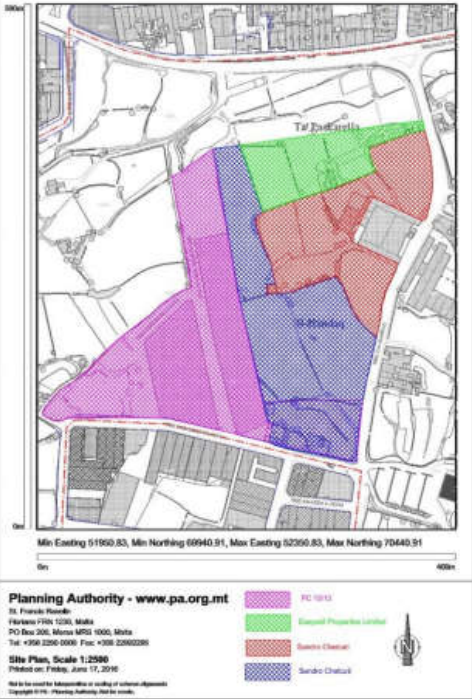
Ref	Name/Company	Date	Comments Received	Remarks
			<p>considered innocent is a constitutional right until a fair trial occurs, this is a common error of judgment in administration unfortunately particularly in selection processes handled by managers who appear to have little knowledge of constitutional laws or not to respect them accordingly as they seem to be overridden by policy.</p> <p>Naturally I had written this to politicians, and, to Transport Malta whose information officer had acknowledge this and claimed to have forwarded my feedback to the relevant department so it is a matter of having a wider frame of discussion (Not just emails!) within a large view of governance, because the government of Malta clearly has a lot of sections and sub-sections so human resources might work towards integration of ideas and knowledge synthesis eventually which is one of my downplayed AI projects, I felt very let down by the University of Malta academics towards my idea to be honest, because other scholars believe this is theoretically possible!</p> <p>I question thus is policy more legitimate than constitutional law and who is going to answer this question please? Is it the magistrate's court?</p>	

Ref	Name/Company	Date	Comments Received	Remarks
			<p>b) Is it a useful idea to have bridges and roads on different layers, so that parking areas can be designed around main roads leading to arterial roads and free or non-free parking areas?</p> <p>Some consideration for the poor if you do not mind perhaps parking discounts through social welfare mechanisms would help!</p>	
HN2 002	Ms. Katrina Agius	24/09/2017	<p>I would like to express my disapproval of the above mentioned development.</p> <p>By all means redevelop and put the 22% of used land to use, but the 78% which is currently vacant should remain so. Malta is fast running out of vacant land this brings with it vast issues, wildlife with no where to live, urban heat effect by increased buildings retaining heat and diminishing air flow, less greenery to give us oxygen, more concentrated traffic to an area that does not have the roads infrastructure to handle it and finally countless abandoned developed lots which sit unused all over Malta which should be redeveloped before the use of unused land.</p>	<p>The Partial Review relates to an approved Area of Containment (AoC) within the Central Malta Local Plan (2006). The AoC is subject to Policy CG05 Areas of Containment which requires the establishing of the review of the AoC on a case by case basis. AoCs are also guided by the Strategic Plan for Environment and Development (SPED, 2015) Rural Objective 3.2 which safeguards existing AoCs to accommodate incompatible urban development.</p>

Ref	Name/Company	Date	Comments Received	Remarks
			<p>I think the plan needs to be re-imagined to be environmentally and human friendly.</p> <p>We must always remember we can't eat or breathe money.</p>	
HN2 003	Perit Tancred Mifsud	09/10/2017	<p>Our Ref. 42.08 Your Ref. October 08, 2017</p> <p>Location: Ta' Cilla Yard, N/S in Triq Tal-Handaq c/w Sqaq Iz-Ziemel, Handaq, L/O Qormi</p> <p>Proposal: Partial Local Plan Review of the Central Malta Local Plan (2006) Area of Containment at Tal-Handaq North, Qormi</p> <p>Dear Sir/ Madam,</p> <p>On behalf of directors, Christopher Pullicino (ID 43184M) and Carmel Pullicino (ID 511658M), am writing to officially request to amend the area of containment (AOC) boundaries and include the land owned by my clients.</p> <p>The landforms part of Ta' Bloq (I-Inhawi) / Wied Qirda, but is in the limits of the said area.</p> <p>In fact, the site forms part of Handaq Industrial zone.</p> <p>The site in question is surrounded by land committed with development approved through the 2006 Local Plans as Area of Containment.</p>	<p>Submission does not relate to the area under review. No changes to AoC boundaries are contemplated in this exercise from the boundaries as approved in the CMLP (2006). Changes to boundaries would need to be followed strategically and holistically in line with the SPED Policy RO 3.2.</p>

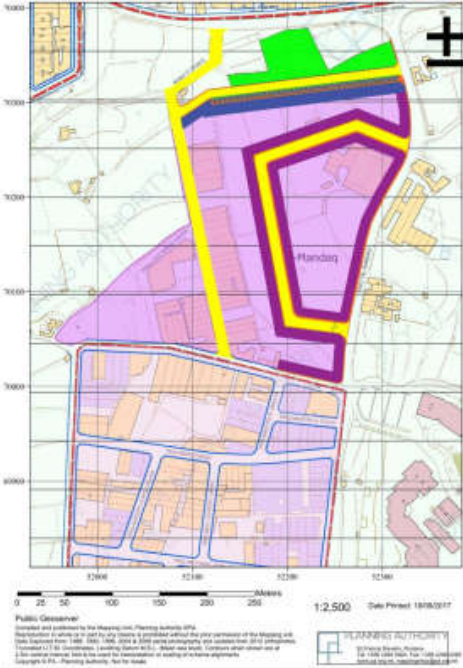
Ref	Name/Company	Date	Comments Received	Remarks
			<p>My client's land was similar in nature prior to 2006.</p> <p>The surrounding land was included in the Local Plans as Area of Containment (AOC), whilst my clients land was not included.</p> <p>The land owned by my clients of Special Area of Conservation (SAC) as approved in LN 257/03 and GN 223/05.</p> <p>Our request is to revise the SAC boundaries and include my client's land within the AOC.</p> <p>I am attaching a site plan showing the location of my client's land subject to this request.</p> <p>From the attached site plan, one can comment that for some reason, during the 2006 local plan review, the then MEPA left out my client's site and included all land surrounding my client's property.</p> <p>This was done on land of identical nature, since all land included within the AOC in 2006 was of same nature as the land owned my client.</p> <p>I am looking forward to meet PA officials to discuss in detail the reason for our request to include my client's land within the AOC.</p>	

Ref	Name/Company	Date	Comments Received	Remarks
HN2 004	Perit George Pullicino	09/10/2017	<p>PARTIAL REVIEW OF THE CENTRAL MALTA LOCAL PLAN (2006) FOR AN AREA AT TAL-HANDAQ NORTH, QORMI</p> <p>Area of Containment at Tal-Handaq North, Qormi</p> <p>I am writing on behalf of my client Mr. Raymond Fenech (Tumas Group) and Mr. Sandro Chetcuti, owners of the land at Tal-Handaq, Qormi shown on the attached site plan.</p>	<p>Regarding road width, the Partial Review is bound by the requirements of Policy CG05 Areas of Containment to follow 'comprehensive schemes to upgrade the visual elements of these areas in the form of landscaping and other embellishment measures, as well as the provision of adequate common parking areas. Furthermore, considering the existing lack of landscaping and parking and open space within the already developed Handaq Enterprise Hub, the Review is emphasising the need for new development to be visually upgraded and better served by common requirements. The added road width caters for future AoC growth considering that the planned upgrading of the area will attract substantial new investment into the</p>


Ref	Name/Company	Date	Comments Received	Remarks
			 <p>Image A</p> <p>My clients, whilst they fully concur with the Planning Authority statement that the development layout needs to be designed “with future operational requirements in mind and so as not to repeat the current limitations</p>	<p>area. This Review also requires the provision of amenity spaces to serve as public open spaces.</p> <p>Issues relating to future dumping are operational and not in the remit of the Partial Review.</p> <p>Regarding the north road proposed by submission and the green area it is noted that these involve development outside the AoC and within ODZ fresh land which is not contemplated by the Review which is required by CMLP (2006) Policy CG05 to consider that ‘permitted development will be carried out strictly within the boundaries as designated in the relevant Planning Control Maps in Volume 3: Part B of this Plan’.</p>

Ref	Name/Company	Date	Comments Received	Remarks
			<p>experienced within the Handaq Enterprise Hub”, however they maintain that the layout being proposed in Map HA 1 on page 20 of the document issued for Public Consultation by the PA needs to be improved in order to really achieve the required goal.</p> <p>The width of main North-South road should at best be 44ft all through in order to manouver a 30ft truck from one side to an entrance on the opposite side. With a 44ft road, one would be able to have parallel parking on both side of the road adjacent to the side pavement. An appropriate turning circle is required to enter in order to achieve the PA’s aim to “cater for internalized loading and unloading, in order to ensure efficient operations”.</p> <p>We fail to understand why the PA is proposing a circa 80ft road width divided by a central strip. Up to now the norm was always to have a 44ft wide road in Industrial Estates.</p> <p>Although we understand the PA’s intention to introduce the central strip in order to enhance the industrial area with some landscaping and open space, however the central strip in the middle of the road is definitely not the solution as this will hinder the</p>	<p>Other proposals have been taken on board and incorporated in the revised scheme for the AoC.</p>

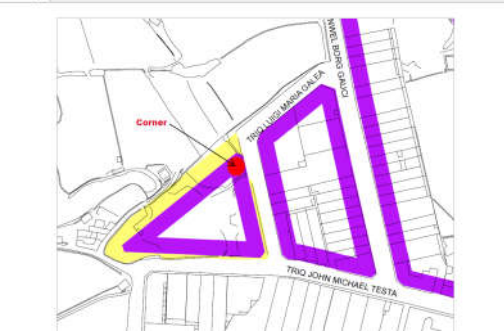
Ref	Name/Company	Date	Comments Received	Remarks
			<p>maneuvering of trucks in that area, since the required turning circle cannot be achieved, thus causing a traffic problem</p> <p>Apart from obstructing maneuvering from experience it will finish off as dumping strip as unfortunately no entity will take care of this landscaping strip. As described further down, there is a better alternative how to achieve a true landscaping enhancement in this area, rather than introducing a narrow landscaped central strip.</p> <p>The PA's proposed road layout can be improved in order to facilitate traffic flow as well as taking into consideration the owners' parcels to lessen the loss of land for road construction.</p> <p>The layout in Image B proposed by my clients provides an alternative which basically creates 2 traffic loops which facilitates much better traffic flow.</p>	

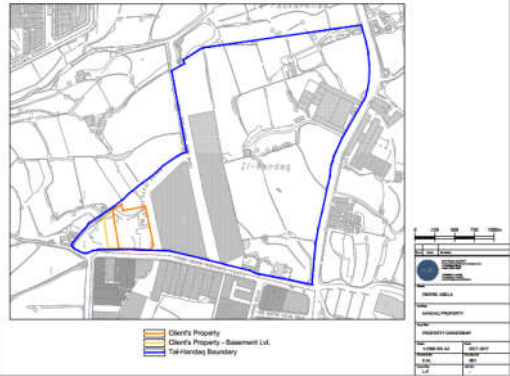

Ref	Name/Company	Date	Comments Received	Remarks
			 <p data-bbox="846 1029 943 1054">Image B</p> <p data-bbox="846 1082 1518 1374">This alternative layout proposes also to open up the north road from west to east in order to facilitate the flow even to the other side of the development area. It does so by pushing the building alignment slightly inwards to create a herring bone parking lot, a facility that will enhance the attractiveness of the commercial area.</p>	

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			<p>This is done while retaining the existing line of developable area and does not in anyway infringe it.</p> <p>The Tumas Group, represented here by Mr.Ray Fenech, which owns the land in squared green hatch as well as the land hatched in striped green shown in Image C, is willing to develop at their own expense as a planning gain a heavily landscaped recreational public open space or if the PA deems that further car parking facilities are required, they are even willing to consider constructing an underground carpark with its roofing area to be heavily landscaped to accommodate a recreational public open space.</p> <p>This will not only provide the much needed car parking facility for the area but will also serve as a green “entrance” to this development zone as well as serve as a green recreation area for visitors as well as the personnel working within this commercial / industrial zone. The owners believe that the Local Council should be consulted in the design of this space.</p>	



Ref	Name/Company	Date	Comments Received	Remarks
			 <p data-bbox="846 1257 974 1340">Image C Conclusion</p>	

Ref	Name/Company	Date	Comments Received	Remarks
			<p>My clients firmly believe that their layout proposal not only achieves the PA's declared intentions but enhances the development area by providing:</p> <ol style="list-style-type: none"> 1. a solution which improves traffic flow; 2. provides the much needed parking facilities and 3. provides a green lung in this area. 	
HN2 005	Perit Dr. Edwin Mintoff	26/10/2017	<p>Re: Public Consultation Draft for the 'Partial Local Plan Review of the Central Malta Local Plan (2006) – Area of Containment at Tal-Handaq North, Qormi'.</p> <p>I write on behalf of my client, Messrs. Abela, who own the property indicated in Drawing 001.</p> <p>Whilst in general we agree with the proposed policies for the 'Area of Containment at Tal-Handaq North, Qormi', we have the following requests for your consideration:</p> <ol style="list-style-type: none"> 1. The Road Alignment need to be studied to ensure that a small wedge, not owned by the clients, does not result in Space Left Over After Planning (SLOAP). This corner along Triq Luigi Maria Galea is indicated in Figure 1. It is being proposed that the width and alignment of the road 	<ol style="list-style-type: none"> 1. No reductions in the developable area are contemplated in the Review in this part unless required in the public interest. 2. Commercial development is only planned in the northernmost part of the Review area. 3. Within Zone A, ancillary offices are permitted as part of the industrial development. Again, it is iterated that retail development is only

Ref	Name/Company	Date	Comments Received	Remarks
			<p>will give frontage to the client's property to eliminate the possibility of SLOAP.</p> <p>2. It is being proposed that showrooms are allowed as part of the Ancillary and Support land uses.</p> <p>3. The policy should also allow a larger proportion of Class 4A offices and Class 4B retail in Zone A of the TalHandaq Area.</p> <p>4. Due to the industry use zoned for the area, we are proposing that a higher height limitation is designated to maximise the use within the limited space in tal-Handaq's Containment Area.</p> <p>5. Height limitation is to be measured from the highest street level.</p>  <p>The diagram shows a triangular plot of land. A red dot is placed at the top vertex of the triangle, labeled 'Corner'. The plot is bounded by three streets: 'TRIO LUIS MARIK QALEB' on the left, 'TRIO JOHN MICHAEL TESTA' on the bottom, and 'TRIO CONG TAMAR' on the right. The plot area is highlighted in purple, and the streets are highlighted in yellow.</p>	<p>contemplated as shown on the Map HA2.</p> <p>4. Building height limitation has already been relaxed. The building height of 15.4 m follows a facade height of 12m plus the height of the recessed floor and the roof parapet wall of 1.4m. This is already higher than the 10.5m height previously followed for the AoCs</p> <p>5. As per Development Control Policy Guidance, building heights are normally considered from highest street level.</p>

Ref	Name/Company	Date	Comments Received	Remarks
			<p>Do not hesitate to contact us if you require any further clarifications.</p> 	
HN2 006	Perit Daniel Micallef	26/10/2017	<p>The undersigned is submitting this objection to the Partial Local Plan Review of the Central Malta Local Plan on behalf of Mr. Ralph Attard, owner of the plot shown marked hereunder in red.</p> 	<p>Objection noted and has been taken on board in the revised scheme.</p>

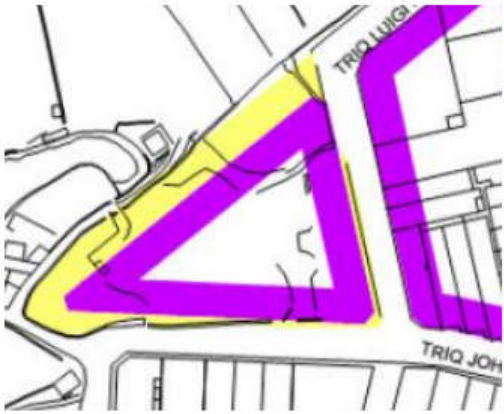
Ref	Name/Company	Date	Comments Received	Remarks
			<p>Mr. Ralph Attard is strongly objecting to the plans as proposed for the area in view of the commitments on-site, which plans would drastically alter the configuration of his property and its potential.</p> <p>The use of the term 'commitment' is being used given the approved permits and construction works which commenced.</p> <p>A new road is being proposed right across the plot belonging to Mr. Attard. When the plot was purchased, the roads as existing were already visible in the approved documents.</p> <p>The following is a timeline of the occurrences on the site in subject since it came into Mr. Attard's possession:</p> <ul style="list-style-type: none"> - 29.12.1994 – Property acquired by Mr. Ralph Attard, with PA/0134/94 - 1995 - Building commenced, which excavation and construction of reservoirs. Construction reached street level and reservoirs were also finished 	


Ref	Name/Company	Date	Comments Received	Remarks
			 <p data-bbox="846 655 1518 839"> - 1995 – Dividing wall between Mr. Attard’s & 3rd party property collapsed - A court case followed immediately which endured close to 11 years, and hence construction could not continue. </p>  <p data-bbox="846 1230 1518 1366"> - Site is in the meantime zoned as an Area of Containment. - 20.03.2007 – Parties involved in court case decide to drop the case (deed attached) </p>	

Ref	Name/Company	Date	Comments Received	Remarks
			<ul style="list-style-type: none"> - 23.11.2007 – PA/7175/07 submitted given that existing planning permits were then expired. - 20.03.2013 – MEPA submits PC application with reference PC/0013/13 - 13.09.2013 – PA/7175/07 suspended in view of PC/0013/13 by the EPC following architect's request. - 09.11.2015 – PC/0013/13 – Withdrawn by the Planning Directorate. <p>During the course of PC/0013/13, the following was brought to the Directorate's attention by Mr. Attard's architect:</p> <p>On behalf of Mr. Ralph Attard, (Applicant of PA 7175/07) I kindly request that when deliberating the above PC application in respect to road alignments, the block plan approved in PA 2329/91, renewed by PA 134/94, and block plan again approved by MEPA in PA 0797/95 should be respected and taken on board as approved. Mr. Attard and others, bought plots of land as per layout approved in PA 0797/95 and thus would not like to see the developable area they bought, reduced or otherwise changed.</p> <p>Extract from Case officer report of PA/7175/07 states:</p>	

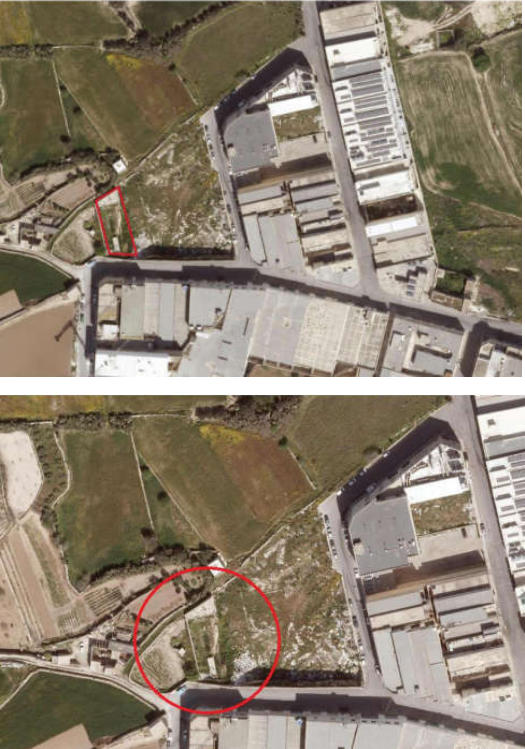
Ref	Name/Company	Date	Comments Received	Remarks
			<p>The Policy Paper: Way Forward - Areas of Containment (2012) was issued with the aim to guide development proposals within AoC's within the short term until these areas are fully planned comprehensively. According to this policy paper (Appendix 1 - Table 5.2), the planning parameters of this AoC are to be established through a Planning Control Application Process, which as stated by the Local Plans Unit has not been determined yet (mins. 46 - 49). In this case, the site in question has already been granted permission for the construction of warehouses (PB2329/91, PA134/94 and PA797/95 - doc. 1A in file PA776/98), but the approved works could not be completed following a series of events as documented by the architect in docs. 50 - 50A (severe weather conditions & court case).</p> <p>Consequently, the current application (PA7175/07) seeks development permission for the construction of a warehouse within the site in question (drwg. 84A).</p> <p>However, in terms of the Policy Paper: Way Forward - Areas of Containment, in particular paras. 4.6.1 (vertical extensions to existing operations), 4.6.2 horizontal</p>	

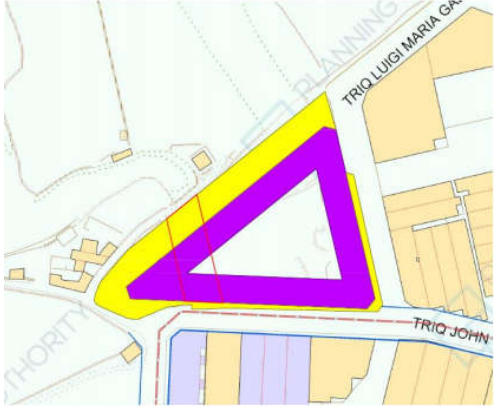
Ref	Name/Company	Date	Comments Received	Remarks
			<p>extensions to existing operations), 4.7 (infill sites) and 4.8 recommendations for AoCs subject to PC application & Structure Plan Review), the site in question does not yet qualify for development. In this regard, the development of this site could compromise the planning parameters which are to be established for this particular AoC.</p> <p>The above is to be treated as a preamble and justification why the permit was never executed in its entirety, and why construction could not proceed as originally planned as per permits PA 2329/91, renewed by PA 134/94.</p> <p>The Document through MAP HA1 is proposing the formation of a new road right through the property of Mr. Attard as marked in yellow (extract hereunder), reducing the plot AT LEAST by 25%.</p>	


Ref	Name/Company	Date	Comments Received	Remarks
			 <p data-bbox="846 730 1518 976">The existing road configuration is as approved in the permits quoted, and the formation of the new proposed road will not be addressing or improving much the vehicle circulation since the existing roads provide adequate vehicular circulation.</p>	


Ref	Name/Company	Date	Comments Received	Remarks
			 <p data-bbox="846 730 1518 1182">Alternative routes already exist, and the proposed road will only mean more road surface area which is not needed and an injustice for Mr. Attard given the parameters when the plot was bought were very clear and its only due to situations on which he had no control that the development was not executed. If this was not the case, the road as being proposed would not have been possible, since not just the reservoirs would have been completed but the whole development as approved.</p> <p data-bbox="846 1203 1518 1337">The site is already bound by a footpath at the back, as shown also in the approved plan above, and if any form of access or for aesthetical purposes, a footpath needs to be</p>	

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			<p>proposed, Mr. Attard would not object to its formation given an adequate width of not more than 3 meters is proposed.</p> <p>In case of any difficulty, do not hesitate to contact the undersigned.</p>	
<i>Continuation of Submission</i>	Perit Daniel Micallef o.b.o Mr. Ralph Attard	30/01/2018	<p>PA Ref: HN2 006</p> <p>Re: Local Plan Review of the Central Malta Local Plan (2006) Area of Containment at Tal-Handaq North, Qormi.</p> <p>To whom it may concern;</p> <p>Attached please find an addendum in relation to submission with reference in subject relating to LP Review of AOC at Tal-Handaq, Qormi.</p> <p>Re: Additional Information</p> <p>Further to the letter of objection submitted on behalf of Mr. Ralph Attard dated 24.10.2017, we are writing this addendum as a further clarification to the objection submitted.</p> <p>As already stated, rather than just objecting, in our letter we outlined other alternatives and possibilities which</p>	


Ref	Name/Company	Date	Comments Received	Remarks
			<p>would not jeopardise the functionality of the plot owned by Mr. Attard.</p>  <p>A new road is being proposed totally within Mr. Attard's plot. If this plan goes ahead, this would mean that the plot size will be decreased by approximately 30%, making it</p>	

Ref	Name/Company	Date	Comments Received	Remarks
			<p>unfeasible and increasing drastically the injustice already incurred by Mr. Attard.</p> <p>The plan put forward by the Planning Authority was examined in further detail, superimposed on a PA siteplan and compared to measurements taken on site. The plan put forward ignored the existing public footpath at the back of Mr. Attard's plot (marked in red).</p>  <p><i>Figure 1: Interpretation of PA plan with site marked in red</i></p> <p>The photos below show the current state of affairs at the back of Mr. Attard's site, where a footpath already exists. The distance between Mr. Attard's back wall and the</p>	

Ref	Name/Company	Date	Comments Received	Remarks
			<p>existing rubble wall is circa 2.6m at the ends of the plot and 2.1m at its centre.</p>  <p>Whilst we are still of the opinion that the proposed road is in reality un-needed, in the eventuality that the Planning Authority still deems it necessary we are proposing to</p>	

Ref	Name/Company	Date	Comments Received	Remarks
			<p>consider other methods for the road formation. It is totally unfair that Mr. Attard has to bear the full consequences which will render his plot inadequate for its projected use. Hence Mr. Attard would be ready to renounce what would be equivalent to a 3m backyard from his property, which can be added to the existing public footpath provided that this will also serve as frontage to his property at the back.</p>  <p>The part hatched in yellow above indicates the part of the existing plot which would be allocated to the road formation with the proposal above, with the resultant plot marked in red.</p> <p>Further photos below are being provided to show further the site context.</p>	

Ref	Name/Company	Date	Comments Received	Remarks
			 <p>The 'Comments Received' column contains two photographs. The top photograph shows a wide view of a hillside with a red arrow pointing to a specific area labeled 'SITE'. The bottom photograph shows a close-up of a stone wall with a red arrow pointing to a specific area labeled 'SITE'.</p>	

Ref	Name/Company	Date	Comments Received	Remarks
			 <p data-bbox="844 708 1518 895">The presented plans are being attached in full as appendices. The presented drawings are an interpretation of the PA document and the site extents are being marked as per PA/7175/07.</p>	
HN2 007	Mr. Kenneth Brincat o.b.o. Qormi Local Council	27/10/2017	<p data-bbox="844 920 1518 1002">Partial Local Plan Review of the Central Malta Local Plan (2006) Area of Containment at Tal-Handaq North, Qormi</p> <p data-bbox="844 1027 1518 1369">Dear Sir Hal Qormi Local Council is hereby submitting its objection for the proposals in the Partial Local Plan Review – Tal-Handaq North , published by the Planning Authority, because in principle the Local Council is against for developments in an Outside Development Zones areas. This proposed review will decrease the rural area</p>	<p data-bbox="1541 920 1975 1369">Local Council Objection noted. The area in question was zoned as an AoC in the CMLP (2006). Policy CG05 requires the planning of these AoC areas on a case by case basis in order to identify planning parameters for the area. The CMLP (2006) was subject to a full public participation as required by law. Thus this has been</p>

Ref	Name/Company	Date	Comments Received	Remarks
			<p>of Qormi and instead will increase development zones.</p> <p>There is no need to increase development zone whereby Qormi has an already large development zone, including large industrial zones (in Mriehel and Handaq and tal-Bajjada).</p> <p>Hal Qormi Local Council is therefore strongly objecting for the proposals indicated in the Partial Local Plan of the Central Matla Local Plan (2006) indicating the area of containment in Handaq to be a developed industrial zone.</p> <p>Furthermore, the Local Council insists that such proposal is against the electoral manifesto of the government in administration whereby it is stated that the government would “Strengthen[ing] the protection of outside development zones” (see attached). This proposal is against such manifesto because the government should protect such Outside Development Zones and thus the Local Council is surprised that the Planning Authority is proposing a review that an Outside Development Zone to become an industrial development zone.</p>	<p>superseded by events as the AoC is an approved area for industrial development.</p>

Ref	Name/Company	Date	Comments Received	Remarks
			The Local Council insists to be informed about any outcome resulting from this consultation.	
HN2 008	Alexander Bonanno o.b.o. ERA	27/10/2017	<p>ERA feedback Partial Local Plan Review of the Central Malta Local Plan (2006), Area of Containment, Tal-Handaq North, Qormi Public Consultation Draft October 2017</p> <p>1. General comments</p> <p>1.1 ERA welcomes the opportunity to comment on the 'Partial Local Plan Review of the Central Malta Local Plan (CMLP), 2006, Area of Containment (AoC), TalHandaq North, Qormi'.</p> <p>1.2 The following comments are being provided without prejudice to ERA's assessment of proposed developments at project-level. Depending on the scale, nature, operation and context of the specific project, proposals may also require different types of environmental assessments, including an Environmental Impact Assessment (EIA) screening procedure in terms of S.L. 549.46 (EIA Regulations, 2007).</p>	<p>General Comments</p> <p>1.1 Comment noted</p> <p>1.2 ERA is a statutory consultee at the development planning application stage or project level.</p> <p>1.3 SEA screening is followed upon approval of the Partial Review.</p> <p>2.1.1Comment noted the consideration of land uses is already wide however the area needs to remain focused on the primary land use for such areas namely industrial and warehousing land uses. This is also important since the Policy CG05 (1) requires that 'The use of proposed development will be similar to any use already existing and permitted within the Area of Containment. However, if the proposed use is not</p>

Ref	Name/Company	Date	Comments Received	Remarks
			<p>1.3 The plan/policy may also need to be screened through an SEA procedure in line with S.L. 549.61 (SEA Regulations, 2010). This needs to be discussed by the plan maker with the SEA Focal Point as the competent authority for SEA in Malta.</p> <p>2. Environmental issues</p> <p>2.1 ERA's environmental concerns and comments, include the following:</p> <p>2.1.1 It is recommended that Policy PRHA 1 is revised to ensure that the permitted land use framework for both Zones A and B also include other developments which may be considered favourably under Rural Objective 3 of the Strategic Plan for the Environment and Development (SPED). This would ensure that this AoC contributes towards the broader goal of safeguarding land outside the Urbanarea, in line with the general principles of the SPED, in particular SPED's TO1.10. This states that "socio-economic development should ensure that rural areas are not exploited by uses which are not legitimate or necessary".</p>	<p>considered to be desirable, then MEPA will consider a more acceptable alternative use'.</p> <p>2.1.2 Comment regarding Strategic Open Gap noted however this area is outside the partial review area and areas outside the review area cannot be zoned during this exercise.</p> <p>2.1.3 Transport Malta and ERA are consultees regarding transport and roads and air pollution and feedback regarding these issues is welcomed in the consultation process. It is noted that development considerations are restricted to the AoC boundary as required by Policy CG05.</p> <p>2.1.4 Again it is iterated that the Policy CG05 requires that development is strictly restricted to the boundary of the AoC.</p>

Ref	Name/Company	Date	Comments Received	Remarks
			<p>2.1.2 It is recommended that the open space between the AoC of Tal-Handaq North and the settlement of Qormi is designated as a Strategic Open Gap. It must be ensured that there is no displacement of development pressures, including open storage areas, onto other rural land surrounding the designated AoC / urban development boundary, particularly on the southern area in the vicinity of Wied Qirda / Wied il Kbir. national.affairs.era@era.org.mt 2</p> <p>2.1.3 The plan should adopt a pro-active approach, focussing on sustainable development. The suitability of the existing road network, entry and exit points and the limitations of existing infrastructure should be taken into consideration, such that future development at this area is restricted to, and contained within the already developed/committed footprint area. Therefore, proposed measures are to be adapted according to the carrying capacity of the area under consideration, to ensure that environmental impacts relating to air pollution associated with road congestion and pressures for further take up of undeveloped land to extend,</p>	<p>2.1.5 Comments on ambient, noise and light pollution noted. Development applications are still subject to consultations with ERA and follow ERA requirements and controls as is statutorily required.</p> <p>2.1.6 Development Control measures are already applicable and need to be followed at project level stage. As a measure for views into the AoC from Triq Guze Duca a commercial frontage is being considered so as to create a visual improvement to the area.</p> <p>2.1.7 The Review is promoting open space in the form of amenity spaces for the use of the general public.</p> <p>2.2-2.3 Comment noted. Infrastructural requirements are addressed at the project level and development application stage</p>

Ref	Name/Company	Date	Comments Received	Remarks
			<p>upgrade or construct new infrastructure are avoided at planning stage.</p> <p>2.1.4 The alignment and design of the outer boundary of sites at the edge-of scheme shall avoid the introduction of direct or implied commitments affecting additional land beyond the Development Zone boundary. Edge-of-scheme development, including new/altered roads, should follow the natural topography of the site such that the need for dominant or otherwise visually intrusive structures (embankments, exposed foundations or other similar substructure; boundary walls or parapets; etc.) is minimized at source.</p> <p>2.1.5 Appropriate measures are to be taken to ensure that any proposed development does not create ambient pollution, including noise and light pollution, on sensitive and/or protected natural areas. Any development at the edge of the Urban Area should not be a source of light pollution towards the rural areas. Street or other outdoor lighting (if any) shall be installed only on the inner side of the road (i.e. on the side abutting the built-up area) and shall be low-key, downward pointing,</p>	<p>through consultation with the appropriate utility entities.</p>

Ref	Name/Company	Date	Comments Received	Remarks
			<p>and of a full cut-off type. No luminarie globes, up-lighters or high-level floodlighting should be allowed. No illumination of any ODZ land near/adjacent to the site should be allowed.</p> <p>2.1.6 Design of edge-of-scheme development should take into account and respect the rural environment, and should also take into account the impacts on short and long distance views. Such development, including new/altered roads, shall follow the natural topography of the site such that the need for dominant or otherwise visually intrusive structures (embankments, exposed foundations or other similar substructure; boundary walls or parapets; etc) is minimized at source. The height of edge-of-scheme walls are recommended to be kept to a minimum and shall not be visually dominant in the surrounding rural landscape such that the open views of the surrounding countryside are not unduly compromised or obstructed. Boundary walls at the edge of the development zone should be constructed in traditional random rubble (sejjeigh), avoiding ashlar walls and walls faced/clad in rubble.</p>	

Ref	Name/Company	Date	Comments Received	Remarks
			<p>2.1.7 It is recommended that the policy promotes the provision of green open space, including more landscaping. It must ensure that the provision of green open space with accompanying landscaping is national.affairs.era@era.org.mt effective and commensurate to the scale, height and configuration of any proposed development within same site. It is emphasised that such planning parameter should not be in any way compromised during any future development application process of any site within the area covered by the policy. Any envisaged landscaping (including the green strip identified in Map HA1) should not include invasive alien species, and should be in line with the Guidelines on Trees, Shrubs and Plants for planting and Landscaping in the Maltese Islands(2002).</p> <p>2.2 The policy framework shall take into account the infrastructural requirements of the proposed layout and design parameters. These measures can be achieved through the adoption and implementation of an effective Environmental Management System (EMS) for the Area of Containment. The next three</p>	

Ref	Name/Company	Date	Comments Received	Remarks
			<p>recommendations highlighted during the Environment and Development Planning Committee, were well received by the same Committee.</p> <p>2.2.1 A street water runoff management plan should be incorporated, and should include appropriate measures for effective collection of urban water runoff. It should also be ensured that the drainage system and infrastructure in the affected area is adequate to serve the additional demand of any proposed development and therefore prevent risks of pollution from sewer overflows, e.g. during heavy rainfall.</p> <p>2.2.2 Development should also have all necessary facilities in place for the storage and reuse of rainwater runoff as well as separate drainage systems for dealing with contaminated runoff (e.g. from car parks), again to prevent pollution impacts.</p> <p>2.2.3 Any development should dedicate sufficient space for the provision of adequate waste management facilities on site (e.g. for waste separation and avoiding waste being stored on the kerbside) to facilitate recycling and eliminate/reduce littering. In order to make</p>	

Ref	Name/Company	Date	Comments Received	Remarks
			<p>the new development greener and encourage the circular economy, any historical waste which is still in good condition e.g. franka slabs etc, should be reused within the new development. All proposals should be in line with the Waste Management Plan for the Maltese Islands 2014-2020 particularly with section 3.8.5 on Urban Design for Waste Management.</p> <p>2.3 A comprehensive planning and rationalisation of infrastructure within the area of influence of the site (e.g. centralisation and undergrounding of water, electricity and telecommunications infrastructure) should also be considered as part of the design of proposed developments and ancillary infrastructure and open/green spaces.</p> <p>2.4 Roads/pavements should incorporate facilities whereby all infrastructural services are located underground without overhead wiring, poles or above-ground pipe work. This should also include provision for eventual replacement of existing overhead wiring and poles, with underground cabling, especially at edge of the development zone and in the urban rural interface.</p>	

Ref	Name/Company	Date	Comments Received	Remarks
			<p>2.5 Any development should consider the provisions laid down in section 3.8.5 of the Waste Management for the Maltese Islands 2014-2020 on urban design for waste management. It is recommended that projects of a certain scale ensure adequate waste infrastructure capacities for the collection and management of waste generated in the area. Waste infrastructure in the area are to be developed or upgraded so as to address potential increase in waste generation. Any proposed project should assess the potential environmental impacts, and take the necessary measures to ensure that the design addresses waste generation and collection patterns, including traffic and time, so as to minimise and mitigate such impacts to the greatest extent possible.</p> <p>3. Conclusion</p> <p>3.1 ERA looks forward towards additional consultations on this review and remains available to meet for further discussion, or any clarification if required, through: national.affairs.era@era.org.mt</p>	

Ref	Name/Company	Date	Comments Received	Remarks
Submissions from Institutions				
	Il-Kumitat Permanenti dwar l- Ambjent u l Ippjanar tal- Izvilupp		<p>Nixtieq nirraporta li l-Kumitat Permanenti dwar l-Ambjent u l Ippjanar tal-Izvilupp iddiskuta l-“Partial Local Plan Review of the Central Malta Local Plan (2006) – Area of Containment at Tal-Handaq North, Qormi” u qed jaghmel dawn ir-rakkmandazzjonijiet:</p> <ol style="list-style-type: none"> 1. Li l-Awtorita tal-Ippjanar tikkunsidra li mill-planning gain isir titjib ta’ Sqaq it-Tigieg; 2. Li kemm jista jkun possibli fit-triq il-principali tanofs il-parking jigi organizzat b’tali mod li jintrebah l-akbar ammont ta’ on street parking possibli biex ikun hemm l-ahjar uzu tat-triq il-gdida li se tinholoq; 3. Li l-Awtorita tal-Ippjanar tikkunsidra li l-parti taz-zona kummercjali li s’issa ghadha mhijiex mibnija b’xi mod jigi evitat li jinholoq blank partry wall li jkun possibilment anke vizibbli minn Triq l-Imdina. Biex jigi evitat dan il-blank party wall ghandu jinholoq passagg pedonali li l-Awtorita jidhrilha li jkun bizzejjed biex fuqu jinfethu l-aperturi; 	<ol style="list-style-type: none"> 1. Sqaq it-Tigieg jinsab barra mill <i>area under review</i> ta’ dan il-Pjan u taqa fir-remittat-TM. L-Istudju fuq l-Impatt ta’ Transport (<i>Traffic Impact Statement</i>) li sar ghal din il-proposta ma ikkunsidrax accessi minn <i>rural roads</i> bhala accessi alternattiv biex jintuza ghal traffiku intenzjonat ghal dan zvilupp, izda bhala accessi ezistenti limitati biex jibqaw iservu ghal- uzu agrikolu u siti mhux zviluppati. 2. Il-Pjan qed jahseb li l-parking spaces ghandom jigu provduti ghal kull zvilupp, idealment gewwa is-sit tal-proposta stess. Qed ikun

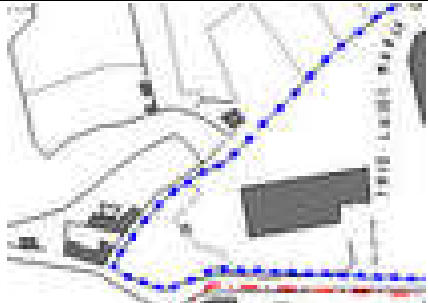
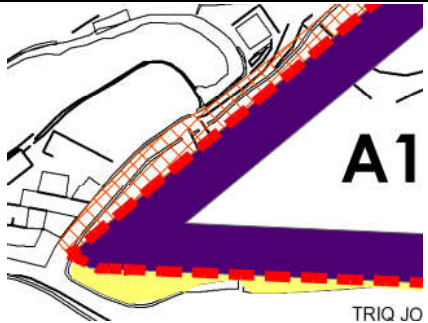
Ref	Name/Company	Date	Comments Received	Remarks
			<p>4. Li jigi diskuss ma' Transport Malta l-ahjar cirkolazzjoni anke vis-à-vis l-iskola li hemm fl-inhawi; u</p> <p>5. Li l-Awtorita tal-Ippjanar tikkunsidra li b'mod tassattiv tara li eventwalment ikun hemm waste management tajjeb fis-sit.</p> <p>Bil-permess talk-Kamra qieghed inqieghed dawn ir-rakkmandazzjonijiet fuq il-Mejda tal-Kamra.</p>	<p>propost li jkun hemm provediment ta' spazji miftuha ghal-kumdata ta' min jahdem u jzur din l-AoC.</p> <p>3. Din qed tigi mharsa bil-policy esistenti li titlob li ma' jinholqux blank party walls u billi qed jigi kunsidrat zvilupp kummercjali bhala mezz kif titjieb il faccata tal-bini kif tidher minn Triq Guze Duca.</p> <p>4. L-Istudju dwar l-Impatt ta' Transport (Traffic Impact Statement) ikkunsidra l-operat ta' l-iskola flimkien ma operaturi ohra fl-inhawi.</p> <p>5. Operational waste management mhuwiex fir-remit tal-PA ghalkemm waste requirements jigi ikkunsidrati fl-applikazzjonijiet ghal</p>

Ref	Name/Company	Date	Comments Received	Remarks
				<p>zvilupp fuq direzzjoni u requirements ta' I-ERA. Madankollu il-Pjan jitlob li l-partijiet li andom jigu zviluppati b'mod komprehensiv jinkludu il-provediment ta' facilitajiet ghal <i>Waste Management</i>.</p>

Appendix 2C: Public Consultation Submissions Report Phase 3

The following are the submissions received during the Phase 3 Public Consultation on the revised draft of the Partial Review:

Ref No	Name/ Company	Date	Comments Received	Remarks
HN3 001	Perit Sultana	18/02/21	<p>Land at tal-handaq is very expensive and most small industries can only afford a standard 6 meter plot. From my experience most small industries expand over the years and so the only way to go is upwards.</p> <p>Having multiple floors is not a problem for most enterprises since vertical connection is easily obtainable by hoists etc. Our suggestion is to increase the maximum allowable height by about two further floors from that which is applicable today. Most small industries that i know all need further room for new markets and storage.</p>	The building height limitation has already been relaxed. The building height of 15.4m (wherein certain areas are limited by 2.75 floors) is already higher than the 10.5m height previously followed for the AoCs.
HN3 002	Mr Tony Mercieca	19/02/21	Reference to your proposal re Area of Containment at Tal-Handaq Qormi is giving me concern that fields and related property belonging to my wife's family and registered as agricultural fields in my wife's name could be affected negatively especially in the area that a developer Mr. Attard wants to build on.	Whilst noting that ownership issues lie outside the remit of the Planning Authority, it is noted that this document relates to an approved Area of Containment (AoC) within the Central Malta Local Plan (2006). As indicated in the map extracts

		<p>My wife's family rural property is exactly on the recommended extension of your proposal. It lies exactly at Ghar-Ram passage way corner with Sqaq it-Tigieg,</p> <p>Such area holds an old farmhouse, two agricultural stores and two wells and above ground water cistern and approximately 5 tumoli of agricultural land that holds olive, fruit, fig, vine trees. Though used for own supply, we also grow crops.</p> <p>The triangular part with Sqaq it-Tigieg, is also registered for agricultural purposes in my wife's name. In this particular area, close or rather adjacent to a small unused pumphoom, is a well that underground opens up into a large arched cistern that receives most of the water from adjacent street (Carmelo Colleiro). This water supply allow us to irrigate the fields especially during summer season. For your convenience, I am attaching a photo taken by my wife when cleaning up the well.</p> <p>Further, shots presented in your document (also attached) makes proposals for an access road via Sqaq it-Tigieg, stating that the property belongs to mentioned developer. The circle claiming such impigies on the fields of my wife's family property, which is the most fertile part of</p>	<p>below, no changes to the AoC boundaries are contemplated in this exercise from the boundaries as approved in the CMLP (2006).</p>  <p><i>Extract from CMLP Map QOB3</i></p>  <p>Extract of Map HA2 of this policy</p>
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the land. So please ensure that what is stated by the developer is fair and not claiming what is not his.

Further, to comments by Mr. Attard for the development of his area, there, in my opinion seems to be a bias for such proposal claiming that the new development is affected negatively by your proposals as to road alignment etc. The facts are that the area was an ODZ .

So there was an abuse in its partial development, suggestions to maximize this development appear to affect negatively the family fields from surrounding development, and the affects that the shade of the proposed building will have on crop cultivation. Please ensure that our environment will allow us to keep tending to our fields.




Map HA1: Tal-Handaq North Sub-Areas



A new road is being proposed totally within Mr. Attard's plot. If this plan goes ahead, this would mean that the plot size will be decreased by approximately 30%, making it



				
HN3 003	Mr Joe Mallia	20/02/21	The authority should note that this area which was once a rural and agricultural area between Haz-Zebbug and Qormi has already suffered too much from the development of the current industrial area which has ruined and destroyed acres of agricultural land. The proposed changes will destroy and ruin further acres of arable land. Malta cannot afford to lose further arable land for the development purposes. The Minister and the authority must ensure the protection of the ODZ and of our countryside. The names of the businessmen who will benefit financially from this project clearly indicate that the big businessmen continue to dictate the decisions of the authority.	This Partial Review relates to an approved Area of Containment (AoC) within the Central Malta Local Plan (2006). The AoC is subject to Policy CG05 Areas of Containment which requires review, on a case-by-case basis, of industrial and commercial operations within such Areas of Containment, and the identification of acceptable operations within such areas together with required road

			<p>I kindly urge the authority to refrain from permitting the destruction of further arable land and the countryside for the benefit of the current and future generations.</p>	<p>layouts. AoCs are also guided by the Strategic Plan for Environment and Development (SPED, 2015) Rural Objective 3.2 which safeguards existing AoCs to accommodate incompatible urban development. No changes to the AoC boundaries are contemplated in this exercise from the boundaries as approved in the CMLP (2006).</p>
HN3 004	Mr John Perkins	13/03/21	<p>I am totally in disagreement with this plan. Malta needs open green spaces. Even better plant a small forest there to give us clean air to breath.</p> <p>Before you do any more road widening or flyovers.</p> <p>Make the pavements safe to walk on.</p> <p>I see cars allowed to park on pavements. Who decided on this idea.</p> <p>Road crossing with no sloop for wheelchair people. All of you spend a day to understand how difficult it makes it for wheelchair users</p> <p>It's the same for prams & buggies.</p> <p>It's about time you put people & busses before CARS</p>	<p>This Partial Review relates to an approved Area of Containment (AoC) within the Central Malta Local Plan (2006). The AoC is subject to Policy CG05 Areas of Containment which requires review, on a case-by-case basis, of industrial and commercial operations within such Areas of Containment, and the identification of acceptable operations within such areas together with required road</p>

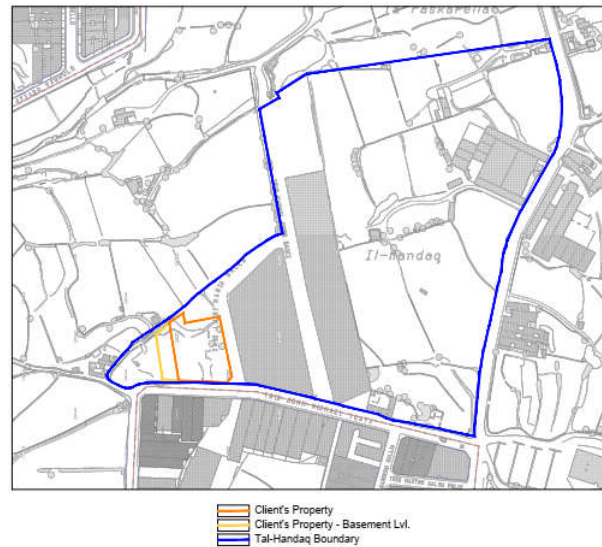
			<p>As for new housing</p> <p>Who passed an ugly concrete house on top of a beautiful old Maltese house. You have the power to demand a new house or apartment blocks are in keeping with the area actual look.</p> <p>I have seen you used to do this. Has the “Mafia” taken over the planers. As I read in FB on posts.</p> <p>The apartments in Spinola and the house were built illegally. As were many others in Malta. Why are they not pulled down? You can’t tell me a building inspector never saw they where built wrongly once the first floor was built?</p> <p>There are many other things I could mention</p>	<p>layouts. AoCs are also guided by the Strategic Plan for Environment and Development (SPED, 2015) Rural Objective 3.2 which safeguards existing AoCs to accommodate incompatible urban development. No changes to the AoC boundaries are contemplated in this exercise from the boundaries as approved in the CMLP (2006).</p> <p>As regards Accessibility for All, applications for development permission are to be subject to consultations with the National Commission for the Rights of Persons with Disability as per legal frameworks.</p>
HN3 005	Mr Henry- Franz Gauci	20/03/21	<p>As a resident of Qormi and teacher at Tal-Handaq Secondary School, I would like the Planning Authority to consider the following points when any development in the tal-Handaq zone is being planned:</p>	<p>This Partial Review relates to an approved Area of Containment (AoC) within the Central Malta Local Plan (2006). The AoC is subject to</p>

		<p>1. Besides being an industrial zone, tal-Handaq is also an educational zone with two major schools in the area. In fact, a school at tal-Handaq predates all industrial and commercial establishments in the area. The well-being of the students and the environment offered to these same students should be kept in mind if a further extension of the industrial and commercial establishments are being planned. Students and staff in the area already suffer from:</p> <ul style="list-style-type: none"> a. industrial noise, b. the shabbiness of the environment they visit daily due to careless dumping of waste by the commercial establishments, c. occupation of the school parking area by abandoned cars/cars under repair creating an inconvenience for staff working at the school and parents visiting the school and d. the difficulty of access to the area, especially at the time of school dismissal, because of the sheer amount of traffic visiting the area that hinders the traffic flow. An increase in the number of commercial and industrial establishments will increase this problem. <p>I believe that offering these students, staff and parents a better environment for a place they frequent daily should also be the Planning Authority's priority. The educational institutions in the zone should have equal and not less important than commercial establishments.</p>	<p>Policy CG05 Areas of Containment which requires review, on a case-by-case basis, of industrial and commercial operations within such Areas of Containment, and the identification of acceptable operations within such areas together with required road layouts. AoCs are also guided by the Strategic Plan for Environment and Development (SPED, 2015) Rural Objective 3.2 which safeguards existing AoCs to accommodate incompatible urban development. No changes to the AoC boundaries are contemplated in this exercise from the boundaries as approved in the CMLP (2006).</p> <p>Environmental Considerations including the introduction of Green Infrastructure and Transport Considerations including the</p>
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			<p>2. Please also note that the area marked for further development in tal-Handaq zone serves as a buffer to the residential area. Removal of this buffer will create immense inconvenience to the Qormi residents who already suffer from poor air quality, noise, poor traffic management and lack of open space.</p> <p>3. Tal-Handaq zone is not just an industrial zone. It is also one of the few remaining open spaces in Qormi, offering a significant amount of greenery so much lacking in the town. Protecting these remaining spaces should be at the forefront of the Planning Authority before issuing the permit for any further development.</p>	<p>submission of a Green Transport Plan for comprehensive applications are included in the policy provisos. Further detailing is to be addressed through the development application process including consultations with the statutory consultees such as the Environment and Resources Authority and Transport Malta.</p>
HN3 006	Perit Luke Psaila	29/03/21	<p>I write on behalf of my client, Messrs. Abela, who own the property indicated in Drawing 001, located in block A1. Whilst in general we agree with the proposed policies for the 'Area of Containment at Tal-Handaq North, Qormi', we have the following requests for your consideration:</p> <p>1. We are requesting that the 2.75 levels restriction is removed, allowing the site owners flexibility in the vertical sub-division of the buildings, as long as they are in line with the parameters identified in DC2015. The industry today is changing in many ways and this</p>	<p>The building height limitation has already been relaxed. The building height of 15.4m is already higher than the 10.5m height previously followed for the AoCs. As per Development Control Policy Guidance, building heights are normally considered from highest street level and the building profile established accordingly.</p>

is reflected in the changes to the building requirements, which require very different industrial and warehousing developments than those developed in the past.

2. If the 2.75 levels restriction is retained, the implications for the development of sites along sloping streets need to be considered. The site owned by our clients has a difference of 5 metres between the highest and lowest street levels. The benefits of this type of site is its size and needs to maximise the floor space on every single floor, which can be compromised if the building needs to be stepped accordingly to the parameters identified in policy P35 in the DC2015.



The limit of the number of floors and/or floorspace is included to control development density particularly with respect to transport considerations emanating from the Traffic Impact Assessment carried out for this Partial Local Plan Review.

HN3 007	Environ- ment and Resources Authority (ERA)	30/03/21	<p>1. Introduction</p> <p>The Environment and Resources Authority (ERA) welcomes the opportunity to comment on the proposed revisions to the Central Malta Local Plan concerning the Area of Containment (AoC) at Tal-Handaq in Qormi. ERA welcomes the various amendments made to the proposed new policy from Phase 2, since these amendments have now made the policy more comprehensive and inclusive of various safeguards, including those related to sustainability. These comments are being provided without prejudice to ERA’s assessment of proposed developments at project level when more detailed environmental assessments will be required. Depending on the scale, nature, operation and context, proposed projects may require different types of environmental assessments, including an Environmental Impact Assessment (EIA) screening procedure or other assessments or screenings as may be relevant.</p> <p>2. Specific Comments</p> <p>Whilst acknowledging the general improvement to the revised draft policy PRHA 1, ERA is putting forwards the following comments for further consideration:</p>	<p>1. Noted.</p> <p>2.i. As per Policy Document Title, Maps, including Map HA1 are titled to refer to Tal Handaq North. This Partial Local Plan Review relates to an approved Area of Containment (AoC) within the Central Malta Local Plan (2006) as indicated in Map QOB3 Recommended Changes to Scheme 52 Qormi – Tal Handaq. No changes to the AoC boundaries are contemplated in this exercise from the boundaries as approved in the CMLP (2006).</p> <p>2.ii. Building height throughout the Handaq North AoC is limited to 15.4m. The limit of the number of floors and/or floorspace is further included within the 15.4m building height limit to control development density particularly with respect to</p>
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		<p>i. Map HA1 mentions “Tal-Handaq Boundary” in the legend. It is suggested that this is clarified to refer to the Tal-Handaq North AoC.</p> <p>i. The proposed policy PRHA 1 stipulates a requirement for developments within Blocks A1 and A4 to not exceed 2.75 levels above ground (inclusive of parking and service areas) and have the topmost level recessed from the street elevation. ERA suggests that this should apply for all blocks within Zones A and B which are facing rural areas (i.e. the ODZ), in order to further mitigate the visual impacts from the envisaged developments (set to a maximum height of 15.4m) on the surrounding rural area.</p> <p>iii. Soft landscaping should not be limited to the area identified as an Amenity Space. It should be emphasised that landscaping should be compatible with the surroundings and follows the relevant landscaping guidelines.</p> <p>iv. The following rewording for the provision on Amenity Spaces is suggested: ‘Amenity spaces are to be provided for each of the three building blocks within Zone B to serve as public open spaces for amenity and leisure purposes and to enhance urban biodiversity. These should include soft and hard landscaping, and street furniture and green infrastructure. The footprint area of each of the amenity spaces shall</p>	<p>transport considerations emanating from the Traffic Impact Assessment carried out for this Partial Local Plan Review. Visual Considerations have been included in the policy provisos such that new and/or redevelopment within the AoC is expected to lead to a general improvement in the visual appearance of the AoC and its surroundings with proposals including improvements in form and treatment of the elevations, providing detailed and large scale visual interest and enhancing the industrial streetscape and the surrounding environment through higher quality design. Furthermore, development should not result in the creation of blank party walls and vertical green wall screening especially across the facades overlooking the Outside</p>
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		<p>not be less than 5% of the footprint area of its respective block. The amenity spaces are to be centrally located within Zone B as indicated on Map HA2 and shall cater for the leisure and amenity needs of the AoC's users and visitors. The design shall provide for safe pedestrian connectivity between these amenity spaces. <i>With the addition of green features, this amenity space shall provide ecological, social, health and economic benefits, such as decreasing the Urban Heat Island effect and enhancing the ecological coherence. Soil sealing is to be avoided, and permeable surfaces are preferred.</i> These amenity spaces shall not be used for parking and for un/loading.'</p> <p>v. It is suggested that provisions on Design Parameters and Sustainability are crossreferenced, in view that green infrastructure is an important design parameter for the general improvement of the visual appearance of the AoC</p> <p>vi. The inclusion of provisions related to environmental sustainability is welcomed. With specific reference to vertical green wall screening, ERA recommends that this should be mandatory for facades and amenity areas facing ODZ, rather than encouraged. This would significantly mitigate visual impacts onto the surrounding rural environment, and also contribute towards green infrastructure. The <i>Green Paper on Greening Buildings in Malta: Initiatives for Green Walls and Roofs for</i></p>	<p>Development Zone and the amenity areas are also encouraged. These are to be detailed throughout the development application process including consultations with ERA as per legal framework.</p> <p>2.iii. Soft landscaping is not being limited to amenity spaces and the policy also includes a proviso for the mandatory introduction of Green Infrastructure. Vertical green wall screening especially across the facades overlooking the Outside Development Zone and the amenity areas are also encouraged. These considerations are to be detailed through the development application process including consultation with ERA as per legal framework.</p>
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		<p><i>Residential, Commercial, and Industrial Buildings</i> and <i>Information Document to support GI Thinking in Malta</i> should be duly consulted in this regard.</p> <p>vii. It is recommended that possibility of using the Urban Improvement Fund (UIF) is removed as per previous Phase 2. This would ensure that full parking requirements are provided. Parking facilities for such areas are essential if it is to be successful, and would relieve pressures for parking on nearby rural areas.</p> <p>3. Other Recommendations</p> <p>Further to the recommendations made during Phases 1 and 2, ERA is putting forward the following other further recommendations for development in the area:</p> <p>i. With reference to soft landscaping and green infrastructure, it is suggested that only indigenous and/or archaeophytic species are used. Existing mature non-invasive vegetation should be retained. The use of invasive alien species is to be avoided, also noting that the use of certain such species is prohibited under the Control of Invasive Alien Species of European Union Concern Regulations (S.L. 549.119) and the Trees and Woodlands Protection Regulations (S.L. 549.123).</p>	<p>2.iv. The policy proviso for amenity spaces requirements already includes the need for soft and hard landscaping. Furthermore, green infrastructure is a mandatory requirement for all zones within this AoC. Further environmental detailing including issues relating to Urban Heat Island effect, soil sealing and others as necessary as well as green infrastructure requirements are to be detailed throughout the development application process including consultations with ERA as per legal framework.</p> <p>2.v. Development applications are expected to adhere to all the provisos included in the policy and are to be detailed holistically throughout the development application process including</p>
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		<p>ii. All planned activities that will affect soil deposits found in the AoC must be line with the Environment Protection Act (Cap. 549) and the Fertile Soil (Preservation) Act (Cap. 236) and their respective subsidiary legislation.</p> <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>	<p>consultations with the statutory consultees including ERA as per legal frameworks.</p> <p>2.vi. The design of the elevations, including green walls, are to be detailed throughout the processing of the application also considering site constraints. Green infrastructure is mandatory and thus, the type and scale of such infrastructure, is to be detailed throughout the processing of the application for development permission together with consultations with the relevant competent Authority and/or professionals as per legal framework. The proposals are expected to conform with referenced documents including others as per laws, regulations, standards and guidelines.</p>
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				<p>2.vii. Whilst it is noted that this policy does not preclude proposals from addressing the parking provision requirements as established by the Development Control Policy Document (DC2015 and any amendments thereto), the possibility of using the UIF scheme has been introduced, together with the requirement for a Green Transport Plan for comprehensive applications, in consonance with the principle of providing alternatives to the use of the private vehicle and encourage modal shift. Whilst the Traffic Impact Assessment (TIA) carried out for the Partial Local Plan review refers that all new developments should incorporate their own off-street parking spaces, the study implies that modal shift, particularly</p>
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				<p>a park & ride system, is imperative in order to limit the number of employees or visitors accessing Handaq Industrial area with their private vehicles. The TIA states that this will not only help in minimising the parking space issue but would also aid in reducing the traffic flow in and out of Handaq, as well as traffic circulating within the internal streets of Handaq. A subsequent decrease in the vehicular demands on the network links and junctions will also result.</p> <p>3.i & ii. Referenced detailing including landscaping species, green infrastructure, soil conservation and others as necessary are to be addressed throughout the processing of the development application including</p>
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				<p>consultations with ERA as per legal framework.</p> <p>4. Noted.</p>
HN3 008	Moviment Graffiti	31/03/20 21	<p>We would like to raise the following objections to Phase 3 of the local plan review, for the following reasons:</p> <p>1. Although it is euphemistically termed a 'partial review', the revised local plan will allow for potential development that is set to bridge a necessary gap of open space between residential and urban development. While the PA's argument outlines that the rescheduling of land in Tal-Handaq is necessary given that the area is already devoted to industrial development and that it will be away from residential areas, this partial review will only serve to bring the industrial area closer to Triq Guze' Duca. The expansion of developable land is objectionable because the partial review draft acknowledges the fact that the Tal-Handaq area is already predominantly industrial, meaning that the buffer provided by the open spaces set to be available for development is arguably even more important.</p> <p>2. While the PA's stated intent to ensure proper planning is commendable, the way in which it approaches improving this area of</p>	<p>1. This Partial Review relates to an approved Area of Containment (AoC) within the Central Malta Local Plan (2006). The AoC is subject to Policy CG05 Areas of Containment which requires review, on a case by case basis, of industrial and commercial operations within such Areas of Containment, and the identification of acceptable operations within such areas together with required road layouts. AoCs are also guided by the Strategic Plan for Environment and Development (SPED, 2015) Rural Objective 3.2 which safeguards existing AoCs to accommodate incompatible urban development.</p>

		<p>containment ensures that rural land is taken up by massive buildings that can take up to 39,000sqm of land and reach heights of up to 15.4m right in front of residents across the street from Guze' Duca. We propose that building heights, particularly in this area, particularly the side of Triq Guze' Duca, should be commensurate to building heights in the residential area across the street.</p> <p>3. The proposed 'improvements' of the area, including mandatory embellishment and amenity infrastructure provided by the developers, do not in any way replace or substitute the value lost from leaving open spaces as is. They only serve to sanitize massive buildings and minimize their impact rather than improving the area as a whole. The authority cannot assure that there will be "no deleterious impact" from new development on the surrounding natural environment unless it assures that the further uptake of rural land for industrial purposes does not occur, which is not the case given it is insisting on opening up the land to development.</p> <p>4. The exclusion of mandatory traffic impact assessments for every project is also highly objectionable given that the PA admits that the area is generally used for servicing purposes, automatically acknowledging the fact that various types of vehicles will be frequenting the area a lot more often, along with the junction</p>	<p>No changes to the AoC boundaries are contemplated in this exercise from the boundaries as approved in the CMLP (2006).</p> <p>2. Table T1 indicates the maximum gross developable floor areas (GDF). Building height within this AoC is set to a maximum of 15.4m with certain zones also limited to 2.75 floors. Central Malta Local Plan Map QOM3 which sets the building height limitation for Hal Qormi indicates that the residential and industrial area around this AoC is limited to 3 floors plus semi basement, which according to Annex 2 of the DC2015, translates to a maximum height in meters of 17.5m. This is higher than the height limit set for this AoC.</p>
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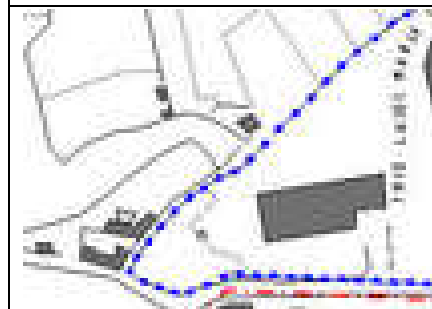
		<p>modifications on Triq Guze' Duca suggested by the review. We propose that TIAs should not be excluded as they would need to be up-to-date rather than being based on TIAs that were already conducted for the area of containment.</p>	<p>3. Refer to reply to point 1. The land has been designated for development through the 2006 CMLP. Height, Density, Open Space, Design, Transport and Environmental considerations have been included in the policy to guide the development application process to detail proposal together with statutory consultees, including the Environment and Resources Authority, and other consultees as necessary as per legal procedures.</p> <p>4. Since a Transport Impact Assessment (TIA) has already been carried out for this AoC at plan stage, eventual individual planning applications which fully comply with the provisions of this policy are exempt from the requirements of the submission of new Transport Impact Assessment (TIA). This does</p>
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				not preclude the need for adherence to applicable laws, regulations, standards and guidelines as well as the need for clearances from other Authorities, Departments and/or Agencies as necessary. Furthermore, as per outcomes of the TIA, comprehensive development applications are to be accompanied by a Green Transport Plan to the satisfaction of the Planning Authority and Transport Malta.
HN3 009	Perit Daniel Micallef		Further to our submissions during previous phases relating to the matter in subject, I'm writing to submit our feedback on behalf of Mr. Ralph Attard, the owner of the plot indicated in red hereunder.	The boundary of the approved Area of Containment (AoC) has been set by the Central Malta Local Plan (2006) and as indicated in the map extracts below, no changes to the AoC boundaries are contemplated in this exercise from the boundaries as approved in the CMLP (2006). At the western end, the building

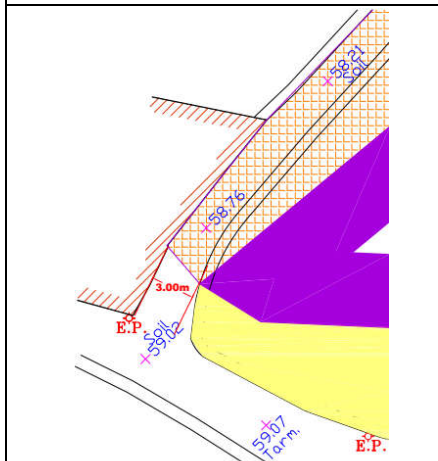
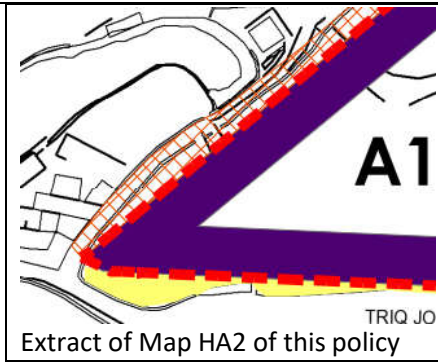
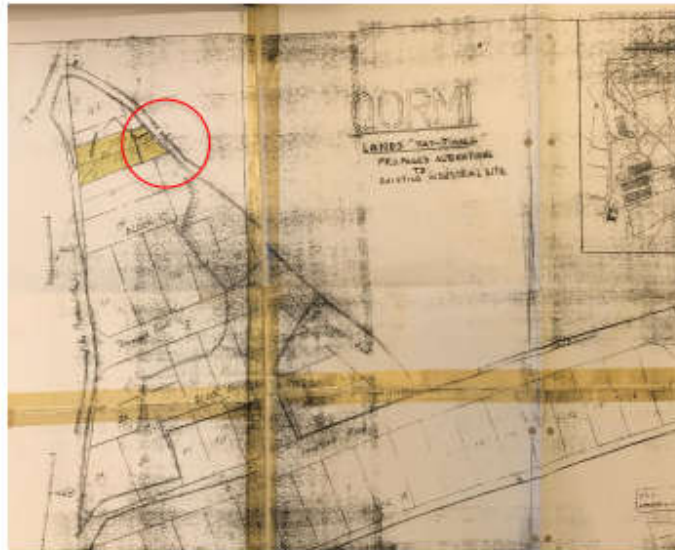


We express our satisfaction that the schemed road previously proposed to extend behind my client's property has been removed from the published policy map. Our submission relates to the proposed pedestrian access at the back of my clients property, to which we had already referred in our previous submissions. In principle, we agree to this, even due to the fact that this already exists on site. In fact, it is also visible in the original permit PA/2329/91 – extract of which is being presented hereunder.

alignment is on the AoC boundary, that is on the rubble wall along the existing passageway being 3m offset perpendicular from existing structure as indicated in figure detail of Map HA2 below. In order to ensure adequate urban design and to facilitate the setting out of the alignment, a straight building alignment was considered more appropriate rather than the existing irregular alignment of the existing passageway.



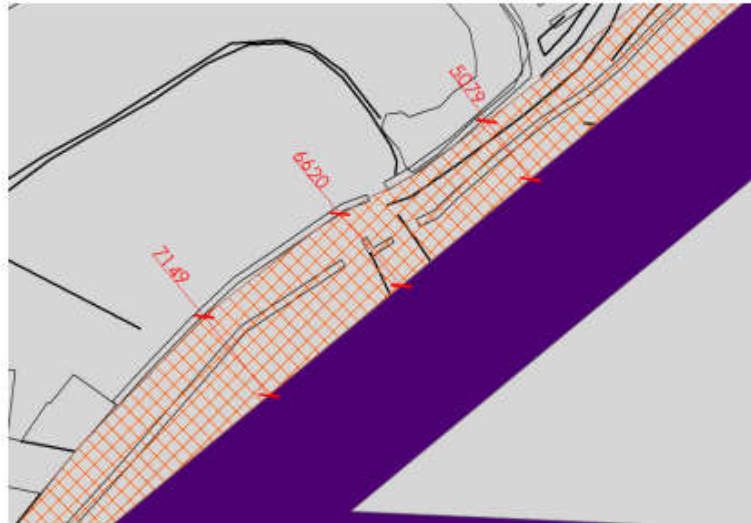
Extract from CMLP Map QOB3



Detail of Map HA2 of this policy

As regards building height, the building height limitation has already been relaxed. The building

Our objection relates to the size of the pedestrian access as proposed, given also an existing passage is already on site. Our interpretation of the published plans is being presented hereunder, where the path along Mr. Attard's property as proposed is 5.08m from the East side and 6.6m from the West side.



The path at its narrowest point is 3.2m wide, and 7.14m at its widest point. We deem this to be excessive for a pedestrian access within an industrial area. Such pedestrian access dimensions are not even use in promenades along the coast, where thousands of people walk along

height of 15.4m is already higher than the 10.5m height previously followed for the AoCs. The limit of the number of floors and/or floorspace is included to control development density particularly with respect to transport considerations emanating from the Traffic Impact Assessment carried out for this Partial Local Plan Review. Whilst conventional development is considered throughout Zone A due to fragmented land parcels, Zone B is proposed to be subject to comprehensive development with a set limit of gross floorspace.

Policy states that *Development should not result in the creation of blank party walls*. Blank party walls are generally considered as unacceptable when proposals

every day, let alone in an industrial estate. The proposed path, if intended for pedestrian access should not exceed 2 meters in width in our opinion. This would obviously grant the necessary access, whilst refraining from taking up from precious industrial land.



Figure 1: photo of existing path - dated 2018

With regards to the front alignment proposed along Triq John Michael Testa, clarification is being sought as to the amount of 'schemed road' area being proposed to be taken from Mr.Attard's land. It is noted that a width of 10.73m is being shown on the proposed plan, however the road alignments are not parallel.

extend beyond the limitations of the designation of the adjacent sites. In order to safeguard negative visual impact, design is detailed throughout the processing of the application considering the type, scale, terracing and building profile of the proposal in relation to the site context.



With regards to the proposed building heights of 2.75 floors for zone A1, we suggest that the total height in meters is established as proposed – i.e. 15.4m, and the cases are treated accordingly, rather than restricting the number of floors due to different industrial uses which may require different internal heights. Whilst requirements relating to traffic impact in relation to floor areas are very understandable, blocks A1 & A4, which are the blocks with this limiting factor are relatively small in relation to the rest of the AoC. With regards to the ban on blank party walls, which is a positive aesthetical measure, clarification is being sought with regards to plots which are developed adjacent to undeveloped plots, where blank walls will be generated temporarily. Whilst we welcome this positive development in relation to the zoning of this area, given our arguments we hope our

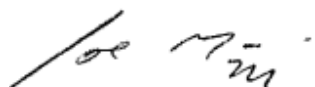
			submissions will be considered. In case any further information is required, kindly contact the undersigned.	
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Report of the Parliamentary Standing Committee on the Environment and Development.

Mr Speaker

Nixtieq nirrapporta li l-Kumitat Permanenti dwar l-Ambjent u l-Ippjanar tal-Iżvilupp, li Itaqa' lbieraħ, 9-ta' Marzu 2021, sablex jiddiskuti l-Partial Local Plan Review of the Central Malta Local Plan – Area of Containment at Tal-Handaq in Qormi (Phase 3), qabel b'mod unanimu ma' dan il-pjan kif imressaq quddiemu, mingħajr emendi.

Qiegħed inpoġġi kopja tad-dokumentazzjoni rilevanti fuq il-Mejda tal-Kamra.



Onor. Joe Mizzi, M.P.

President tal-Kumitat Permanenti dwar l-Ambjent u l-Ippjanar tal-Iżvilupp

10.03.21