

Marsa

Partial Local Plan Reviews

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

Approved



September 2021

Contents

1.0	Introduction and Scope.....	3
2.0	Proposed Objectives	6
3.0	Public Consultation	7
4.0	Current Strategic and Local Planning Policy Framework.....	11
	South Malta Local Plan, 2006.....	11
	Central Malta Local Plan as amended by PC57/10 in 2012	14
	Strategic Plan for the Environment and Development, 2015.....	24
	Major Accident Hazards and Hazardous Substances, 2020	26
5.0	Amended Policies for Public Consultation.....	27
	South Malta Local Plan, 2006.....	27
	Central Malta Local Plan as amended by PC57/10 in 2012	29
6.0	Way Forward.....	35
	APPENDIX 1: Phase 1 Public Consultation Submissions and Responses on Objectives	37
	APPENDIX 2: Phase 2 Public Consultation Submissions and Responses on Draft Policy.....	69

1.0 Introduction and Scope

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

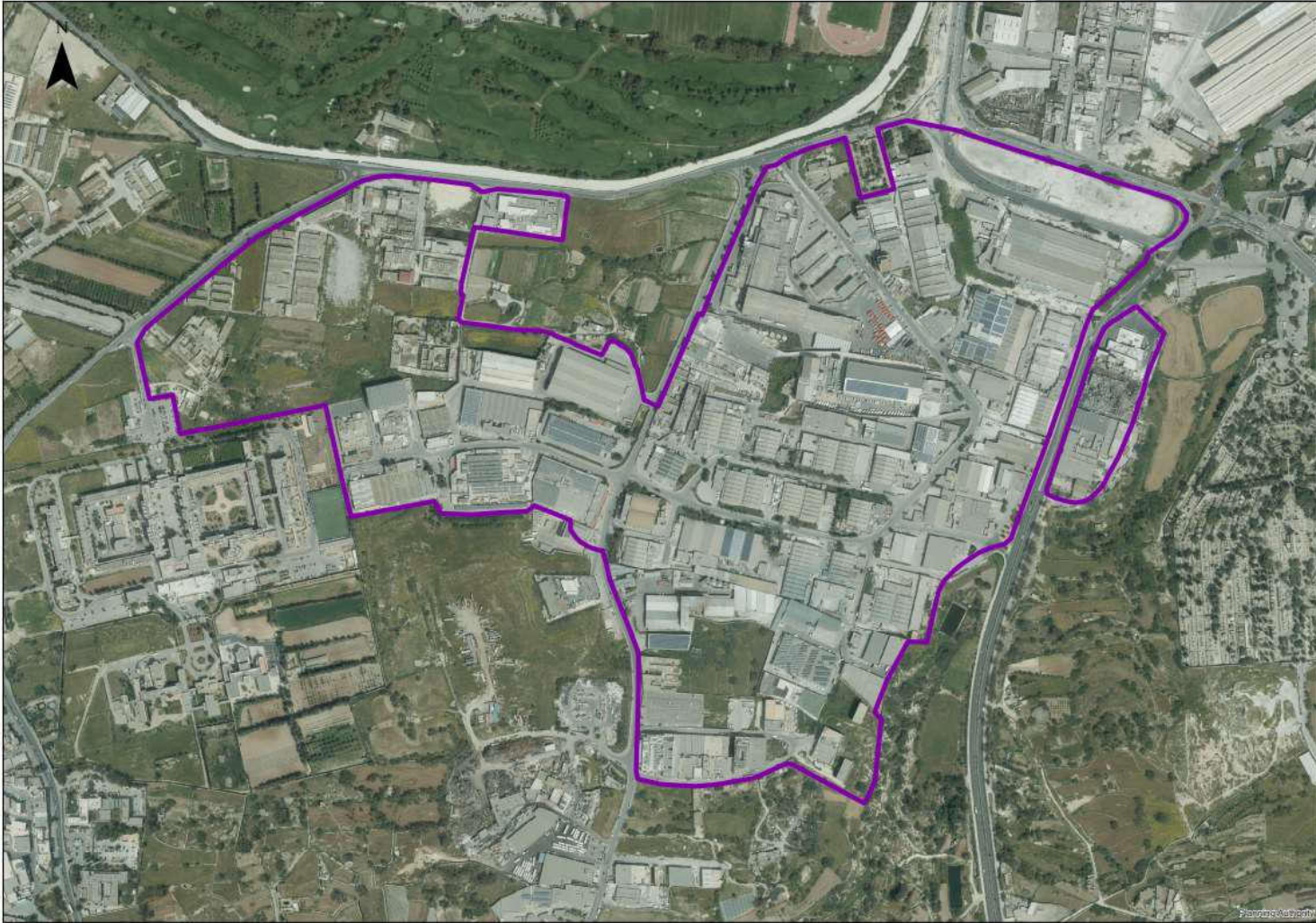


Figure 1: Marsa Industrial Estate

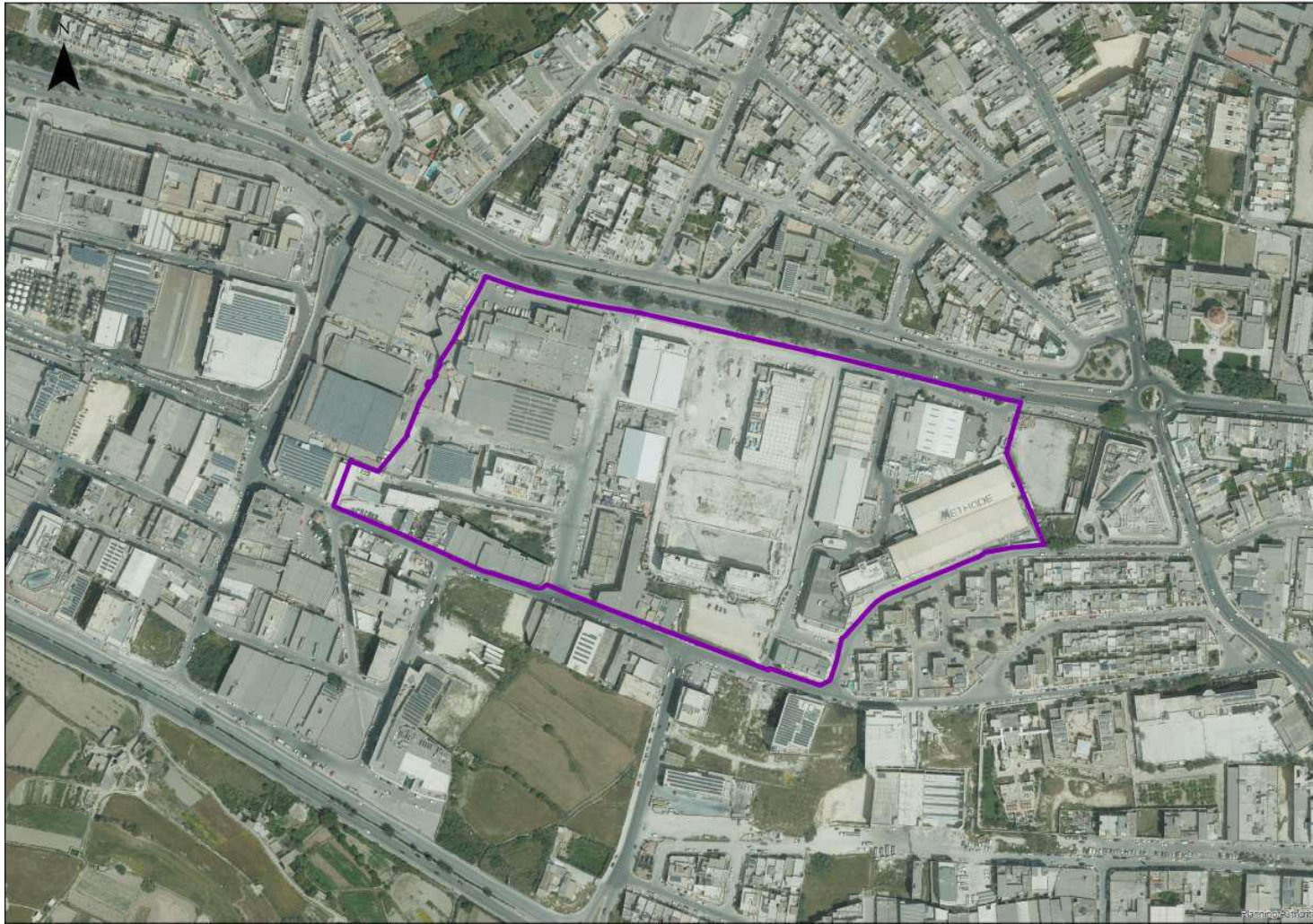


Figure 2: L-Imriehel MIP Estate (Area A)

2.0 Proposed Objectives

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

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

3.0 Public Consultation

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4.0 Current Strategic and Local Planning Policy Framework

South Malta Local Plan, 2006

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

SMMR 01

Boundary Limits of Marsa Industrial Estate

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

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

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

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

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

31.4.1 The site being excluded covers a land area of approximately 61,700 m² and is considered as being good quality irrigated agricultural land. An application (PA 7505/94) was submitted in 1994 for the construction of a new factory for the General Soft Drinks Ltd. This application was recommended for refusal but then withdrawn by the applicant. The expropriation process for part of the site has been terminated in February 1997 by Government Notice No. 119. The MEPA will seek, together with the relevant authorities, to provide for such a shortfall in other designated areas, not necessarily within this Plan. However, should this not be possible in the short term, expansion of the existing estate, due to emerging economic factors, onto the site being excluded may be considered provided an EIA is carried out to determine the impacts relating to the proposed expansion. A cost/benefit analysis should also form part of the EIA.

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

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

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

Policy BK04

Mriehel Industrial Area

Mriehel Industrial Area is designated as an industrial, warehousing, and commercial zone as indicated in Area Policy Map BKM2 (as amended in PC57/10). MEPA may permit the development of land in the Mriehel Industrial Area in accordance with the designations indicated in the Area Policy Map BKM2 (as amended in PC 57/10) for the following land uses;

- 1. MIP Estate and adjoining sites (Area A in PC 57/10); for the development of Industrial Uses as specified in Policy CG15 and Commercial Uses as specified in Policy CG14 (as amended in PC57/10);**
- 2. SME Park; for the development of Industrial Uses as specified in Policy CG15;**
- 3. Commercial Areas; for the development of land uses as specified in Policy CG14 (as amended in PC 57/10);**
- 4. Industrial and Commercial Area (Area B in PC 57/10); for the development of land uses as specified in Policies CG14 (as amended in PC 57/10) and CG15;**
- 5. Mixed Use Areas without Residential Units; for the development of land uses as specified in Policy QO04 (as amended by PC 62/07 and PC 7/08);**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

xi. The sale or display of motor vehicles.

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

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

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

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

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

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

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

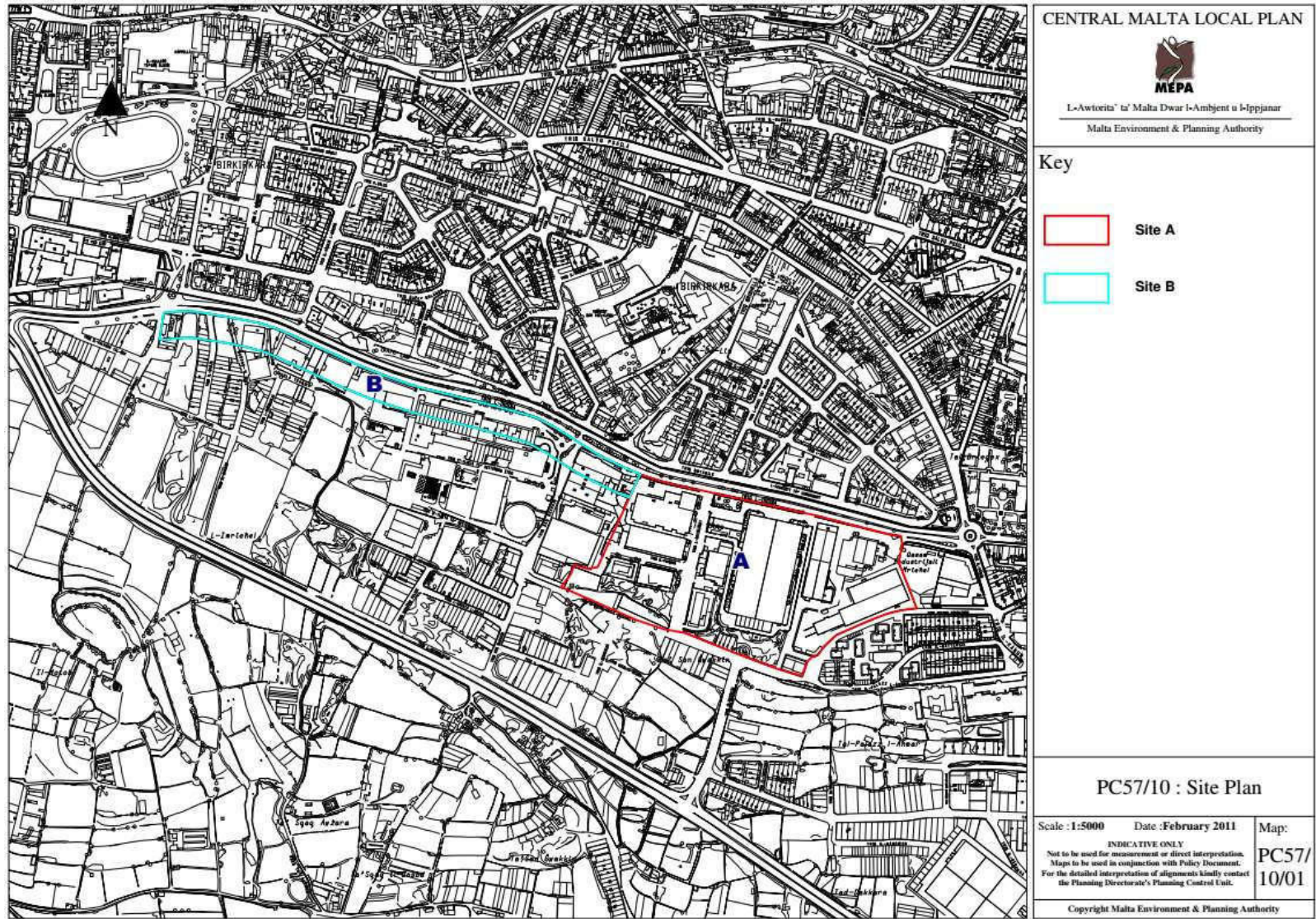


Figure 4: PC57/10/01 of 2012 Site Plan

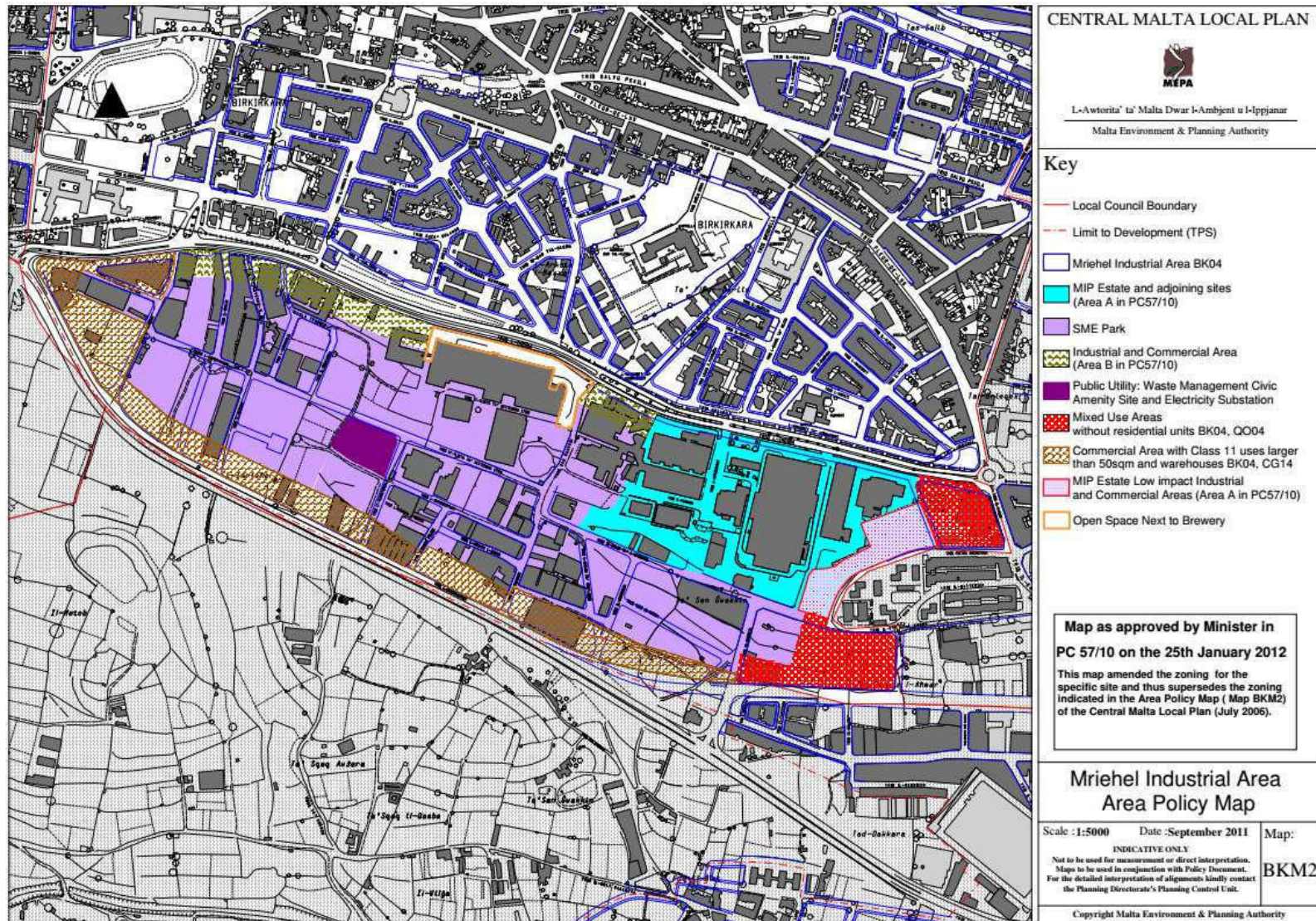


Figure 5: Mriehel Industrial Area Policy Map

Strategic Plan for the Environment and Development, 2015

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

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

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

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

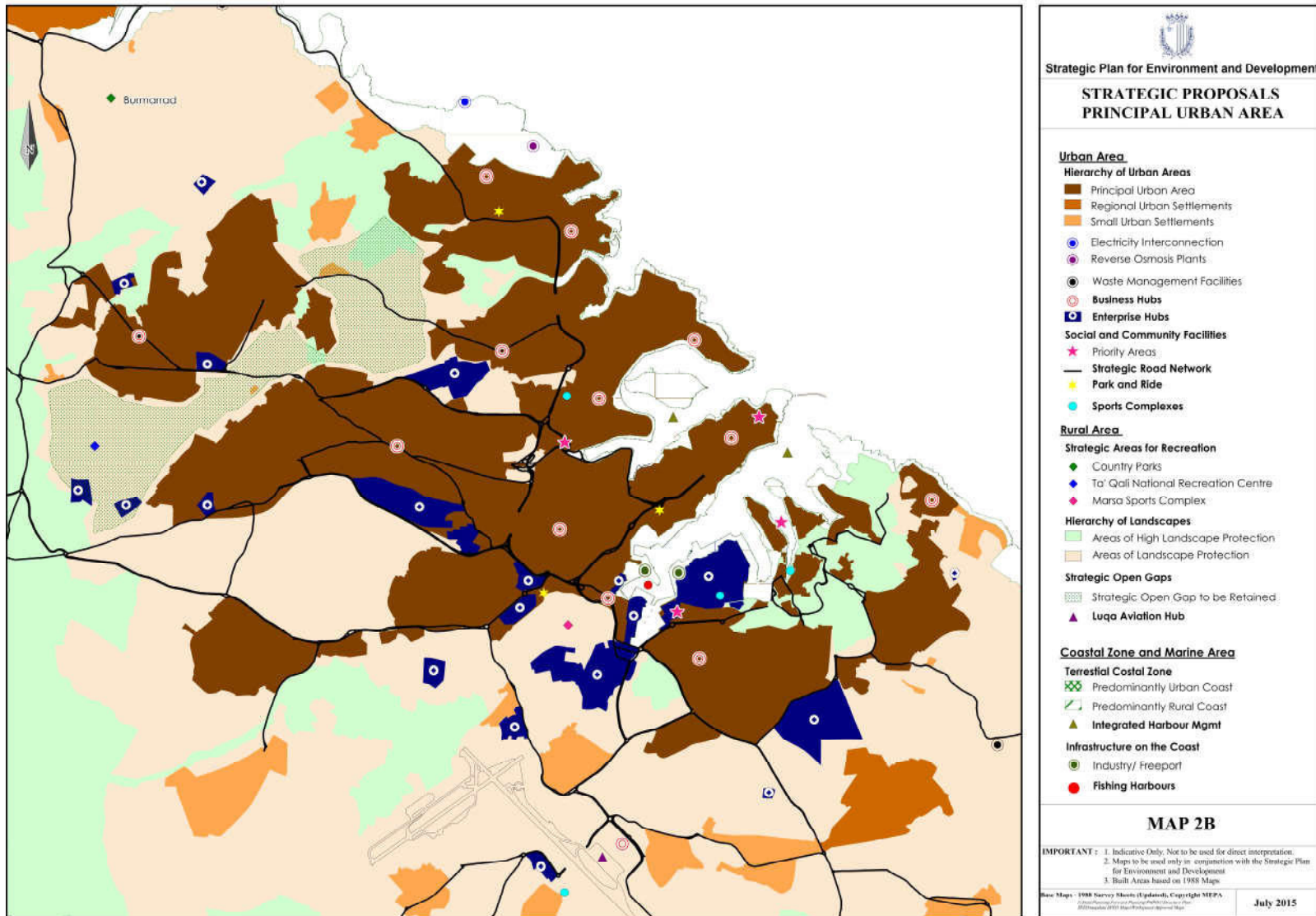


Figure 6: Map 2B Strategic Plan for the Environment and Development (SPED, 2015)

Major Accident Hazards and Hazardous Substances, 2020

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

5.0 Amended Policies for Public Consultation

South Malta Local Plan, 2006

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

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

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

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

31.4.1 The site being excluded covers a land area of approximately 61,700 m² and is considered as being good quality irrigated agricultural land. An application (PA 7505/94) was submitted in 1994 for the construction of a new factory for the General Soft Drinks Ltd. This application was recommended for refusal but then withdrawn by the applicant. The expropriation process for part of the site has been terminated in February 1997 by Government Notice No. 119. The PA will seek, together with the relevant authorities, to provide for such a shortfall in other designated areas, not necessarily within this Plan. However, should this not be possible in the short term, expansion of the existing estate, due to emerging economic factors, onto the site being excluded may be considered provided an EIA is carried out to determine the impacts relating to the proposed expansion. A cost/benefit analysis should also form part of the EIA.

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

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

5.2 Policy CG14 Commercial Areas is being amended as follows:

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

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

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

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

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

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

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

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

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

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

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

viii. no blank party walls are to be created;

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

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

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

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

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

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

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

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

e) The project will not constitute over-development.

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

6.0 Way Forward

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Responsible Authority: Planning Authority

Contact Person: Anna Dora Deguara

Position: Executive II, Planning Directorate

Contact Address: St. Francis Ravelin, Floriana

Contact Phone Number: 22901080

Contact email: anna.deguara@pa.org.mt

Date: August 2021

Part B – Key Facts

Responsible Authority: Planning Authority

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

Purpose of PP:

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

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

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

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

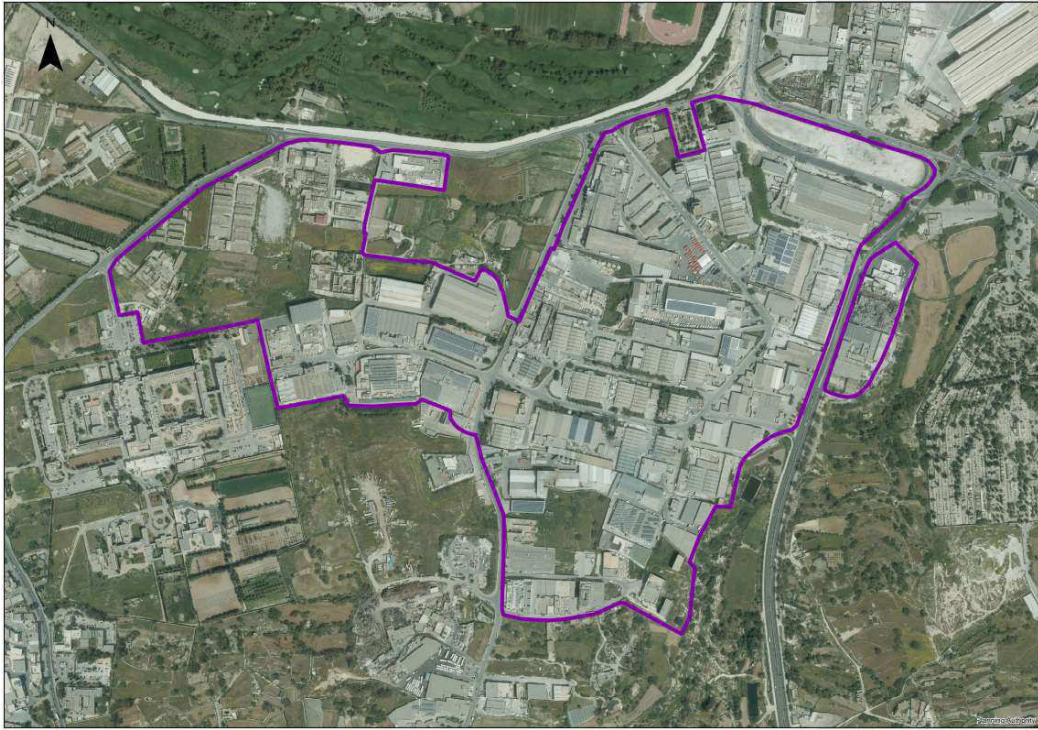
Is the PP the result of legislative, regulatory or administrative provisions?

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

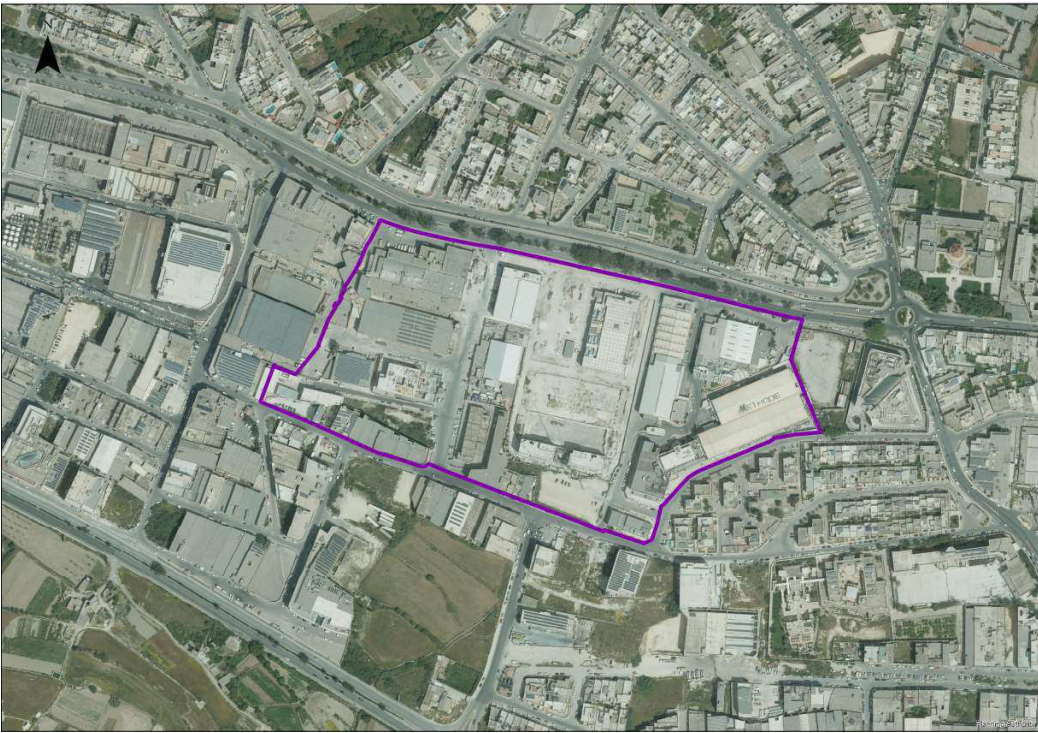
Period covered by PP: n/a

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

Area covered by PP (see attached maps):



Map 1: Marsa Industrial Estate



Map 2: Mriehel MIP Estate (Area A)

Summary of PP content:

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

SMLP Policy SMMR 01 Boundary Limits of Marsa Industrial Estate

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

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

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

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

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

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

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

Part C – SEA Criteria

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

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

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

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

Part D – Likely Significance of Effects on the Environment

Responsible Authority: Planning Authority

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

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

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

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

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

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

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

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

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

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

Part F – Screening Outcome

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

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

Joseph Scalpello

Name of Officer responsible for the Screening Report

Signature of Officer responsible for the Screening Report

Planning Authority

Name of Responsible Authority

04th August 2021

Date

Notes to Responsible Authorities:

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

APPENDIX 1



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

10th June 2021

Dear Ms. Deguara,

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

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

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

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Michelle Piccinino', is written over a light blue circular stamp.

Perit Michelle Piccinino
Chief Executive Officer
Environment and Resources Authority

Appendix 1

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

January 2021

1. Introduction

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

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

2. Main environmental issues

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

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

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

3. Conclusion

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



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

October 2020

Environment and Resources Authority



1. Introduction

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

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

2. Main environmental issues

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

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

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

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

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

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

2. Other Recommendations

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

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

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

4. Conclusion

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

Anna Dora Deguara

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

CAUTION: This email originated from OUTSIDE of the Planning Authority Email Infrastructure. DO NOT CLICK LINKS or OPEN ATTACHMENTS unless you recognize the sender and know the content is safe.

Ms Deguara,

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

Proposed text:

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

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

Regards

Vincent Attard aka OHSa

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



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

tel: +356 21247677
email: vincent.attard@gov.mt
url: www.ohsa.org.mt

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



From: Anna Dora Deguara <Anna.Deguara@pa.org.mt>
Sent: 13 May 2021 14:57

Anna Dora Deguara

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

CAUTION: This email originated from OUTSIDE of the Planning Authority Email Infrastructure. DO NOT CLICK LINKS or OPEN ATTACHMENTS unless you recognize the sender and know the content is safe.

Good morning,

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

The Superintendence's comments are as follows:

SMMR1

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

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

CG14

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

Thanks and regards

Kurt Farrugia
Superintendent of Cultural Heritage

t +356 23950000 e kurt.e.farrugia@gov.mt
www.gov.mt | www.publicservice.gov.mt

Kindly consider your environmental responsibility before printing this e-mail



SUPERINTENDENCE OF CULTURAL HERITAGE
173, TRIQ SAN KRISTOFRU, VALLETTA, MALTA

Anna Dora Deguara

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

CAUTION: This email originated from OUTSIDE of the Planning Authority Email Infrastructure. DO NOT CLICK LINKS or OPEN ATTACHMENTS unless you recognize the sender and know the content is safe.

Dear Ivan and Dora

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

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

Jesmond Muscat
DCO
ITSD
TM



David Sutton
Chief Officer

Integrated Transport Strategy Directorate
Office of the Chief Officer

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

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This email and the information it contains is confidential and may be legally privileged and intended solely for the use of the individual or entity to whom it is addressed. If you have received this email in error, please notify me immediately. Please note that any views or opinions presented in this email are solely those of the author and do not necessarily represent those of the Authority. You should not copy it for any purpose or disclose its contents to any other person. Internet communications are not secure, and the sender does not accept legal responsibility for the contents of this message as it has been transmitted over a public network. If you suspect the message may have been intercepted or amended, please notify me. Finally, the recipient should check this email and any attachments for the presence of viruses. Thank you.

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

Anna Dora Deguara

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

Good afternoon,

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

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

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

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

Thank you and Regards,
Anna Dora Deguara
For Executive Chairperson

Anna Dora Deguara

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

Good afternoon,

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

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

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

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

Thank you and Regards,
Anna Dora Deguara
For Executive Chairperson

Anna Dora Deguara

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

Good afternoon,

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

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

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

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

Thank you and Regards,
Anna Dora Deguara
For Executive Chairperson

Anna Dora Deguara

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

Good afternoon,

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

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

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

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

Thank you and Regards,
Anna Dora Deguara
For Executive Chairperson

**Partial Review of the
2002 Grand Harbour Local Plan (Marsa) and the
2006 South Malta Local Plan (Luqa) as amended in 2011,
and a Review of the 2006 Central Malta Local Plan for
Qormi, as amended in 2013 and 2017; and of the
provisions of PC51/16**

Approved



August 2020

Contents

1.0	INTRODUCTION.....	3
2.0	THE SPED POLICY FRAMEWORK.....	7
3.0	EXISTING POLICY FRAMEWORK.....	8
4.0	AMENDMENTS TO POLICY GM24	10
5.0	AMENDMENTS TO PC51/2016	18
6.0	CONCLUSION	21

APPENDICES

Appendix A: Public Submissions on Objectives

Appendix B: Public Submissions on Phase 2

Appendix C: Maps and Plans

1.0 Introduction

- 1.1 This Partial Review relates to the 2002 Grand Harbour Local Plan (Marsa) and the 2006 South Malta Local Plan (Luqa) as amended in 2011, and the 2006 Central Malta Local Plan for Qormi, as amended in 2013 and 2017. The proposed revisions take forward Government's request to amend the Grand Harbour Local Plan policy GM24 and the Central Malta Local Plan policy QO05 and the provisions of PC 15/09 and PC 51/16. This area is being referred to in this exercise as the Marsa Sports Complex site and subsequently, Figure A of the 2002 Grand Harbour Local Plan (Marsa), as per Figure 1 below, will be amended.
- 1.2 The Local Plans Revision is required to address the requirement for additional policy provisions relating to land-use, site coverage and build heights in the area of the Marsa Sports Complex. The upgrading of the facilities is a priority and will necessitate new amenities related to the different sports which can be practiced on the site. This will serve to provide a sports hub within the Principal Urban Area which is accessible, attractive and of a high standard, in line with Government Objectives and the Strategic Plan for the Environment and Development (SPED).
- 1.3 The objectives of the Review of the 2002 Grand Harbour Local Plan (Marsa) and the 2006 South Malta Local Plan (Luqa) as amended in 2011 are:

Government is requesting the Authority to carry out a partial local plan review of the Grand Harbour Local Plan policy GM24 with the following objectives:

- a) To remove the need for a development brief for the whole area;
- b) To designate a range of sub-zones within the area covered by policy GM24 provided that the site indicated as the Marsa Horse Racing Track, shown in Figure 1 below, is designated as a unique and separate sub-zone for the development of the Horse Racing Track and supporting uses;
- c) To formulate a unique and separate development framework for the sub-zone of the Horse Racing Track and the other sub-zones;
- d) To carry out a re-apportionment of the total built footprint and the gross developable floorspace (GDF) established by policy GM24 as approved in 2011 between the new sub-zones, provided that the built footprint of 60,000 sqm and the GDF of 114,000 sq m is not increased;
- e) To revise or delete any other provision of policy GM24 which is deemed to prejudice the objectives set out under a) to d) above.

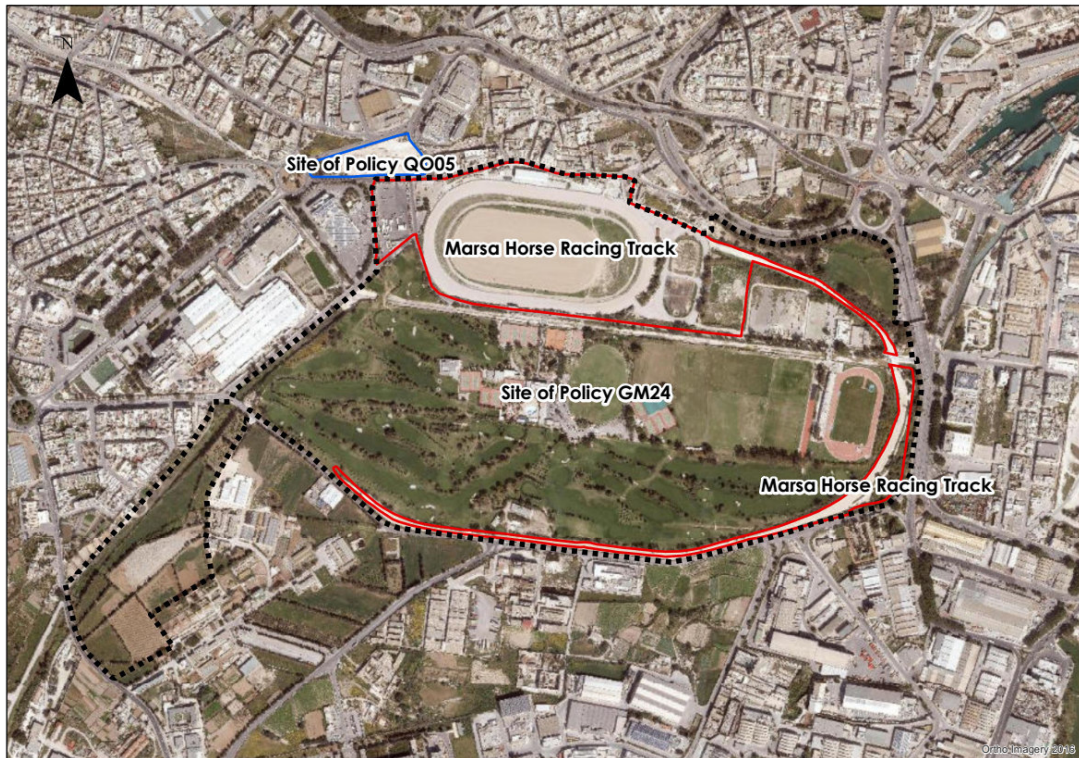


Figure 1 Map published with the Government Objectives for the Local Plan Review

- 1.4 The objectives of the Review of the 2006 Central Malta Local Plan for Qormi, as amended in 2013 and 2017 are:

The Central Malta Local Plan provisions for Qormi as detailed out in policy QO05 and in PC 15/09 and PC 51/16 in relation to the site indicated in Figure 1 above need to be reviewed with the following objective:

- f) To amend the provisions of policy QO05 and planning control applications 15 of 2009 and 51 of 2016 related to the maximum allowable height of buildings and delete the condition that the roof of the building below the level of Triq Hal Qormi (arterial road) should be allocated for soft landscaping to enable the increase of the allowable building heights to 11.4 m above the upper road level.

- 1.5 The Objectives were published on the 7th March 2019 and representations from the public were invited until the 29th March 2019. The first stage consultation generated a total of 4 submissions, 2 of which were late, which were taken into account in the drafting of the revised policies. The issues mentioned in the submissions referred to:
- a) Request to zone site within the northernmost area of the Local Plan Review site between Triq Aldo Moro and Triq Dicembru Tlettax for retail, office and supporting leisure and catering uses over 10 floors;
 - b) Any works for extension to the Golf Course proposed within the site of scientific importance are to be assessed in relation to adverse impacts on the geological significance of the site and the watercourse and its semi-natural banks are safeguarded;
 - c) Objection to further intensification of the site of Policy QO05 known as I-Istabal, due to the projected increase in noise pollution, air pollution and vehicular traffic;
- 1.6 The draft revised Grand Harbour Local Plan policy GM24 and the Central Malta Local Plan policy QO05 together with the conditions of PC15/09 and PC51/16, are included in the following paragraphs. All amended maps are also attached with this report, the contents of which shall replace those in the maps quoted above. All other parts of the Grand Harbour Local Plan, the Central Malta Local Plan and the relevant planning control permissions are to remain unchanged by this 2020 Revision.
- 1.7 The draft revisions were published on the 29th May 2020 and representations from the public were invited till the 10th of July 2020. The Environment and Development Planning Committee discussed this Local Plan Review on the 10th June 2020 and voted in favour of the provisions therein.
- 1.8 The second stage consultation generated a total of 11 submissions, which were taken into account in the drafting of the revised policies. The issues arising from Phase 2 Public Consultation were:
- a) General considerations
 - a. The process of Partial Local Plan Reviews is leading to the lack of a holistic approach to planning; and Social Impact Assessments should be required for such projects, which together with other impact assessments, should be carried out before the approval of the development, as opposed to once the provisions of the policy form established commitments
 - b) Environmental considerations

- a. Consideration of the issue of climate change within the policy is required, through the policy provision for zero-energy buildings and the mandatory incorporation of green measures and green infrastructure
- c) Site of the Marsa Sports Ground
- a. Site specific concerns are the allocation of separate footprint and GDF as well as access to the site for the area north of the racetrack marked in Map B; and in relation to the area reserved for the bus terminus marked in Map A;
 - b. Sports related concerns are the loss of the pitch to play rugby during any redevelopment on the same pitch; and the right to develop a high-performance training centre at the Matthew Micallef St John Athletic Stadium
 - c. Though parking is excluded from the GDF, the policy states that all uses are required to have adequate provision, resulting in potential extra land take up for parking; in addition to the traffic and visual impact of the proposed policy, especially with regard to ancillary uses and higher landmark buildings;
 - d. The policy is to unequivocally state that no residential uses are allowed on the site; and the inclusion of touristic accommodation is not justified, whereby the Height Limitation Adjustment Policy for Hotels should not apply;
 - e. Adequate policy provision for heritage is lacking, such heritage including British period structures, the chapel and the canal;
 - f. Interventions on protected trees in the area should be carried out in line with the Trees and Woodlands Protection Regulations, 2018 (S.L. 549.123) and mention is to be made of designation of the watercourse as a Valley Protection Zone (Policy SMCO 07).
- d) Site of PC51/2016
- a. Concern related to the layout of the Centre Parc building as approved, to allow for the compensation of the area above and below the 11.4m above Triq Hal Qormi;
 - b. The increase in developable gross floor space over Center Parc is unjustified, with further negative impacts being the loss of the rooftop green area and the resulting increase in traffic and related congestion; for which the rate of planning gain is inadequate.

2.0 The SPED Policy Framework

- 2.1 **Thematic Objective 2** and **Thematic Objective 5** of the SPED mention the requirement for social, community and recreational facilities to be located within the Urban Area and specifically mention the Marsa Sports Centre as an area which needs to be safeguarded for recreational facilities (TO5.2). In addition, the Objective promotes the upgrading of existing facilities to increase both the provision and the quality of such facilities in prime locations. The Marsa Sports Complex site is at the centre of the Principal Urban Area and can be easily accessed from numerous localities. This makes it a good example of how the rehabilitation of the area for upgraded sports facilities can subsequently promote participation in a variety of sports.
- 2.2 Marsa is mentioned in **Thematic Objective 3** as a locality with potentially vulnerable communities. The regeneration of the Marsa Sports Complex site can enable the provision of new employment within a short distance of the residential area of Marsa. The site is also well provided for in term of public transport, though it may benefit from better pedestrian links in line with **Thematic Objective 11**.
- 2.3 The specific targeting of sub-zones within the Urban Area that are in a state of abandonment, dereliction or poor quality is mentioned in **Urban Objective 3**, which states that appropriate uses, building heights and development densities are to be assigned to such sites in order to prompt their regeneration. This must be carried out in tandem with the protection of the existing green open spaces; an objective that is reached through the designation of sport-related uses that require tracts of un-built land that serve as much-needed open spaces within the urban conurbation around the Grand Harbour.
- 2.4 Any development on within the site is encouraged to be energy-efficient in line with **Urban Objective 4**. To the end, the policy mentions the use of photovoltaic panels atop flat roofs, the use of sustainable urban drainage systems towards the increased conservation of rainwater, and the use of urban greening measures such as vertical green walls.

3.0 Existing Policy Framework

This partial local plan review relates to two sites; the Marsa Sports Complex and an adjacent site located in an area known as L-Istabal in Qormi.

3.1 Marsa Sports Complex

Policy GM24 was introduced in 2011 as part of a partial review to the 2002 Grand Harbour Local Plan (GHLP). This partial review included revisions to other GHLP policies as well as revisions the South Malta Local Plan 2006 (SMLP) as it included a stretch of land located in Luqa.

Policy GM24 identified the boundary of the Marsa Sports Complex and required the preparation of an environment and development brief for the whole area. The policy set out a land use framework which included a number of sports uses and club houses as well as retail outlets, administrative offices, food and drink, leisure and assembly, a hotel and childcare facilities. The policy had proposed the extension of the Marsa golf course onto a site in Luqa opposite the existing golf course.

The policy had allocated a total built footprint (roofed over areas) not exceeding 60,000 m² and a development density not exceeding 114,000m² in gross developable floorspace (GDF). The policy also included provisions related transport issues, primarily the requirement of parking provision, urban design amongst which the requirement that no built structure should be higher than 20m above mean sea level. Other guidance given by the policy related to environmental sustainability, planning gain and utilities.

3.2 Area within L-Istabal, Qormi

Policy QO05 of the 2006 Central Malta Local Plan (refer to Figure 3) guided the development of the site known as tal-Istabal. The policy required the comprehensive development of the site as a landscaped area with underlying warehousing. Only one level of warehousing was permitted below the landscaped area. Additionally, the policy required that an old building located within the site be retained.

PC 15 of 2009 changed the zoning of the area from warehousing to a retirement complex and sports and recreational facilities, and parking area. This PC had assigned a gross floor area not exceeding 10,800 m² and a building height varying between one and three floors all located below the level of Triq Hal-Qormi. The old building on site was zoned for social and community facilities, and the provision for a landscaped roof was made.

Subsequently, PC 51 of 2016 changed the zoning of the area again to commercial, sports and recreational facilities and car parking, while retaining the same building heights and provision of a landscaped roof as in PC15 of 2009, with part of the site designated as public open space.

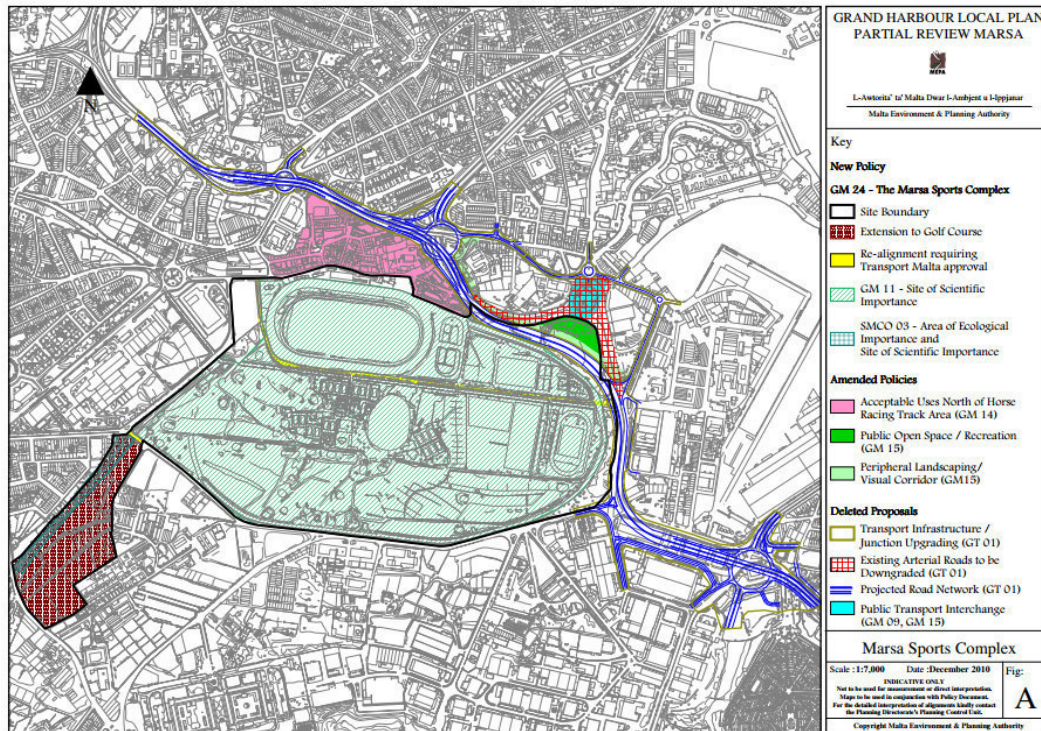


Figure 2 Figure A of the Grand Harbour Partial Review 2011 (Marsa)

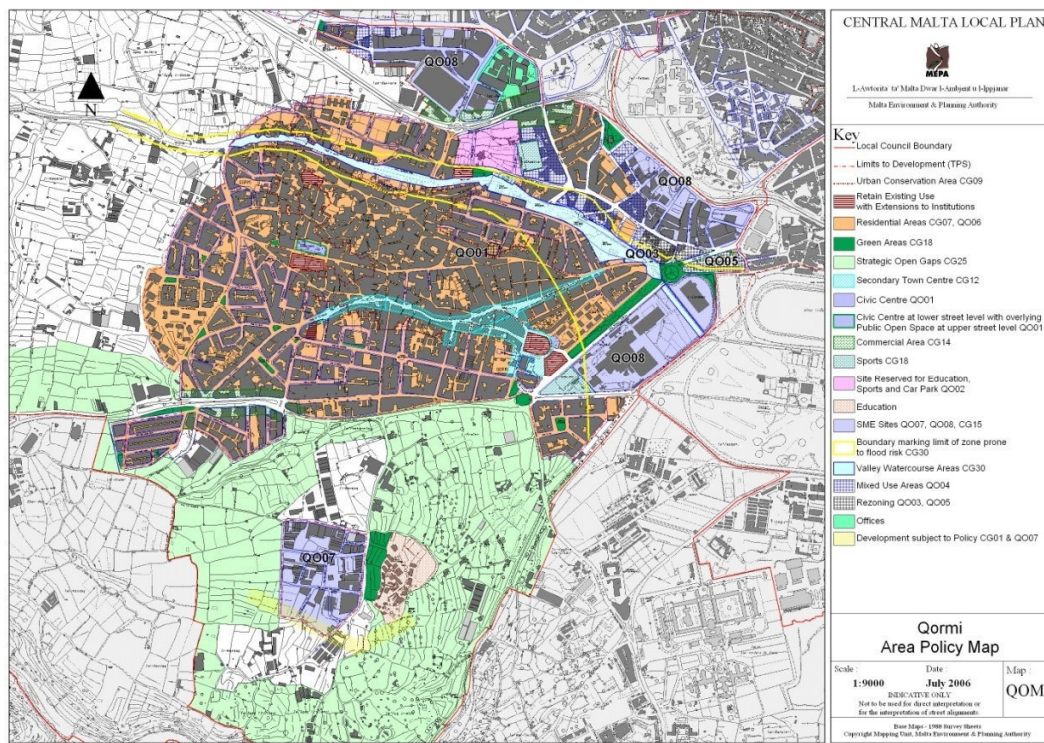


Figure 3 QOM1 from the Central Malta Local Plan 2006

4.0 Amendments to Policy GM24

GM24

The Marsa Sports Complex

The area of land shown on Map A is designated as the Marsa Sports Complex to enable the provision of the necessary facilities to ensure the highest standards of equestrian and international sports and enable competition in the international scenario of sporting events.

The provisions of Grand Harbour Local Plan general policy GM11 (as amended in 2011) related to the Site of Scientific Importance shall remain applicable.

j) Land uses

The Planning Authority may favourably consider development applications on the separate sub-zones - Zones A, B, C and D - as indicated on Map A provided that the Marsa Sports Complex site shall have a total built footprint (roofed over areas) which does not exceed 60,000sqm and a development density which does not exceed 114,000sqm in gross developable floorspace (GDF).

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. Service areas and parking areas are excluded from the GDF.

Each zone is subject to the Land Use Framework in Table 1 to guide the distribution of land uses between the primary uses and their ancillary facilities, and the secondary uses. This is both in terms of site coverage (footprint) and floorspace to achieve the objective of the designation of the site as a sports complex with a predominantly open space character. Ancillary uses to the primary/sports uses must operate in conjunction with the primary use, while secondary uses can operate independently but take up a smaller proportion of footprint. A variation not exceeding 5% in the allocated footprint and GDF within each zone may be considered provided that total footprint, GDF and the stipulated building heights within each zone are not exceeded and the urban design provisions in this policy are not compromised. When considering the application of the 5% variation policy, the Authority shall ensure that the GDF of the sports and ancillary uses combined shall remain higher than the GDF for the secondary uses.

Table 1 Footprint and GDF for Primary, Ancillary and Secondary Uses

Site Area – Total 704,672 m²				
Zone	A	B	C	D
Site Area/m²	109,587	179,828	358,609	56,648
Total Built Footprint/m²	32,600	21,000	2,000	4,400
Sports Uses/m²	55%	55%	50%	50%
Ancillary Uses/m²	45%	30%	50%	50%
Secondary Uses/m²	Not permitted	15%	Not permitted	Not permitted
Total GDF/m²	61,600	43,200	3,500	5,700
Sports Uses/m²	65%	25%	60%	40%
Ancillary Uses/m²	35%	25%	40%	60%
Secondary Uses/m²	Not permitted	50%	Not permitted	Not permitted

The agglomeration of the built (roofed over) areas of the required facilities for each sub-zone is encouraged to achieve building clusters and so, to benefit from operational management advantages.

Zone A

The land uses within this zone may include any of the following primary facilities:

- Facilities for gymnastics, weightlifting, squash, athletics, football, handball, softball, rugby and both indoor and outdoor archery;
- Indoor pool; and
- High performance training centre with a multipurpose stadium.

Ancillary Uses to the sports activities within this zone may include:

- Spectator stands;
- Class 3A and 3B tourism accommodation;
- Class 4A offices;
- Article 4B clubhouses; and
- Class 4C and 4D food and drink outlets.

Any buildings within this zone shall have an overall building height not exceeding 20m above mean sea level, with the highest buildings within the zone being located at the periphery of the zone, in the vicinity of Triq Aldo Moro. Short distance and strategic views are to be respected and the visual amenity of the zone enhanced through the design of buildings of high architectural quality.

Zone B

The land uses within this zone may include the following primary facilities:

- International standard facilities for horse racing (trotter and flat) and equestrian sports (polo, show jumping, dressage), training areas and stables

Ancillary uses within this zone may include:

- Grandstand;
- Article 4B clubhouses;
- Class 3C assembly and leisure;
- Class 4C and 4D food and drink outlets; and
- Betting shops.

An area in Zone B shown in Map A as “Corner Building” is designated for commercial facilities to accommodate secondary uses, which shall only include:

- Class 2C (a) childcare facilities;
- Class 4A offices; and
- Class 4B retail outlets.

In addition, an area in Zone B as shown in Map A, constituting a footprint of 9,000m² over and above the allocated built footprint and GDF in Table 1 for this sub-zone, is designated as a multi-storey car park and bus depot. The ground floor level is to retain a minimum of 3,000m² for the use as a bus depot. The use of the roof level for photovoltaic panel installation is encouraged. Vertical green wall screening across the facades, with the appropriate maintenance agreements in place is required.

Zone C

The land uses within this zone may include the following primary facilities:

- Golf facilities; and
- Golf academy.

Ancillary uses to golfing activities within this zone may include:

- Article 4B clubhouses;
- Class 4A offices; and
- Class 4C and 4D food and drink outlets.

The provisions of South Malta Local Plan general policy SMCO 03 related to the Area of Ecological Importance and Site of Scientific Importance shall remain applicable.

Zone D

The land uses within this zone may include the following primary facilities:

- Facilities for tennis, squash and cricket.

Ancillary uses to the sports activities within this zone may include:

- Article 4B clubhouses;
- Class 4A offices; and
- Class 4C and 4D food and drink outlets.

ii) Transportation

An area to the north-east as shown in Map A is to be reserved for road network upgrading as part of the project to improve traffic flow along Triq Aldo Moro. No development which would prejudice the road network upgrading will be permitted in this area.

In consideration of the various users of the site for each of the zones, safe and well-designed access routes supporting sustainable modes of transport such as cycle routes and pedestrian pathways are to be incorporated into any development scheme. Subsequent development applications should take into account approved development permits within the policy area to ensure connectivity with existing/approved cycle routes and pedestrian pathways. Circulation routes for horses are also to be considered in order to ensure the well-being of the users of the site. In addition, any proposal to sever the existing Ta' Ceppuna link road or Marsa Road needs to ensure that third party access rights are safeguarded

Each of the zones shall be supported by adequate car parking for all users, including visitors, athletes and employees. Lorry and horse trailer parking facilities are to be provided in Zone B as supporting facilities to the Marsa Horse Racing Track. Where this policy intensifies any site within each zone, this is to be supported by studies which show the projected number of car parking spaces required and the measures taken to support the increase in demand. The provision of park and ride facilities is encouraged.

iii) Urban Design

The design of the scheme (site layout, arrangement of buildings and uses, their relationship to their surroundings, building volumes, massing and heights, hard and soft landscaping, architectural design, colour and materials) respects the open character of the area, minimizes visual impacts on short distance and strategic views and the skyline and provides a pleasant overall experience to visitors and athletes through quality architectural and landscape design.

No built structure shall be higher than 20m above mean sea level. A higher landmark building may only be favourably considered if the Planning Authority is convinced of its essential contribution to the overall design strategy, that it relates well to existing and planned taller buildings in the area and that it will enhance the image of the site and its surroundings.

iv) Environmental Sustainability

The scheme adopts environmental sustainability features such as conservation of energy and water, renewable energy generation and reduction of waste, and minimizes impacts on hydrology, ecology (particularly the ecologically sensitive areas), biodiversity (especially mature trees) and cultural heritage (especially buildings of architectural merit, archaeological remains and the landscape)

v) Planning Gain

The linear park designated along the water course is to extend northwards along the curved route of the current road and is to connect to Triq it-Tigrija along the northern boundary of the site, as shown in Map A. This route is to be safeguarded for transport use so as not to inhibit the development of a continuous public transport route through the site.

An area to the north of Zone A as shown in Map A, constituting a footprint of 6,000m² is designated as a public picnic area and is to include urban furniture conducive to the enjoyment of the area as such. The area between the southern periphery of Zone A and the perimeter road is to be designated as a green buffer.

A planning gain contribution of €25/m² of commercial uses 4A, 4B, 4C and 4D as defined in the Use Classes Order, is to be made towards the Development Planning Fund solely for the development of the abovementioned linear park and picnic area.

vi) Utilities

The storm water channel running through the site and its links to the channels outside the site is an important utility without which flooding will adversely affect the site. Greening of the area along the channel is encouraged, to create a linear park with appropriate leisure facilities along its length. Any development is to ensure that the channel is not negatively affected, but that it remains operational at all times. The manner in which the channel is to be protected is to be detailed in a Works Method Statement for any development which may have a potential impact.

Development on the south-westernmost part of the site must not prejudice the 200m and 300m groundwater safeguard buffer zone.

vii) Green Infrastructure

The nature of the site allows for a strong element of green infrastructure to be incorporated into any upgrading of existing facilities or redevelopment thereof. All four zones within the site include environmentally sustainable measures that can contribute to the green infrastructure of the area in an innovative manner.

Existing ecological corridors and mature habitats are to be protected and efforts made to restore degraded habitats where possible. Being a bird sanctuary, any existing and new landscaping is to protect the habitat without inhibiting migratory patterns.

The site of the Marsa Sports Ground is within the Principal Urban Area and is surrounded by the Grand Harbour conurbation. The area to the north of the site is predominantly commercial in nature while the area to the south is predominantly industrial. This area thus constitutes an employment hub for the Maltese Islands, notwithstanding a significant residential population supported by the high-density nature of this urban area. The un-built character of the Marsa Sports Ground alludes to the site's former nature as the delta for Wied il-Kbir and plays an important role as a green lung for the conurbation. A water channel running across the site from West to East diverts the water from the valley towards the entrance of the Grand Harbour.

These characteristics guided the criteria set for Policy GM24 by aiming for an optimal density for the site, encouraging the upgrading of sports facilities in such a central locality while retaining a high degree of openness. The concept for the entire area is to focus on sports facilities as the primary use and supporting facilities, including some commercialisation, as secondary and/or ancillary uses. "Secondary Uses" refers to those land uses which can operate independently of the primary uses but must occupy a reduced footprint than the primary use. "Ancillary uses" form an integral part of the primary use and cannot operate independently from it and also occupy a reduced footprint and GDF than the primary use.

To this end, the 60,000sqm footprint, which would result in an overall site coverage of around 8%, allows for a degree of development required to attract the creation of better facilities for existing sports and the location of new sports to the area. This agglomeration of sports facilities has the potential to increase the capacity of the site for its use by athletes from different disciplines. It will also provide for secondary and ancillary facilities to be enjoyed by other visitors to the area. The GDF of 114,000sqm is considered suitable to achieve these objectives without undue intensification of the site. The built footprint is measured along the external perimeter of the structure for all roofed over areas (including internal courtyards). The gross developable floor space (GDF) is also measured along the external perimeter of the structure at every level (including internal courtyards).

Zones A, B, C and D have been designated to better allocate the different sports uses present and proposed for the site. The linear park is envisaged to become the green spine in the site and shall include the upgrading of the infrastructure of the water

channel. The space is to be used for suitable informal leisure facilities and a shared road supporting public transport and sustainable transport routes, linking all four zones within the site. A picnic area is to be located to the north of Zone A and is to be used both by the users of the sports facilities as well as others. The linear park and the picnic area may be funded through monetary contributions from the approved developments.

Zone B is to support the Marsa Horse Racing facilities and an amount of commercial development such as office, retail and food and drink facilities may be considered provided they remain as secondary to the primary sports use. The existing bus depot is to be incorporated into an area of multi-storey car parking which will cater for the projected increase in visitors to the site resulting from its intensification. Any taller buildings are to be located along the perimeter of the site facing the Marsa Park site. Zone C remains reserved for golf facilities pertaining to the Royal Malta Golf Club, including the extended golf course and an international standard golf academy with ancillary clubhouses and food and drink facilities. Zone D is defined by the site of the Marsa Sports Club and its facilities, including the historic Clubhouse and facilities for cricket, tennis and squash amongst others.

The nature of the site allows for the area to function as an element of green infrastructure in the dense urban conurbation which it is a part of. Any development is therefore to contribute to such initiatives and should incorporate environmentally sustainable measures both in the design of any built structures as well as in the design of the open spaces. Sustainable transportation and attractive walking routes are to be incorporated in order for the site to function as a safe connection for cyclists and pedestrians between Qormi and the Grand Harbour. This connection can then be extended by other similar routes through the Harbour cities, providing for much needed links in this high-density area.

5.0 Amendments to PC51/2016

Conditions 1, 2, 3, 5, 9 and 10 of PC51/2016 are superseded by the following conditions:

- A.** The part of the site that is designated for development as indicated in Plan A the development of the following land uses will be considered:
- Class 4A, 4B, 4C, 4D – Commercial
 - Class 3C - Sports and Recreation Facilities
 - Car Parking Provision
- B.** The designated public open space as identified in Plan A shall be made accessible to the public. Continuing protection and maintenance of such spaces will be secured by development control conditions. The public open space to be satisfactorily landscaped as per relevant guidelines.
- C.** The developer shall at his own expense construct, implement and maintain the public open space indicated on Plan A. Alternatively, the developer may financially contribute Euro 210,000 over and above any other rates established by LN 356/10 as amended by LN163/16 for implementation of the public open spaces indicated on Plan A . These monies shall be administered by the Urban Improvement Fund and shall be allocated for the implementation of the public open space indicated on Plan A.
- D.** A planning contribution of EUR25/sqm of additional GDF shall be imposed and used to fund projects within the locality.
- E.** Development should not exceed a building height of 11.4m (inclusive of 1m parapet wall) above the upper road level at Triq Hal Qormi as indicated in Plan A. The profile of development on site is not to extend beyond the development profile as indicated on section on Plan A. The section shall only be used for the interpretation of the building heights and setbacks. The section does not prejudice the road alignment. The form and treatment of the elevations of the development should provide both detailed and large-scale visual interest and shall enhance the streetscape and the surrounding environment through high quality design.
- F.** The built footprint for the levels above Triq Hal Qormi shall follow Plan A. The part of the site with no further development is to be soft-landscaped and shall pertain to the area around the reconstructed farmhouse, as

shown in Plan A. This plan supersedes PC51/16/48B.

- G. No direct vehicular or pedestrian access on Triq Hal Qormi (arterial road) shall be permitted to the building; and adequate pedestrian access is to be permitted to the soft-landscaped area to be situated on the upper levels of the existing development.**

All other conditions in the PC are to remain unchanged.

This policy has allowed for a number of open spaces within the site. A public open space is situated towards the junction of Triq Hal Qormi and Triq it-Tigrija, to be constructed with all the necessary safety features required for its enjoyment by the public and in view of its location in the vicinity of traffic junction. Further along Triq it-Tigrija, towards the entrance to the commercial centre, a pedestrianised space allows for ease of access to the centre. This too is to be adequately maintained, especially with regards to the safety features installed to protect pedestrians from traffic.

The roof of the building upon which no extension is allowed, is to be designed as a predominantly soft-landscaped area. This is to feature urban furniture which will allow for the enjoyment of the space by visitors of all ages and abilities to the centre during opening hours. It is to have adequate surveillance by the location of active frontages along its length and is to provide a well-designed and well-maintained setting to the reconstructed farmhouse within it. Pedestrian access is to be allowed from within the commercial centre and all measures must be taken to protect users of the space from traffic along Triq Hal Qormi and that moving towards Triq it-Tigrija.

The increase in building height up to 11.4m above the highest level of Triq Hal Qormi shall result in the building profile shown in Plan A and reproduced in Figure 4 hereunder for ease of reference. An additional two floors are therefore to be allowed in the area along Section B-B' and another two floors above the level of the current building are to be allowed in the area along Section C-C'. The topmost floor of the latter part is to be setback from Triq Hal Qormi, though development is otherwise to follow the footprint of the current building. As shown on Plan A, any additional development is to stop short of the reconstructed farmhouse while allowing for a suitable buffer, achieving a site coverage of around 55% of any additional development. The design of the facades fronting the soft-landscaped area is to take into consideration the requirement for active frontages onto this open space as well as the views of the extension when approaching the site from Triq Hal Qormi.

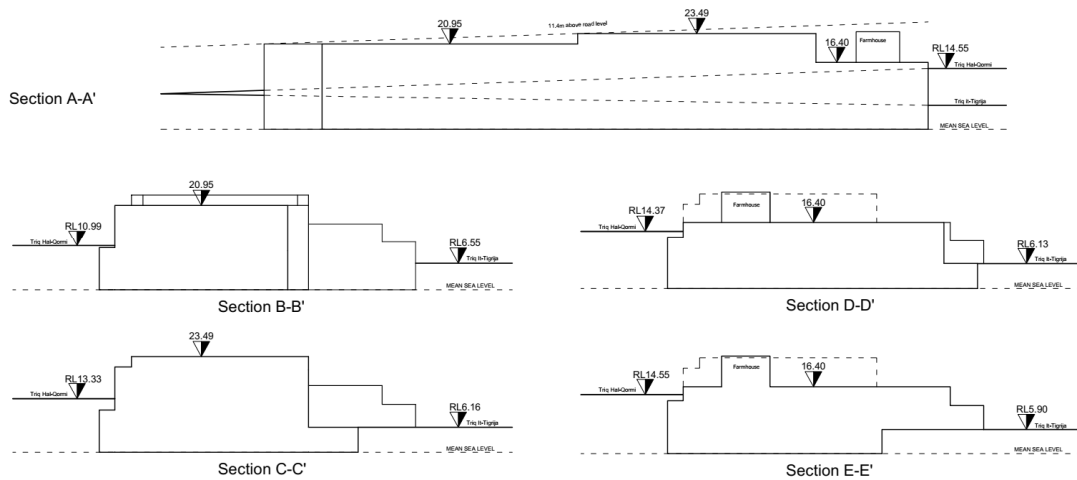


Figure 4 Sections pertaining to the site of Policy QO05

Such design considerations also apply to the entire stepped frontage along Triq Hal Qormi, whereby the building is to be stepped in line with the profile of the street and no blank walls are to result from the additional development over that existing. In addition, the extension is not to exceed the height of the reconstructed farmhouse along its boundary with the soft-landscaped space. The extension is to be relative in design with the existing development and is to form a cohesive whole once completed. This applies not only to design considerations, but also to access to, from and through the building as well as to its servicing and maintenance. The use of greenery to achieve innovative and high-quality design which simultaneously enhances the massing of the building within this visually prominent site is encouraged.

6.0 Conclusion

- 6.1 The Planning Directorate does not recommend that SEA Screening is carried out since SEA pre-screening has shown that the Partial Local Plan Review is not increasing the amount of allowable development on the site of Policy GM24 but has re-apportioned the footprint and GDF which was previously allowed but not yet constructed. The policy safeguards the Nature Reserve, and proposed uses are in line with the open space character of the site while allowing for the rehabilitation of the spaces related to sports uses and the Marsa Horse Racing Track. The only increase in allowable development is located on the site of Policy QO05, which is already committed through approved development.
- 6.2 Following the public consultation, on the 21st July 2020 the Executive Council approved the 2020 Partial Review of the 2002 Grand Harbour Local Plan (Marsa) and the 2006 South Malta Local Plan (Luqa) as amended in 2011, and a Review of the 2006 Central Malta Local Plan for Qormi, as amended in 2013 and 2017; and of the provisions of PC51/16 included in this report is approved without any changes and referred it to the Minister for his endorsement.
- 6.3 The Minister approved the partial review on the 7th August 2020.

Appendix A

Grand Harbour Local Plan, Central Malta Local Plan and South Malta Local Plan (Revisions 2020)

Public Submissions on Objectives

Submission Reference	Respondent	Submission	PA Response
GHSM 01	Dr Edwin Mintoff	<p>We refer to the request for representations related to the proposed objectives to review the GM24 policies. I write on behalf of my clients J & M Property Limited who are the owners of property indicated in DRG 001.</p> <p>We agree with the objectives of the Local Plan review and we are in agreement with the removal of the need for a development brief for the whole area.</p> <p>We strongly believe that if the sub-zones include more than one owner, the policy should include the mechanism to derive the allowable development, in terms of footprint and GDF, to allow the different owners to develop the site individually.</p> <p>We are proposing that the sub-zone which will include the client's area is zoned for Retail and Offices land uses with supporting leisure and catering amenities, with a height designation of 10 floors.</p> <p>Vide. Plan attached to submission</p>	<p>In view of the current situation whereby each zone pertains to a single individual entity, the requirement for separate allocations of allowable footprint and GDF within each zone does not arise.</p> <p>The area referred to in the submission has been reserved for road network upgrading following consultation with Transport Malta and Infrastructure Malta.</p>
GHSM 02	ERA	<p>Introduction</p> <p>ERA welcomes the opportunity to comment on the proposed objectives for the Grand Harbour Local Plan of 2002 (Marsa) and the 2006 South Malta Local Plan (Luqa) as amended in 2011, and to review the Central Malta Local Plan for Qormi (2006), as amended in 2013 and 2017.</p>	

		<p>These comments are provided without prejudice to ERA's review and comments on the emerging draft Local Plan revision and eventually at project stage when more detailed environmental assessment will be required. Depending on their nature, scale and context, proposed projects may also require different types of environmental assessments, including Environmental Impact Assessments (EIA) or other screenings, as may be relevant.</p> <p>The Environment and Resources Authority (ERA) is putting forward its recommendations with respect to the Partial Review Objectives, as follows.</p> <p>Main environmental issues</p> <p>Site of Policy GM24 – Marsa Horse Racing Track and Marsa Sports Grounds</p> <p>The site of Policy GM24 includes the Marsa Horse Racing Track and the Marsa Sports complex, part of which is designated as a Site of Scientific Importance, governed by policy GM11. Additionally, there is an area currently designated as a Public Open Space/Recreation at the north-east side as well as an area of Agricultural land and Remnant Valley at the south-west side (Map LU8). The latter is currently designated for an Extension to the Golf Course. It is recommended that the revised policy ensures that any works proposed within the site of scientific importance is assessed in relation to adverse impacts on the geological significance of the site. The Public Open Space/Recreation area should be retained as such. ERA has no objection to the Extension of the Golf Course, as long as the watercourse and its semi-natural banks are safeguarded. The openness of the whole area should be retained as much as possible, in</p>	<p>The provisions of GM11 with respect to the SSI are to be retained. Policy GM24 is not increasing the allowable footprint and GDF, and thus, the open space character is also to be retained.</p>
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		<p>view of the intensity of development in the immediate area. Any existing trees within the Public Open Space/Recreation is now protected through the Tree and Woodland Protection Regulations, 2018. Any proposals affecting such trees should follow the same regulations.</p> <p>ERA also has no objection to the removal of the current environment and development brief requirement (GM 24) as long as the whole area remains holistically planned through the individual sub-zones and their current frameworks, and provided further that such frameworks retain the existing environmental considerations currently included in GM 24, as per Appendix A.</p> <p>ERA recommends that the proposed re-apportionment of the total built footprint retain not only the limits on the built footprint of 60,000 sqm and the Gross Development Floorspace of 114,000 sqm, but also the existing objectives in GM 24. This would contribute towards the conservation of the predominantly open space character of the area to act as an important green lung in the highly urbanised immediate vicinity (see Appendix B).</p> <p>It is also recommended that specific areas are designated for tree planting and green infrastructure to compensate for the extensive uprooting of trees carried out in the area during infrastructural works.</p> <p>ERA highly recommends that current provisions included in GM 24, and as specified in Appendix A, are retained in the new policy.</p> <p>Site of Policy QO05 – Area known as L-Istabal</p> <p>The site of Policy QO05 lies at the periphery of a highly urbanised conurbation of Malta and opposite to the relatively low-lying Marsa sports grounds. The review proposes to increase the allowable height of buildings</p>	<p>The policy supports the holistic planning of the area.</p> <p>The allowable footprint and GDF have not been increased.</p> <p>The designated linear park, green buffer and picnic area offer opportunities for greening.</p> <p>The site of policy QO05 is in the midst of an existing SME site and commercial area which has benefited from road</p>
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	<p>up to 11.4m above the upper road level as compared to the existing policy where heights are mostly limited by the height of the upper road level. The new policy also proposes to eliminate the soft landscaped area on the roof of the building, which has already been approved as part of the development project (PA05491/16).</p> <p>Strategically, ERA has serious concerns regarding the proposed increase of the allowable building heights and the removal of the soft landscaping on the roof. Further intensification of development in this area, which is already subject to significant traffic flows and related congestion, could result in a substantial increase in vehicular traffic flows in the immediate and surrounding areas, thereby increasing risks of environmental impacts associated with further road congestion. These include air pollution and pressures for further take up of undeveloped land to extend, upgrade or construct new infrastructure, such as roads and car parks.</p> <p>Thereby, any approved landscaping and adjacent green areas should be retained, and not prejudiced by future proposals.</p> <p>Other Important Environmental Considerations</p> <p>Any amendments to these policies should ensure that any proposed development does not generate excessive additional traffic flows, considering that there are already high levels of air pollutants emanating from the current traffic flows.</p> <p>From a noise perspective, any review should ensure that development does not generate an increase in noise levels from the current levels. The intensification of new developments such as commercial, retirement complexes, sports and recreational facilities through the amendments of the local plans, will increase the traffic flows during peak hours. Therefore,</p>	<p>network upgrading works. In addition, an area on the roof of the existing building has been allocated for soft landscaping.</p>
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		<p>an increase in noise levels in already high activity areas will be experienced unless mitigated for.</p> <p>Other considerations relevant to both sites</p> <p>One of the proposed objectives aims for the elimination of requirement for a development brief for the area. In such case, the new policy should address the following aspects:</p> <p>Roads/pavements should incorporate facilities whereby all services and ancillary infrastructure (including water, electricity, sewerage, runoff management and telecommunications) are located underground without overhead wiring, poles, above-ground pipework, etc.</p> <p>It should be ensured that the drainage systems, (including sewerage) and other related infrastructure, in the area of influence, is adequate to serve the additional demand of any proposed development, to prevent risks of sewer overflows, particularly during/after heavy rainfall. This is particularly important since the site is located in an area prone to heavy flooding.</p> <p>Unmitigated urban runoff (e.g. from roads, car parks and other hard surfacing) should be contained within the committed site and should not be discharged directly onto any surrounding lands or watercourse. The use of sustainable urban drainage systems is recommended in order to collect and treat local surface water and attenuate water runoff, including permeable surfaces for soft and hard landscaping to enable absorption and collection of the water runoff from the hard impermeable surfaces created by the development.</p>	<p>These considerations, though pertinent, are beyond the remit of the policy and will be taken into consideration at design stage.</p>
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		<p>Conclusion</p> <p>ERA looks forward to contributing further on this Partial review of the GHLP, SMP and CMLP, and remains available for any clarification, or further consultations via: national.affairs.era@era.org.mt</p> <p>Appendix A</p> <p>Development Density</p> <p>The total built footprint (roofed over areas) does not exceed 60,000sqm;</p> <p>The development density does not exceed 114,000sqm in gross developable floorspace (GDF);</p> <p>Urban Design</p> <p>The design of the scheme (site layout, arrangement of buildings and uses, their relationship to their surroundings, building volumes, massing and heights, hard and soft landscaping, architectural design, colour and materials) respects the open character of the area, minimizes visual impacts on short distance and strategic views and the skyline and provides a pleasant overall experience to visitors and athletes through quality architectural and landscape design;</p> <p>Environmental Sustainability</p> <p>The scheme adopts environmental sustainability features such as conservation of water and minimizes impacts on hydrology, ecology</p>	
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		<p>(particularly the ecologically sensitive areas), biodiversity (especially mature trees) and cultural heritage (especially the landscape);</p> <p>Planning Gain</p> <p>An easily accessible public picnic area of not less than 7,000sqm and other public open spaces, possibly in the form of a linear park, are included in the scheme;</p> <p>Utilities</p> <p>A utilities plan which does not adversely affect the national storm water channel running through the site or its links to the channels outside the site is provided.</p> <p>Appendix B</p> <p>(i) The Land Use Framework</p> <p>It is essential that the distribution of land uses between primary and ancillary facilities, both in terms of site coverage and floorspace, achieves the objective of the designation of the site as a sports complex with a predominantly open space character.</p>	
	<p>Kunsill Lokali Hal Qormi</p> <p>LATE SUBMISSION</p>	<p>Il-Kunsill Lokali fal Qormi jinsab iddizappuntat bi kbir ghal fatt li l-Awtorita' tieghek qed tipproponi tibdil fil-Pjan Lokali Centrali ghal Hal Qormi sabiex is-sit ezistenti fi Triq Hal Qormi k/m Trig it-Tigrija Hal Qormi, jinghata l-permess u l-bini joghla bi 11-il metru.</p>	

		<p>Dan kollu sar minn wara dahar il-poplu Qormi, fejn il-Kunsill Lokali gie nformat minn gurnalist nhar il-Hamis 28 ta' Marzu, lejlet l-ghelug tal-konsultazzjoni pubblika. Kwistjoni bhal din kellha tigi mressqa mill-Awtorita' tieghek b'mod immedjat ghall-attenzjoni tal- Kunsill, meta l-Awtorita' kienet diga' nformatata bil-pozizzjoni tal-Kunsill permezz ta' korrisondenza pprezentata nhar il-21 t' Ottubru 2016.</p> <p>Il-Kunsill Lokali Hal Qormi jibqa' jzomm mad-decizjoni ipprezentata mill-Kunsill, permezz ta' korrisondenza bit-titlu 'Proposed Development Address: Site at (fields), Triq Hal Qormi c/w Trig it-Tigrija, Qormi Malta PC 51/16: Amendments to PC 15/09.</p> <p>Il-Kunsill Lokali mhux se jaccetta li ma jsirx Landscaping area, kif imwieghed, sabiex jinbena torri ta' 11-il metru, li jirrovina l-estetika tal-entratura tal-Belt Pinto u jkompli jnaqqar 'l ffit pulmun li hawn fil-lokalita' . Donnu mhux bizzejjed li l-lokalita' taghna hija mdawwra bi 3 zoni ndustrijali u traffiku ma jaqta' qatt.</p> <p>Ghaldaqstant il-Kunsill jesigi li l-Awtorita' tieghek ma tippermettix dan it-tibdil fil-Pjan Lokali.</p> <p>Vide. Attachment re. Representation to PA5491/16</p>	
	<p>Kunsill Lokali Hal Qormi</p> <p>WITHDRAWAL OF LATE SUBMISSION</p>	<p>Ghandi ninfurmak li l-Kunsill Lokali, elett demokratikament, fl-ahhar elezzjoni linzamm nhar il-25 ta' Mejju, qiegħed jirrevedi l-pozizzjoni tieghu rigward ir-revizzjoni tal-Pjan Lokali ta' l-2016, ghac-Centru ta' Malta, għal Hal Qormi kif emendat fl-2013 u fl-2017.</p> <p>Waqt is-seduta tal-Kunsill Lokali li nzamm nhar it-Tnejn, 2 ta' Settembru 2019 fis-6.30 ta' filghaxija, gie deciz, li l-Kunsill Lokali ta' Hal Qormi jinnota li m'ghandu ebda oggezzjoni għall-emendi tal-pjan QO05 relatat mal-</p>	

		<p>applikazzjoni PC 15/09 u PC 51/16 relatat mal-gholi massimu tal-bini biex ikun accettat biex jizdied ghal massimu ta' 11.4metri fuq il-livell tat-triq arterjali.</p>	
	<p>Din I-Art Helwa</p> <p>LATE SUBMISSION</p>	<p>Din I-Art Helwa would like to express concern regarding the review of the Grand Harbour Local Plan of 2002 (Marsa) and 2006 South Malta Local Plan (Luqa).</p> <p>Din I-Art Helwa questions why these objectives have been published for consultation without providing the rationale behind them. The Planning Authority has not provided adequate information for detailed comments to be made.</p> <p>It is not explained why the need for a development brief for the whole area will be removed.</p> <p>Neither is it indicated what type of sub-zones are being considered for this area besides the horse-racing track, or what building heights are proposed in the sub-zones.</p> <p>The objectives mention the re-apportionment of the total built footprint and the gross developable floorspace between the new sub-zones but no details are provided on this, or on what is intended to be achieved by this. Din I-Art Helwa requests clarification on these points, and that a further opportunity to comment on these objectives is provided once the information is made available.</p> <p>Din I-Art Helwa emphasises that a holistic master plan for the entire Marsa inner harbour area should be proposed, rather than piecemeal planning reacting to development proposals.</p>	

Appendix B

Public Submissions on Phase 2

Submission Reference	Respondent	Submission	PA Response
GHSM2 0001	Pete Debono	You do realise Marsa is our only rugby pitch in Malta, right? Where are you going to propose we play our League and Cup matches whilst this proposal is being developed?	The concern is noted; though such arrangements pertaining to the implementation of the policy within Zone A are to be discussed with the operator of the site.
GHSM2 0002	Michael Briguglio	<p>With reference to the above, I am hereby appealing to the Planning Authority to employ a Social Impact Assessment (SIA) process. In this regard, please refer to my correspondence dated 31 May 2019 to the PA regarding SIAs. To date, I have not been informed of any policy update in this regard. A copy of my correspondence can be obtained from this link: https://mikes-beat.blogspot.com/2019/05/feedback-re-social-impact-assessment.html Feedback re Social Impact Assessment public consultation to Planning Authority, SIA Procedures Consultation - sia@pa.org.mt</p> <p>I am pleased that my proposal to mainstream social impact assessments in PA procedures is being taken up.</p> <p>A social impact assessment reviews the social effects of development and social change, both intended and not. The International Association for Impact Assessment defines an SIA as the process of analysing, monitoring and managing the intended and unintended social consequences, both positive and negative, of planned interventions and any social change processes invoked by those interventions. Such changes may range from natural disasters to population growth and from policy interventions to singular development projects. Consequently, SIAs investigate the effects on people's everyday lives in terms of culture, politics, community, health,</p>	The requirement for an SIA will be considered; though there is currently no established procedure pertaining to Social Impact Assessments within the remit of the Planning Authority.

well-being, aspirations, needs, rights and responsibilities, to name a few. They provide data for policymaking, which is based on evidence. Social impacts under assessment should include all those things relevant to people's everyday life. This may include one's culture, community, political context, environment, health, well-being, personal and property rights as well as fears and aspirations. Social impact assessments can help verify the consequences and impacts of development proposals in relation to the communities involved. Hence, a basic starting point for such assessments should be the compilation of a community profile. A social impact assessment that does not understand the society in question is practically worthless.

This can help bring about genuine processes of engagement between communities, developers and authorities as well as identify and implement mitigation measures and compensation mechanisms. As things stand in Malta, various developers do quite the opposite, often causing huge inconvenience to residents and leaving a mess behind in surrounding infrastructure. Various methods, both quantitative and qualitative could be used within social impact assessments. The former refers to generalisable data especially through numbers, while the latter produce in-depth data on matters. Research methods in SIAs may therefore include surveys of concerned populations who are asked questions on their perceptions of the change in question. Ethnographic methods may involve a deeper look into everyday practices of people, while elite interviews may verify the advice, concerns and interpretations of persons who are experts or who have experience in the respective field under analysis. Methods may also involve the analysis of discourse on the subject in question, for example by looking at what is being pronounced in the public sphere, whether by the public, civil society, political actors, the media and the like.

SIAs should involve the participation of different stakeholders, ideally through mixed research methods. Some other factors which should be included in social impact assessments include the consideration of reasonable alternatives to development proposals as well as comparative analysis of similar development proposals and related good or bad practices.

Analytic indicators should be provided and the entire process should be

subject to peer review by independent experts in the field. Social impact assessments should not be one-off exercises which are rubber-stamped by authorities without any sense of critical engagement. To the contrary, they should be ongoing processes which engage with various stakeholders and which report back so as to ensure effective policy processes. They should also use complementary research methods so as to ensure reliable and valid data.

Recommendations and mitigation measures could therefore be in place, and these would be based on social-scientific evidence. It is also important that SIAs are peer-reviewed. This means that if a study is being carried out by a team of social scientists, this should be scrutinised by other independent social scientists. This could help identify shortcomings, conflicts and possible improvements to the same SIA.

As things stand, there are no national guidelines on the need for SIAs in Malta. The conducting of such studies on development projects is at the discretion of the Planning Authority. When exceptionally carried out, they are one-off studies on major development projects. This effectively means that smaller-scale development projects with bigger cumulative impacts are not subjected to SIAs. Such ongoing processes should also take account of changes in the social context in question, such as cumulative impacts of other developments. For example, a social impact assessment that focuses on one development but ignores another development in the region is not realistic. If one looks at other policy interventions, SIAs are practically absent. Just to name a few: the dynamics of agriculture, the cost of living, social cohesion and integration, urbanisation, the commercialisation of public land.

Indeed, there are so many areas where SIAs could be introduced in Malta: government consultation on new legislation, proposals in the national budget, the adoption of EU directives, parliamentary committees and local councils are just some areas. For example, the latter could carry out SIAs to establish community profiles, cultural commonalities and differences, social needs, demographics, impacts of development and so forth. The University of Malta and other educational institutions are currently producing graduates in different social sciences who are equipped to carry out SIAs and who are sensible to the need for evidence-based policymaking.

GHSM2 0003	Mr. Jon Camilleri	Inhoss li l-kwistjoni tal-bdil tal-klima hu relevanti, fost affarijiet ohra fil-kuntest generali.	Climate change is a matter which is being considered and mitigated for through measures for environmental sustainability.
GHSM2 0004	Dr. Edwin Mintoff	<p>I write on behalf of my clients J & M Property Limited who are the owners of property indicated in DRG 001, regarding “Partial Review of the 2002 Grand Harbour Local Plan (Marsa) and the 2006 South Malta Local Plan (Luqa) as amended in 2011, and a Review of the 2006 Central Malta Local Plan for Qormi, as amended in 2013 and 2017; and of the provisions of PC51/16”.</p> <p>On the right side of the area zoned as a picnic area, there is an alley which is currently giving access to the site. This alley needs to be retained until an alternative access is formed.</p> <p>In the PA response table, page 22:</p> <p><i>In view of the current situation whereby each zone pertains to a single individual entity, the requirement for separate allocations of allowable footprint and GDF within each zone does not arise.</i></p> <p>The clients own the land identified in the Siteplan, part of which is Zone A and the rest zoned as an ‘Area Reserved for Road Network Upgrade’.</p> <p>Whilst Zone A is entitled to a share of the 32,600sqm of built footprint and 61,600sqm of built floorspace, it is unclear the proportion of share which can be applied for on the client’s property if they are to submit a separate development application. It is being requested that this proportion is identified to allow the different land owners to develop their sites individually.</p>	The zoning of the site as a picnic area does not prejudice a public right of way.

GHSM2 0005	Dr Ing Charles Yousif	<p>Feedback on Environmental Sustainable and Green Infrastructure</p> <p>Environmental Sustainability</p> <p>The scheme adopts environmental sustainability features such as conservation of energy and water, renewable energy generation and reduction of waste, and minimizes impacts on hydrology, ecology (particularly the ecologically sensitive areas), biodiversity (especially mature trees) and cultural heritage (especially buildings of architectural merit, archaeological remains and the landscape).</p> <p>The nature of the site allows for a strong element of green infrastructure to be incorporated into any upgrading of existing facilities or redevelopment thereof. All four zones within the site have the potential to include environmentally sustainable measures that can contribute to the green infrastructure of the area in an innovative manner. Existing ecological corridors and mature habitats are to be protected and efforts made to restore degraded habitats where possible. Being a bird sanctuary, any existing and new landscaping is to protect the habitat without inhibiting migratory patterns.</p> <p>Feedback: In line with the Energy Performance of Buildings Directive EPBD/2010/31 and (EU) 2018/844 as well as the Energy Efficiency Directive (EU)2018/2002 It becomes imperative for such local plan to refer directly to these requirements, whereby all new and renovated buildings will have to be near zero-energy buildings. This is mandatory and requires guaranteed investment. The text as appearing in the partial review is weak. It gives the impression that such measures regarding environmental sustainability and green infrastructure are only voluntary.</p>	<p>Environmentally sustainable and green infrastructure measures will be proposed and assessed following the submission for applications for development permission, so as to ensure that such measures are tailored to the specificities of each site.</p>
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<p>GHSM2 0006</p>	<p>Perit Charles Buhagiar</p>	<p>I am writing to you on behalf of my clients Messers Centre Parc Holding Ltd. who have developed the Centre Parc complex on the site currently regulated by PC51/16. This development was carried out as per development permit PA 5491/16 dated 5th November 2018. Thus the revision of PC 51/16 has to take into consideration what has already been approved in our current valid permit. It has also got to take into consideration the layout of the building as approved.</p> <p>The approved drawings are in conflict with what is being proposed as follows:- 5.0 Amendments to PC51/2016</p> <p>(G) States that no direct vehicular or pedestrian access in Triq Hal Qormi shall be permitted. This is in direct conflict with our permit since in our permit there is a service road with access from Triq Hal Qormi which has been approved. A service road implies vehicular access. Indeed as can be seen from the approved plans (attached) there are approved access points from Qormi Road. Thus we would like to request that the direct access as already approved is retained but no further access is to be permitted.</p> <p>(E) Development should not exceed a building height of 11.4m above the upper road level at Triq Hal Qormi as indicated in Plan A. Please note that this profile does not take into account the massing of the approved existing building which has been stepped differently from that shown on Plan A. In some areas the 11.4m would be exceeded whilst in some other areas the building height of 11.4m would not be reached and thus there is a compensation in terms of volume (see attached section).</p> <p>(A) The part of the site that is designated for development is indicated in plan A. Again this does not take into account the approved plans of our development. If we had to follow the profile one of our escalators overlooking Triq Tigrija and which we require to give access to the proposed upper floors would finish up located in the landscape area. On the other hand there are areas as shown in our revised block plan (attached) that in spite of being indicated as zoned for development will in fact not be</p>	<p>The changes to the scheme take into consideration the development already approved on the site. Any rights acquired through the development permission are not being prejudiced. The designation of the developable boundary takes into consideration the setting of the vernacular farmhouse the rebuilding of which remains subject to a condition set out in the development permission issued on the site.</p>
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		<p>developed. Thus we would like to request rather than delineating the proposed development boundaries you propose an area in square meters which can be developed. In this way we can built part of the area which is shown as remaining open whilst we compensate for this by not building on an area which can be developed. In this manner the area of the overall development footprint will remain the same.</p> <p>We would therefore kindly request that you take our comments into consideration during the revision of PC 51/2016.</p>	
GHSM2 0007	Dr. Laura Calleja	<p>Subject: Partial Review of the 2002 Grand Harbour Local Plan (Marsa) and the 2006 South Malta Local Plan (Luqa) as amended in 2011, and a Review of 2006 Central Malta Local Plan for Qormi, as amended in 2013 and 2017; and of the provisions of PC51/16</p> <p>I write on behalf of Malta Public Transport Services (Operations) Limited (the 'Company') with regards to the subject in caption. The company, whilst making reference to its representations submitted to the Planning Authority on 3 December 2019 and 16 January 2020 (a copy of which is being attached for easier reference) against PA8809/2019, holds firm to its position there outlined with regards to the Marsa Park and Ride area from which it operates and over which it holds a right of use.</p>	The policy allows for a bus depot and allocates 3000sqm for such use; the re-design of which is to be considered as development application stage.

GHSM2 0008	Mr. Stefano Miceli obo ERA	<p>1. Introduction</p> <p>The Environment and Resources Authority (ERA) welcomes the opportunity to comment on phase 2 of the draft partial review of the 2002 Grand Harbour Local Plan (Marsa), the 2006 South Malta Local Plan (Luqa) as amended in 2011, and the 2006 Central Malta Local Plan (Qormi), as amended in 2013 and 2017. Amendments to the provisions of PC51/16 are also noted.</p> <p>The comments provided below are being provided further to the comments provided by ERA during Phase 1, which are being reiterated. These comments are provided without prejudice to ERA's review and comments on any eventual development projects that may emerge from the revised Local Plan policies, when more detailed environmental assessment will be required. Depending on their nature, scale and context, proposed projects may also require different types of environmental assessments or other related screenings, including Environmental Impact Assessments (EIA) or other screenings, as may be relevant.</p> <p>2. Main environmental issues</p> <p>Site of Policy GM24 – Marsa Horse Racing Track and Marsa Sports Ground The revised policy proposes the extension of the Marsa golf course onto a site in Luqa opposite the existing golf course. This area, indicated as Zone C in Map A, is an Area of Ecological Importance (AEI) and Site of Scientific Importance (SSI). ERA agrees with the current provision in the proposed policy revision, which states that 'the provisions of South Malta Local Plan general policy SMCO 03 related to the Area of Ecological Importance and Site of Scientific Importance shall remain applicable'. It is recommended that any works proposed within this site should have regard to the environmental significance of the scheduled AEI/SSI and its immediate surroundings. Any interventions on protected trees in the area should be carried out in line with the Trees and Woodlands Protection Regulations, 2018 (S.L. 549.123), while any landscaping plans should be environmentally compatible to the area with suitable species.</p>	<p>Green infrastructure measures will be proposed and assessed following the submission for applications for development permission, so as to ensure that such measures are tailored to the specificities of each site.</p> <p>Carparking provision is essential for the efficient functioning of this national sports complex. The design and location of any open carparks needs to be carried out sensitively within the context of policy provisions for urban design.</p> <p>The increase in GDF on the Center Parc site resulted from a government objective to increase the height of buildings in this area to 11.4m above the level of Triq Hal Qormi.</p>
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Moreover, ERA also notes that this area, located towards the west of the Marsa Sports Ground and accessed from Triq Ffal Luqa, is also designated as a Valley Protection Zone, with subsequent protection in Policy SMCO 07. The revised policy should ensure that the function of the watercourse as an important water catchment area, and its semi-natural banks, are not adversely affected by development.

ERA positively notes that the total built footprint of 60, 000 sqm and the Gross Developable Floorspace of 114,000 sqm has not been increased. However, the revised policy mentions that 'service areas and parking areas are excluded from the GDF', and that 'each of the zones shall be supported by adequate car parking for all users'. It must be ensured that such requirements should not result in excessive take-up of undeveloped land and open spaces within the site. Instead, access to/from the proposed multi-storey car park should be facilitated to ease access to and from the other zones (Zone A, C and D) within the same site.

An area to the north-east is being reserved for road network upgrading, as shown on Map A. It is suggested that all future development should be contained within the existing boundary of the Marsa Sports Complex Site. Such development includes the entire width and extent of roads, junction improvements, service roads, access, pavements, car parking areas/spaces, footpaths, landscaping and vehicle manoeuvring areas.

ERA welcomes the various provisions included in the revised policy GM24, related to urban design, environmental sustainability and green infrastructure. ERA also agrees with the proposed green buffer which is to run along the southern periphery of Zone A and the perimeter road, as well as the proposed linear park which runs along the water channel from West to East of the Marsa Sports Ground. Whilst these environmental considerations are important, as they would contribute to the conservation of the predominantly open space character of the area, the provisions for green space should be effective and commensurate with the scale, height and configuration of any proposed development at this site. For instance, it is noted that the Green Buffer is barely visible on Map A and quite limited compared to the whole area. It is therefore suggested to explore appropriate

ways to expand the green buffer and generally incorporating more green/natural features. Furthermore, it is suggested that tangible recommendations are made in the same policy, as regards the introduction of green infrastructure elements.

The layout, planning and design of well-designed access routes supporting sustainable modes of transport (such as cycle routes and pedestrian pathways) should not commit further undeveloped land. ERA recommends that cycling routes and cycling infrastructure should be factored into the advance planning of the site, such that environmental impacts and practical difficulties that are often associated with the retrofitting of such facilities are pre-empted at source. This approach would enable the use of publicly-available cycling facilities (e.g. bicycle racks) in urban areas.

The retention of the provisions of the Grand Harbour Local Plan general policy GM11 related to the Site of Scientific Importance is commendable. In this respect, ERA recommends that any projects and related assessments in the area keep such scientific matters into consideration.

Site of Policy QO05 – Area known as L-Istabal

The revised Local Plan policy for the site QO05 is increasing the allowable building height for the area up to 11.4m above the upper road level. There are concerns that additional densification of development and land-uses at this site would result in adverse environmental impacts. Although it is acknowledged that congestion due to road network upgrading works has been alleviated, further intensification of the development in the area will result in a substantial increase in traffic flows leading to further road congestion and increasing risks of environmental impacts, such as air pollution and pressures for further take-up of undeveloped land to extend, upgrade or construct new infrastructure, such as roads and car parking facilities. Therefore, any proposed additional densification of development at this site would require re-evaluation of the environmental impacts resulting from the project.

ERA welcomes the re-introduction for a soft landscaped area on the roof of the existing building for site policy QO05, which has already been approved as part of the development project (PA 05491/16).

3. Other Recommendations

- Roads/pavements should incorporate facilities whereby all services and ancillary infrastructure (including water, electricity, sewerage, runoff management and telecommunications) are located underground without overhead wiring, poles, above-ground pipework, etc.

- It should be ensured that the drainage systems, (including sewerage) and other related infrastructure, in the area of influence, is adequate to serve the additional demand of any proposed development, to prevent risks of sewer overflows, particularly during/after heavy rainfall. This is particularly important since the site is located in an area prone to flooding.

- Unmitigated urban runoff (e.g. from car parks, yards, etc.) should not be discharged directly/unmitigated onto any surroundings lands, including fields and valleys. The use of sustainable urban drainage systems is recommended in order to collect and treat local surface water, attenuate water runoff and mitigate risks of localised flooding.

4. Conclusion

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

<p>GHSM2 0009</p>	<p>Mr. Anthony Ellul</p>	<p>Malta Chamber of Planners comments re the Marsa Sports Complex (Phase 2) public consultation</p> <p>The Chamber wishes once again to insist that the process that has been adopted over these last years to amend local plans through partial reviews is not conducive to a holistic approach to planning. Such exercises look at the specific site without addressing the wider picture and hence be more aware and conscious of the impacts the proposed changes to policies will be having.</p> <p>The Chamber is in agreement that the existing equestrian sports facilities need upgrading and the introduction of new sports facilities in the area is seen positively. Nonetheless, these seem to be proposed to justify the introduction of other uses which cumulatively will result in various negative impacts on the area primarily in terms of visual impact and traffic related issues.</p> <p>The removal of the preparation of a Development Brief as a requirement is already a first step to easing the development process for the developer and weaken the planning process since a development brief would have given consideration to the wider implications of the proposed development.</p> <p>With regards to the uses being proposed particularly the ancillary and secondary uses these mainly relate to retail, office and food and drink outlets. It does not seem that any study has been done to determine whether the amount of proposed space for these uses is actually necessary. Should all these facilities be developed the traffic generated into the area will be substantial. What studies have been carried out to determine the likely impacts and identify problem areas with regard to the road infrastructure which would need upgrading?</p> <p>No residential uses are to be permitted. This is to be stated since we have got used to the tendency to change uses as one goes along.</p> <p>The impact of a 20 m high building in the area is to be assessed. The area is characterised by low lying buildings so this will certainly result in a significant impact on the area. Nonetheless the policy is allowing an increased building height if a landmark building is proposed. Once again this is allowing the possibility to increase heights under the justification of a landmark building which is something very subjective. This should be</p>	<p>The Partial Local Plan Review is based on the Government Objectives for the site and has been drafted with due consideration for the visual impact of higher buildings, these restricted to the periphery of the site and to the safeguarding of heritage assets.</p> <p>The policy requires that the bus depot is retained and the designated linear park is to incorporate a continuous public transport route through the site.</p> <p>The allowable uses are clear, and preclude any residential floorspace on the site.</p> <p>The rate of planning gain allocated is consistent with that for similar policies.</p>
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		<p>removed.</p> <p>The paragraph re environmental sustainability leaves much to be desired. It is as though sustainability relates only to energy and water conservation, waste reduction and greening of some areas. Sustainable development goes well beyond just these matters. It would consider traffic generation, the social impacts on the area and the general improvement of the quality of life in the area. Such matters have been given minimal consideration. Planning parameters should encourage a design that provides for adequate alternative transport systems. The construction of a multi storey car park already is an indication of a level of traffic generation to the area and hence the need to improve the surrounding road infrastructure.</p> <p>The 210,000 euro is rather low to have a proper public open space which should relate to the size of the development proposed. We are not talking of a small piazza, but a well sized public open space to be enjoyed by the high number of visitors to the area. The area will attract people interested in sports, workers at the offices as well as shoppers. All these users will congregate in this area.</p> <p>Finally, a number of heritage resources are present in the vicinity which may need conservation initiatives - British period structures and the remains of a chapel and the sanitary canal passing through the golf course (zone C) which are of significance on their own merits. There are also a couple of bridges spanning the sanitary canal which are also of particular significance.</p>	
GHSM2 0010	Perit Tara Cassar	<p>The following response is being submitted on behalf of Din I-Art Helwa.</p> <p>Public Consultation on proposed amendments to Grand Harbour, South Malta and Central Malta concerning Marsa Sports Complex</p> <p>1.0 Issues related to proposed two additional floors over Centerparc Through the proposed review of the Grand Harbour, South Malta and Central Malta concerning Marsa Sports Complex, the permissible developable gross floor space over the site in Qormi known as Centerparc will increase through the addition of two floors being proposed as part of this amendment.</p>	The increase in GDF on the Center Parc site resulted from a government objective to increase the height of buildings in this area to 11.4m above the level of Triq Hal Qormi. The extension will not cover the site entirely, with the remaining space being allocated for soft landscaping.

	<p>1.1 Unjustified increase in developable gross floor space over Centerparc The need for such an arbitrary increase in the developable gross floor space as is being proposed through this amendment, is being questioned. On what basis is this amendment that will solely favour the proprietors of this site, being justified? It is also being questioned why such a substantial increase in potential development over a privately owned site, is being initiated by a government authority.</p> <p>1.2 Detrimental Visual Impact, Lack of Openness, Lack of Access to Greenery The proposed two additional floors will severely alter the sloping, low-lying nature of this urban area, enclosing the surrounding streets and effectively contributing to a heavier and denser built volume. The removal of the permit condition relating to a new green area over the Centerparc roof, that was a pertinent aspect of the original approval of the development meant to mitigate the visual impact of Centerparc, is also being strongly objected to. The inclusion of this much needed green area was meant to ensure that the development of the land now taken over by Centerparc, would not lead to the total urbanization of the area. The sloping low-level nature of the development was furthermore meant to ensure that the surrounding area was not visually blocked from Triq Hal-Qormi through the development, guaranteeing that a certain amount of openness was retained. All this will be lost through the proposed amendments. On what basis is this visual degradation and loss of greenery and openness, being justified?</p> <p>1.3 Lack of Traffic Considerations Were any studies carried out to assess whether the existing infrastructure within the site's environs can sustain such an increase in demand? It is already evident that the development of PAVI, LIDL, various other retail and catering outlets and the Centreparc project itself, have led to a substantial increase in traffic in and around the area, that has not improved despite various recent attempts to upgrade the road network.</p>	<p>The policy does not preclude any studies that might result to be required during project stage. Since the increase in height may be interpreted in several ways, the actual impact of the development can be assessed once an application for development permission is in hand.</p> <p>The tourist accommodation can only be developed as ancillary to sports uses, as clearly defined in the policy. The applicability of any other policy guidelines must be done within the urban design framework of this policy.</p>
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How will the additional traffic generated through this proposed intensification of development impact the area?

1.4 STUDIES NECESSARY TO ASSESS AND DETERMINE THE POTENTIAL IMPACT OF SUCH AN AMENDMENT MUST BE CARRIED OUT PRIOR TO THE AMENDMENT'S APPROVAL.

Assessing the impact of the potential development after the developable gross floor space has been approved, and enabled to be deemed an established 'commitment', will be useless.

1.5 Inclusion as part of the Marsa Sports Complex review

The proposed inclusion of two additional floors over Centerparc as part of the amendments to the (unrelated) Marsa Sports Complex, as opposed to it being put forward through a standalone review, is also being questioned. Such an arbitrary amendment cannot be deemed to form part of any 'comprehensive planning' when the Authority has failed to provide any evidence-based justification for what is being put forward.

2.0 Inclusion of touristic accommodation not justified, can lead to incompatible development

2.1 The inclusion of touristic accommodation within the Marsa Sports Complex grounds as a permissible use, can lead to the development of hotels that serve guests with no interest in the site's sporting facilities, given that the proposed land-use does not include any restrictions or conditions to prevent such abuse from occurring. It is critical that such a permissible use is tied to appropriate conditions and restrictions to ensure that the site retains its primary aim which is to serve the sports community.

2.2 Furthermore, the Height Limitation Adjustment Policy for Hotels shall not be applicable to this site, since a limit on developable gross floor space has already been set. This should be stated and made clear within the policy document itself to ensure that the site is not allowed to transform into a high-rise tourist village. We trust that the above will be duly considered by the PA and reflect in the final outcome of this proposed amendment.

GHSM2 0011	Mr. Anthony A Chircop	<p>I am writing with reference to the Public Consultation re the Marsa Sports Complex Phase 2 and would like to draw your attention to the following:</p> <ol style="list-style-type: none"> 1. In Map B published on your website showing the area known as the Marsa Sports Complex The Matthew Micallef St. John Athletic Stadium is being erroneously shown as a 'Football Ground' 2. Please note that the Matthew Micallef Athletic Stadium was passed on under a long term contract (49 years) of lease, and which was approved by Parliament in December 2009 3. The contract of lease was registered as a Temporary Emphetuses by Ins: 15332/2009 dated the 6th October 2009 - Vol 1: 1463/2009 dated the 6th October 2009 4. I would also like to refer you to the second paragraph of clause 16 of the same contract of lease which clearly states "L-Ghaqda ghandha d-dritt illi tkompli tizviluppa l-facilitajiet imsemmija bhala "high performance training centre" kif specifikat mill International Association of Athletics Federation" Should you require a copy of this contract do let me know. 	<p>In Map B, published with the Phase 1 public consultation, the annotation 'Football Ground' is text linked to the basemap and does not reflect the policy at hand. The policy mentions that the development of a high-performance training centre on any site in Zone A is allowable and can be developed in addition to other primary and ancillary facilities.</p>
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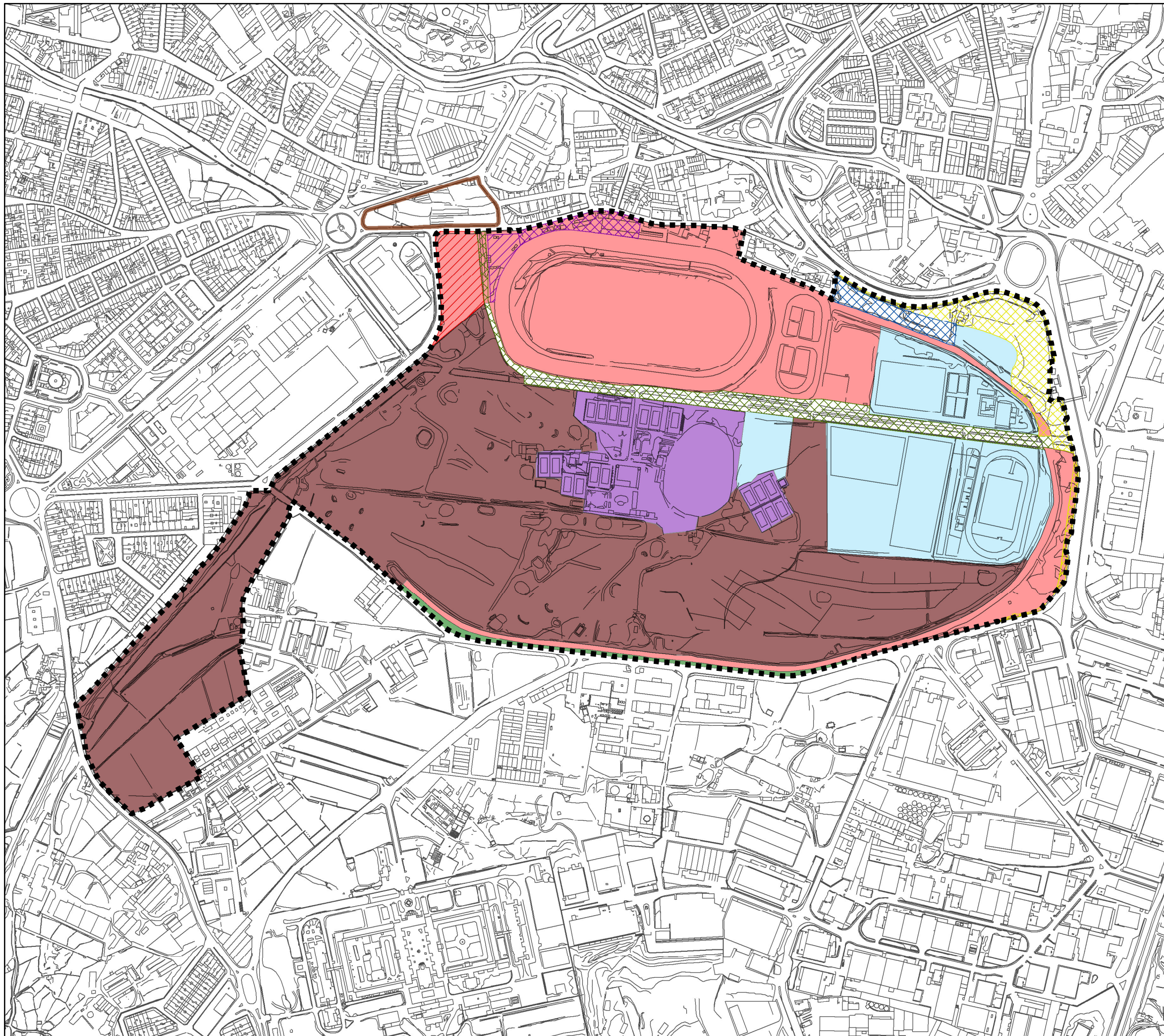
Appendix C
Maps and Plans

GRAND HARBOUR LOCAL PLAN
 SOUTH MALTA LOCAL PLAN
 CENTRAL MALTA LOCAL PLAN



Legend

-  Site of PC51/2016
-  Marsa Sports Complex Site
-  Corner Building - Commercial Facilities
-  Curve Building and Grand Stand
-  Picnic Area
-  Car Park and Bus Depot
-  Linear Park
-  Area Reserved for Road Network Upgrade
-  Green Buffer
-  Zone A
-  Zone B
-  Zone C
-  Zone D

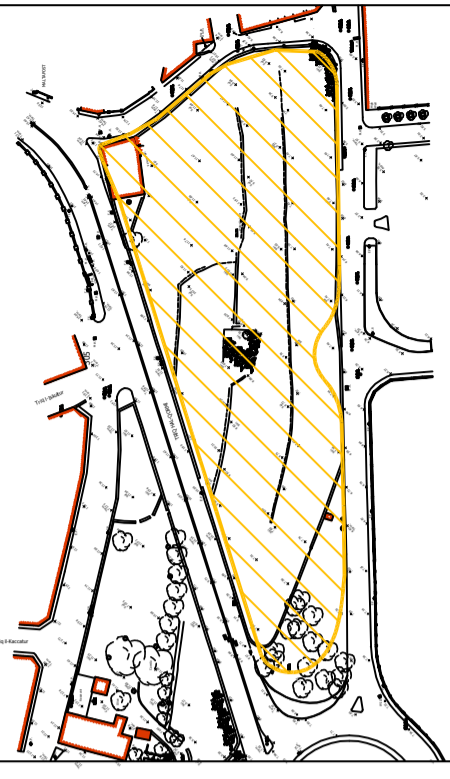
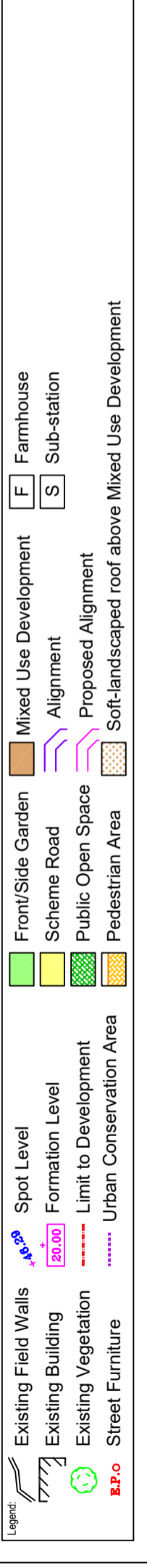
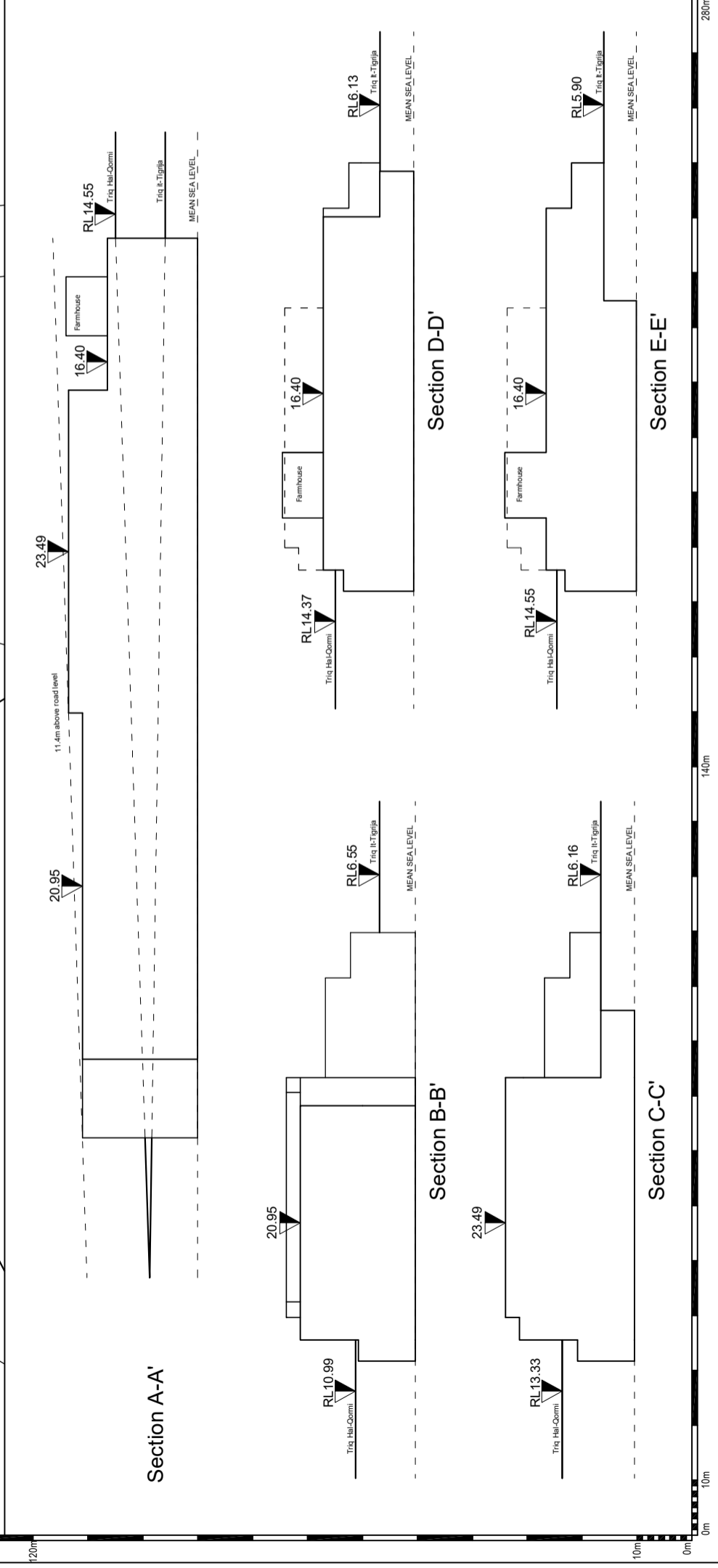
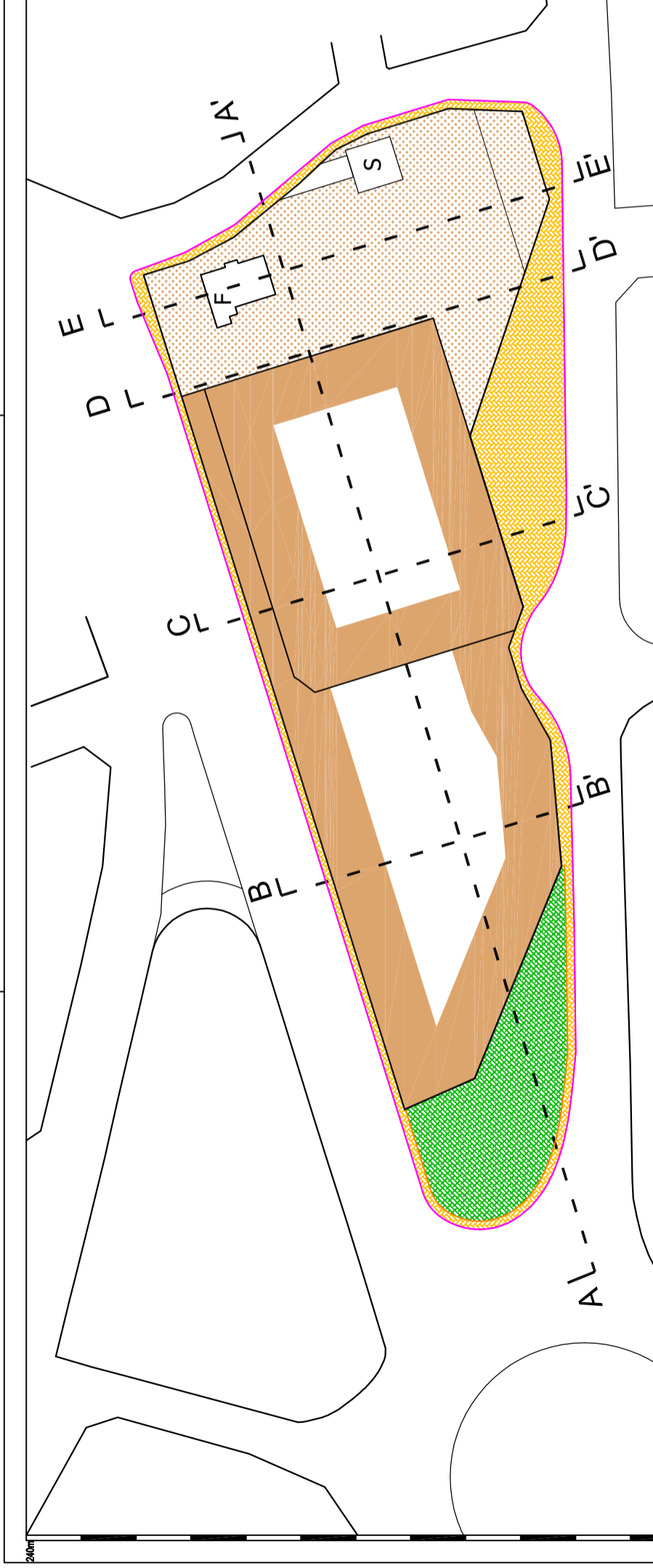


Marsa Sports Ground
 Revision 2019
 Policy Map

Scale: 1:6,000 Date: August 2020

INDICATIVE ONLY
 Not to be used for measurement or direct interpretation. Maps to be used in conjunction with Policy Document.

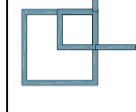
Map
 A



S.S. No.: 5370

Scale: 1:2500

PLANNING AUTHORITY



Partial Local Plan Review

Locality:

Qormi

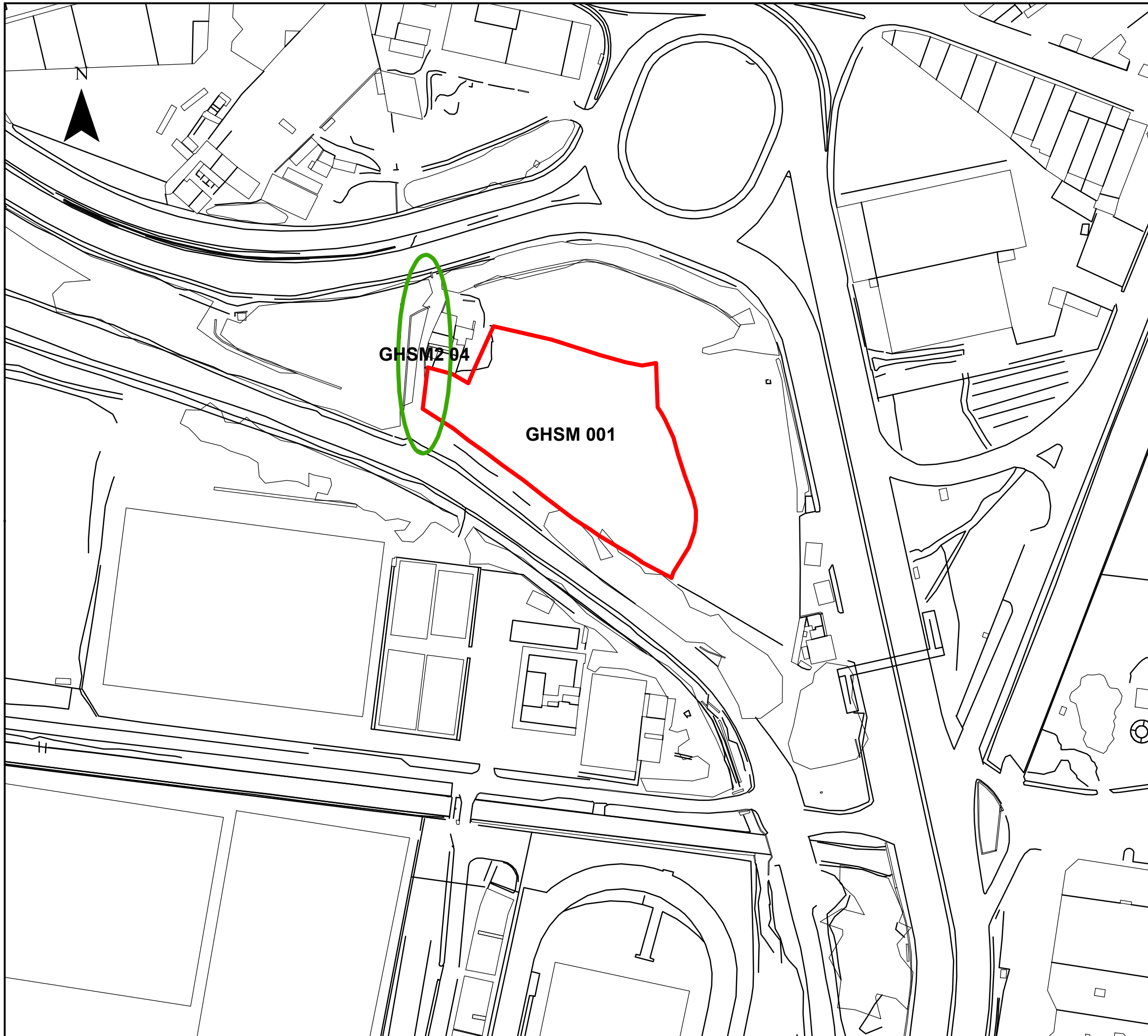
Plan A

Plan Reference Number:

Scale:	1:1000	Survey No.:	p/o 858E3-13
Grid System:	U.T.M.	Min. Coordinates:	5328570874
Scale Factor:	0.999632	Level datum:	M.S.L.
Survey Completion Date:		Plan Completion Date:	10/05/2020
Survey Checked By:	M. Azzopardi (LSU)	Plan Checked By:	I. Fava
Endorsed by Executive Council:		Date:	
Chairman Executive Council:		Executive Council Secretary:	
Endorsed by Minister:		Date:	

Disclaimer:

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



Legend:

- 1st stage public consultation submission
- 2nd stage public consultation submission

Site Specific Submissions
 1st and 2nd Stages
 Public Consultation

Scale: 1:1,500 Date: August 2020

INDICATIVE ONLY
 Not to be used for measurement or direct interpretation. Maps to be used in conjunction with Policy Document.

Map:

B

Responsible Authority:

Planning Authority

Title of the plan:

Partial Review of the 2002 Grand Harbour Local Plan (Marsa) and the 2006 South Malta Local Plan (Luqa) as amended in 2011, and a Review of the 2006 Central Malta Local Plan for Qormi, as amended in 2013 and 2017; and of the provisions of PC51/16.

Brief summary of the plan:
(including the area or location to which the plan related)

The site of the Partial Local Plan Review

The site of Policy GM24 is an open space featuring a race-horse track, a golf course and other sports activities. The Marsa Sports Club is located at the centre of the site, with several courts for different sports and a historic clubhouse which is however not scheduled. Other buildings used for sports-related activities are located towards the periphery of the site, close to several other open-air pitches. The site of Policy QO05 is at the north-westernmost aspect of the site and features a commercial complex rising to the level of Triq Hal Qormi. This site is within the Principal Urban Area (PUA) and is therefore within a dense urban environment and an area which experiences high levels of traffic.

Policy background of the site of GM24

Policy GM24 was introduced in 2011 as part of a partial review to the 2002 Grand Harbour Local Plan (GHLP). The policy identified the boundary of the Marsa Sports Complex and required the preparation of an environment and development brief for the whole area. The policy set out a land use framework which included several sports uses and club houses as well as retail outlets, administrative offices, food and drink, leisure and assembly, a hotel and childcare facilities. The policy had proposed the extension of the Marsa Golf Course onto a site in Luqa opposite the existing golf course.

The policy had allocated a total built footprint (roofed over areas) not exceeding 60,000 m² and a development density not exceeding 114,000m² in gross developable floorspace (GDF). The policy also included provisions related transport issues, primarily the requirement of parking provision, urban design amongst which the requirement that no built structure should be higher than 20m above mean sea level, other than where a landmark building is proposed. Other guidance given by the policy related to environmental sustainability, planning gain and utilities.

Policy background of the site of QO05

Policy QO05 of the 2006 Central Malta Local Plan required the comprehensive development of the site as a landscaped area with underlying warehousing. Additionally, the policy required that an old building located within the site be retained. PC 15 of 2009 changed the zoning of the area from warehousing to a retirement complex and sports and recreational facilities, and parking area. This PC had assigned a gross floor area not exceeding 10,800 m² and a building height varying between one and three floors all located below the level of Triq Hal-Qormi. The old building on site was zoned for social and community facilities, and the provision for a landscaped roof was made.

Subsequently, PC 51 of 2016 changed the zoning of the area again to commercial, sports and recreational facilities and car parking, while retaining the same building heights and provision of a landscaped roof as in PC15 of 2009, with part of the site designated as public open space.

Objectives of the current review

The objectives of the Review of the 2002 Grand Harbour Local Plan (Marsa) and the 2006 South Malta Local Plan (Luqa) as amended in 2011 are as follows.

Government is requesting the Authority to carry out a partial local plan review of the Grand Harbour Local Plan Policy GM24 with the following objectives:

- a) To remove the need for a development brief for the whole area;
- b) To designate a range of sub-zones within the area covered by policy GM24 provided that the site indicated as the Marsa Horse Racing Track, shown in Figure 1 below, is designated as a unique and separate sub-zone for the development of the Horse Racing Track and supporting uses;
- c) To formulate a unique and separate development framework for the sub-zone of the Horse Racing Track and the other sub-zones;
- d) To carry out a re-apportionment of the total built footprint and the gross developable floorspace (GDF) established by policy GM24 as approved in 2011 between the new sub-zones, provided that the built footprint of 60,000 sqm and the GDF of 114,000 sqm is not increased;
- e) To revise or delete any other provision of policy GM24 which is deemed to prejudice the objectives set out under a) to d) above.

The Central Malta Local Plan provisions for Qormi as detailed out in policy QO05 and in PC 15/09 and PC 51/16 in relation to the site need to be reviewed with the following objective:

- f) To amend the provisions of policy QO05 and planning control applications 15 of 2009 and 51 of 2016 related to the maximum allowable height of buildings and delete the condition that the roof of the building below the level of Triq Hal Qormi (arterial road) should be allocated for soft landscaping to enable the increase of the allowable building heights to 11.4 m above the upper road level.

Submissions from public consultation

The issues mentioned in the submissions referred to:

- a) Request to zone site within the northernmost area of the Local Plan Review site between Triq Aldo Moro and Triq Dicembru Tlettax for retail, office and supporting leisure and catering uses over 10 floors;
- b) Any works for extension to the Golf Course proposed within the site of scientific importance are to be assessed in relation to adverse impacts on the geological significance of the site and the watercourse and its semi-natural banks are safeguarded;
- c) Objection to further intensification of the site of Policy QO05 known as I-Istabal, due to the projected increase in noise pollution, air pollution and vehicular traffic;

- d) Local Council objection to the proposed increase in building height on the site of policy QO05, PC 15/09 and PC 51/16; which was however subsequently withdrawn;
- e) A holistic master plan for the entire Marsa inner harbour area should be proposed.

Brief summary of why it has been determined that the plan is likely to have a range of effects:

Many of the identified vulnerabilities were in the medium range and related to the character of much of the site as a green space within or between urban areas, the designation of the area of the golf course as a Nature Reserve declared under the local Environment Protection Act, 2016, and the fact that the site has the potential to be used for recreation. Issues relating to biodiversity, air, soils, human health, landscape and natural assets fall within this category, though the impact is generally negligible. No significant changes or development will take place in the green space or the Nature Reserve, with any development taking place on existing or committed sites. The increase in GDF for the site of Policy QO05 may contribute to the local air quality due to the potential increase in traffic within the immediate context of the site though the agglomeration of commercial uses will aid in reducing vehicular trips overall. The policy however specifies that a green wall is required for the parking block within the site of Policy GM24 and a soft landscaped roof is required as part of the revised Policy QO05.

The vulnerability related to the policy review on cultural heritage and water was determined to be negligible, in the case of the former since there are no scheduled buildings on the site. In relation to water infrastructure, the water channel passing through the site is man-made and was created as part of the flood-relief infrastructure for the area. The policy allows for the development of a linear park along the length of the water channel, while safeguarding its function. While there are 300m and 200m groundwater protection zone buffers which overlap with the southernmost extremities of the golf course, no impact is expected within these buffers. The intensification site of policy QO05 will not have any further effect on groundwater since the site is already built. In relation to climate factors, any development on the site of QO05 is not considered to contribute to any heat island effect that there may be in the vicinity, while there is no proposed increase in GDF on the site of GM24. The site of Policy GM24 is outside the PUA and furthermore, no increase in currently allowable footprint and GDF is being proposed.

Conclusions

The Partial Local Plan Review is not increasing the amount of allowable development on the site of Policy GM24 but has re-apportioned the footprint and GDF which was previously allowed but not yet constructed. The policy safeguards the Nature Reserve, and proposed uses are in line with the open space character of the site while allowing for the rehabilitation of the spaces related to sports uses and the Marsa Horse Racing Track. The only increase in allowable development is located on the site of Policy QO05, which is already committed through approved development.

In view of the relatively minor impacts which may result from the proposed policy review, it is recommended that no further detailed screening for SEA is required.

Contact details:	Joseph Scalpello
Date of opinion:	30 th April 2020

**Revisions to the
Grand Harbour Local Plan of 2002 (Marsa)
South Malta Local Plan of 2006 (Luqa)**

Approved Document

March 2011

Table of Contents

- 1.0 Introduction
- 2.0 Proposed Revisions to the Grand Harbour Local Plan of 2002
- 3.0 Proposed Revisions to the South Malta Local Plan of 2006
- 4.0 SEA Requirements
- 5.0 Conclusion
- 6.0 Decision

Maps

Figure A. Policy Map

Figure B. Site-Specific Proposals

Appendix A

Public submissions on Revisions with MEPA Responses

MALTA ENVIRONMENT AND PLANNING AUTHORITY

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ISBN 978-99957-26-12-6

1.0 Introduction

1.1 This report describes the partial review of the Grand Harbour Local Plan (GHLP) approved in 2002 and the South Malta Local Plan (SMLP) approved in 2006 which is necessary to take into account Government's plans to consolidate and rationalize sports facilities in the Maltese Islands, with particular focus on the Marsa Sports Centre and the Horse Racing track and their environs.

1.2 The objectives of the review are:

- To extend and upgrade the horseracing track to accommodate international flat and trotter races with additional international standard equestrian facilities such as show jumping and dressage. Investment in supporting parking facilities and improved public access are also contemplated;
- To upgrade all the existing sports facilities (including polo, rugby, football, baseball, softball etc.) and add new facilities such as indoor archery and the identification of a new pitch for cricket;
- To extend the golf course towards the site currently occupied by the Government farm at Ghammieri in order to promote the international dimension of this sport whilst rendering it more accessible to a wider spectrum of Maltese society;
- To consider limited, high quality commercial and tourism development which integrates with the site context in order to sustain the economic viability of the sports facilities. This development should not compromise the predominantly open space character of the Marsa Sports Complex, should be of high quality and should integrate with the existing environment rather than dominate it;
- To facilitate access in general. To give particular attention to vehicular circulation and parking plans for the area in consultation with ADT with some emphasis on the stretch of road WA19 to EA21 part of the TEN-T network. In such cases, third party interests should not be prejudiced;
- To improve public access and informal recreational areas, especially in areas which are currently underutilised. The new facilities could include bicycle, walking and jogging lanes;
- The development surrounding the Marsa Sports Complex, as shown in the annexed MAP A, should be of high quality. It is not excluded that the evolution of the project might take into consideration land immediately contiguous to the boundary of the site as indicated in MAP A (as published with the objectives).

These objectives were published on the 15th November 2009 and representations were invited from the public until the 24th of November. This first stage consultation generated a total of 17 submissions which were taken into account in the drafting of the revised policies.

1.3 The revisions were published for consultation on the 28th of October 2010 and a period of six weeks, up to the 9th of December, was allowed for the submission of representations from the public. Four submissions were received by the closing date of this second stage consultation and a summary with MEPA responses is included as an appendix with this report. The specific sites relevant to the public submissions are shown on Figure B. Only minor amendments to the wording of revised policy GM15 have been carried out following this second consultation.

1.4 The proposed revisions affect the following policies in the 2002 GHLP:

- (i) GT 01 – Road Hierarchy
- (ii) GT 02 – Junction Improvements
- (iii) GM 06 – Ta' Ceppuna Access Road
- (iv) GM 09 – Changes to Bus Routes
- (v) GM 11 – Site of Scientific Importance
- (vi) GM 12 – Main Areas of Open Space
- (vii) GM 14 – The Horse Racing Track Area
- (viii) GM 15 – Marsa Park Development Area

the following maps in the GHLP:

- (i) Figure 06 – General Proposals Map
- (i) Figure 12 – Marsa Inset Map
- (ii) Figure 14 – Marsa Transport Strategy
- (iii) Figure 15 – Marsa Park Development Strategy

and the following maps in the SMLP:

- (i) LU2 – Luqa (Hal-Farrug\Ghammieri) Policy Map
- (ii) LU 8 – Luqa East Environmental Constraints Map

A new policy GM24 to guide the development of the Marsa Sports Complex has been added. The draft new/revised policies are included in the following paragraphs and are highlighted in bold text followed by the supporting justification. A policy map (Figure A) is also attached with this report, the contents of which shall replace those in the maps quoted above. All other parts of the 2002 GHLP and its 2007 revisions (text and maps) and the 2006 SMLP (text and maps) are proposed to remain unchanged.

2.0 Proposed Revisions to the Grand Harbour Local Plan of 2002.

2.1 Revisions to policy GT01 were necessary as the priorities for the improvement of the arterial road network is not MEPA remit and should not be controlled by the Local Plan.

GT01

Road Hierarchy

A hierarchy of roads is indicated on the General Proposals Map and the Transport Diagrams for specific areas. The classification of roads follows the system given in the Structure Plan (Structure Plan Policies RDS1 and RDS2).

The hierarchy will be used to define roads in order of their importance for traffic circulation; as a guide for road investment (new construction, maintenance, upgrading); traffic management (including road marking), and the consideration of development applications. The arterial roads will form the strategic highway network. The main elements will be:

Arterial Roads

Triq Dicembru 13, Triq Aldo Moro, Triq Il-Labour, Vjal Sir Paul Boffa, Triq Kordin, Vjal It-28 Ta' April, South Harbour Link Road (Proposed), Vjal Kottoner.

District Distributor Roads

See area policies

Relevant policies:

*GT02,03,
GV04,05,GF04,05,
GM03,07,13,G105,
GB04,05, GL05,
GG04, GK05, 06.*

The Structure Plan emphasises the need to introduce a hierarchical road system to channel traffic onto appropriate roads, thereby controlling the impact of traffic elsewhere. Such a system is also important to assist in prioritising road construction, repairs and traffic management, and in the assessment of development applications.

The arterial road system is intended to carry most longer distance and heavy traffic, providing links between various parts of the Island. Street parking and direct frontage access will be kept to a minimum, and a high priority will be given to road improvement and traffic management measures to assist traffic flows.

The district distributors are important routes connecting the major residential and employment districts of the Plan area to each other, and to the arterial routes. Heavy commercial traffic will be allowed on most of these roads, but will not be encouraged where satisfactory alternative routes exist on the arterial routes. Street parking and direct frontage access will be strictly regulated.

2.2 Policy GT02 (and the General Proposals Map) needs to be revised to bring it in line with the revisions made to general policy GT01 and remove reference to the junctions on the South Harbour Link Road.

GT02

Junction Improvements

The main traffic circulation system includes major junctions of national importance as part of the arterial road network. The MEPA will encourage the respective implementation authorities to upgrade existing junctions which are not coping with the volume of traffic using them. These are indicated in the Inset maps as appropriate. Development permission will not be granted for

development which might adversely affect these sites in order to safeguard junction redesign requirements. This also applies to other sites earmarked for future transport infrastructural projects.

Policy GT01 emphasises the need to have a good road system in the Local Plan area, especially where these have national significance. This policy complements the latter by indicating those areas which need to be safeguarded so that junction improvement can take place.

It has to be emphasized here that although the need to improve the traffic circulatory system is stressed, this has to be seen within the overall strategy as laid out in the Structure Plan to improve public transport. These policies do not replace the overall policies and it must be underlined that road improvements have to take place in parallel with improvements in the public transport service. Solving one aspect alone will not result in solving the overall transport problem. An integrated approach is vital.

2.3 The revisions to policy GM06 were necessary to bring it in line with the provisions of the new policy GM24 for the Marsa Sports Complex which envisages the potential to close this road to through traffic, hence partly addressing the circulation issues and the conflicting demands on transport by different users of the regenerated sports complex.

GM06

Ta' Ceppuna Access Road

As part of the development of the Marsa Sports Complex proposed under policy GM24, MEPA will favourably consider the downgrading of Ta' Ceppuna Access Road as a vehicular access to the sports facilities only with no through traffic allowed between Triq Aldo Moro and Qormi.

Relevant policies:
GT04,09,
GM04, 11.

The Ta' Ceppuna Access Road is the entry point to a variety of sports and social facilities located at Ta' Ceppuna, and is also a popular tree-lined lane for horse riders, joggers and others.

The Local Plan supports the retention of these facilities in this location and moreover envisages the road as an important link in a long distance footpath extending to Wied il-Kbir and beyond. However, the road is sometimes used by drivers as a short cut, often causing a potentially dangerous situation. This policy is intended to eliminate traffic problems.

2.4 Revisions to policy GM09 were necessary to allow consideration of other alternative locations for the siting of the public transport interchange in line with the transportation plans of Transport Malta.

GM09

Changes To Bus Routes

In order to promote improvements in public transport, and to facilitate better and safer access to both residents and commuters, the MEPA will support:

- **the re-routing of public transport through the centre of Marsa;**
- **the eventual development of a public transport interchange at Marsa in accordance with policy COM 4 of the Structure Plan; and**
- **the introduction of special 'race day' minibus services from neighbouring areas to the horse racing track, and any necessary bus parking facilities.**

Relevant policies:
GT05,06, GV07,

Currently, many bus routes serving the south and east of Malta follow Triq Nazzjonali but do not enter Marsa itself, with the result that residents are usually faced with either a long, indirect walk or a short, dangerous crossing of the arterial road in order to catch a bus or

GF05,
GM05, 07, 15, 16, 22.

to get home.

This situation is exacerbated by the change in level between Triq Nazzjonali and most parts of Marsa. It is therefore considered appropriate to seek the re-routing of south and east bound buses through the centre of Marsa, which is quite possible to achieve, and in the longer term, to press for the establishment of a public transport interchange in this strategically significant area.

- 2.5 The revisions to policy GM11 were necessary to take into account the provisions of the new policy GM24 for the Marsa Sports Complex which envisages major upgrading of the sports facilities and supporting amenities. However, the environmental value of the site is still acknowledged and any development must be carefully assessed for its impacts on the hydrology, geomorphology and Quaternary paleontology of the site.

GM11

Site Of Scientific Importance

An area of geological importance has been identified as indicated on the Inset Map. Any works proposed to be carried out on or in the vicinity of this area which require development permission must be assessed in relation to their effect upon the geological significance of the site.

Relevant policies:
GC01, 02, 06,
GE01,
GM06, 12, 14, 15.

The 'Marsa Plain' is one of only two examples in the Maltese Islands of an extensive flood plain. It is of scientific significance in terms of hydrology, geomorphology and Quaternary paleontology, and is classified as Level 2 under policy RCO 2 of the Structure Plan. Any development applications will be examined against the scientific importance of the site.

- 2.6 The revisions to policy GM12 were necessary to take into account the provisions of the new policy GM24 for the Marsa Sports Complex which envisages a re-designed alignment of Triq Dicembru 13. An area of land within the Marsa Park Development site and zoned for recreation in the 2002 GHLP, will be designated as part of the Marsa Sports Complex by this Review.

GM12

Main Areas Of Open Space

The lands on either side of Triq Nazzjonali in the vicinity of the centre of Marsa (except for the aged persons' home site); at the eastern end of Triq il-Kapuccini; and at Spencer Hill, as shown on the Marsa Inset Map, are designated as Areas of Open Space. Development of these areas for any purpose which is in conflict with their present use that is for the enjoyment by the general public for outdoor recreation on a non-commercial basis will not be permitted.

Relevant policies:
GE02,
GM11, 13, 15, 16.

Population densities in the Grand Harbour area are high, and areas of open space available to the public for recreational purposes are limited. Although Ta' Ceppuna is close, and it is an intention of the Local Plan to make this area more accessible, space within the built up area for quiet leisure enjoyment is still limited.

The aim here is both to safeguard existing and potential areas of open space, and to designate new areas as appropriate. Once such areas have been identified and safeguarded, it will be important for the local council and for the Environment Department to co-operate in ensuring that the development and management of these areas is properly undertaken.

- 2.7 The revisions to policy GM14 were necessary to take into account the provisions of the new policy GM24 for the Marsa Sports Complex which enlarges the site for sports facilities and supporting amenities. An area currently falling within the boundary of GM14 will be designated as part of the Marsa Sports Complex by this Review. The provisions on horse racing facilities as acceptable land uses north of the racing track are still deemed as relevant to guide the development of this area, especially as it is already established for these types of uses. However, it should be ensured that other uses, especially residential, are compatible with the primary designation of the area.

GM14***Acceptable uses north of the Horse Racing Track Area***

Horse racing related facilities (excluding Use Classes 12 to 16 of the Use Classes Order, 1994 as amended) will generally be acceptable in the mixed use area immediately north of the stand, subject to Structure Plan policies BEN 1, 2 and 3.

This policy relates to the area of land north of the existing grand stand of the racing track, bounded by the Tad-Dwieli stretch of the Marsa-Hamrun by-pass and Triq Dicembru 13, forming part of a wider zone of mixed use. The area already accommodates horse racing related facilities such as stables, maintenance and repair of racing equipment, betting shops and some general retail outlets. This policy supports this primary use and prohibits industrial uses, in principle. Other uses can be considered within the overall objective of mixed use zone predominantly for horse racing related activities.

- 2.8 The revisions to policy GM15 were necessary to take into account the site boundary of the new policy GM24 for the Marsa Sports Complex which envisages major upgrading of the sports facilities and supporting amenities and the re-designed alignment of Triq Dicembru 13 by Transport Malta. Specific land allocations for recreation, peripheral landscaping and a public transport interchange will be removed from policy GM15 by this Review, although the policy requirement for a determinate amount of space for recreation and peripheral landscaping will be retained.

GM15***Marsa Park Development***

In accordance with Structure Plan Policy COM 4, a Marsa Park Opportunity Area is identified on Inset Map, Figure 12. The Opportunity Area must include the following land uses:

- a) Class 5 (Use Classes Order, 1994 as amended) offices provided the maximum floorspace does not exceed 60,000m²;
- b) Class 4 (Use Classes Order, 1994 as amended) showrooms (display and sale of bulky goods) only provided the maximum floorspace does not exceed 20,000m², and provided the goods do not fall within the following: pharmacy, butcher, grocer, bakery shop, stationery, ironmongery, giftware, toys, clothes, shoes, videos, hair and beauty items, haberdashery, confectionery, florist, electronics, spectacles);
- c) Class 11 and 12 (Use Classes Order, 1994 as amended) light industry allocated for Small & Medium Enterprises, provided the maximum floorspace does not exceed 16,000m² and Class 17 (Use Classes Order, 1994 as amended) warehousing provided the maximum floorspace does not exceed 10,000m²;
- d) a mix of Class 1 (Use Classes Order, 1994 as amended) dwellings aimed at addressing local needs provided the maximum floorspace does not exceed 62,000m²;

- e) supporting leisure and recreational amenities to the main uses (office, retail and residential) provided the floorspaces for these supporting amenities are proportionately reduced from the thresholds stipulated in (a), (b) and (d) above;
- f) a landscaped recreational area for public use of not less than 7% of the site area;
- h) a peripheral landscaped zone (visual corridor) of not less than 13% of the site area as planning gain.

The following criteria also apply:

1. The overall design of the development should reflect the importance of the main approach to Valletta, especially long distance views and the conurbation from the airport and the South of the Island. Consideration is to be given to the treatment of the visual corridor of the arterial road in terms of planting and landscaping.
2. The Planning Authority requires the adoption of the Floor Area Ratio (FAR) as defined in paragraph 1.7 of Development Control Policy and Design Guidelines 2000 (as subsequently amended), for zones (a) to (d) indicated above, provided the criteria for the overall design mentioned in (1) above are respected.
3. The development should also include the redesign and improvement of the highway network in the proximity of the site.
4. The development should integrate with the town of Marsa and with the ‘Ta’ Ceppuna’ area through formal pedestrian links.
5. An outline development application for the whole of the Opportunity Area indicating the phasing of the project must be submitted to MEPA. The basic infrastructure facilities, such as the upgrading of the highway network and the construction of car parks, must be taken in hand in a phased manner in accordance with guidance from a Traffic Impact Statement (TIS) and a Construction Management Plan approved by MEPA.

<p>Relevant policies: GN03,04, GS05,06,07,10, GT01,02,05,09,10,14, GE02,06, GC01,06, GD06,07,09,10, GV07,24, GF15, GM05, 09,11,12,13.</p>

The area proposed as an ‘Opportunity Area’ is not used intensively and is partially affected by road proposals or by existing roads. Incremental and sporadic development has resulted in an inefficient layout of the space which is available. The three ‘farms’ which operate in this area are currently surrounded by busy arterial roads. A number of garage workshops, storage buildings and yards exist; with about 12 houses on the northern edge of the site facing Triq it-Tigrija. A furniture showroom is located adjacent to Triq Aldo Moro. Several derelict areas are apparent.

The Structure Plan cites ‘Marsa Park’ as a general location for a ‘multi-use area in a woodland setting, outside the existing peripheral roads.’ This policy interprets more fully and adds detail to the Structure Plan proposal, aimed to positively enhance and upgrade the amenity of the area. The land use allocations are shown in diagrammatic form on the Marsa Park Development Strategy map.

Offices

The Structure Plan attempts to match numbers of households and jobs according to locality, in an effort to reduce travel demand and provide employment near where people are already living. It is envisaged that some 1000 - 1250 new office jobs should be available in the ‘Marsa Park’ area.

Approximately 60,000m² of floorspace are allocated for office use. It is expected that the office elements of the overall scheme will be grouped together on one part of the site, possibly in an internal courtyard type of arrangement. It is required that the offices, should be located on the western part of the site adjacent to the interchange, forming a peripheral barrier which visually protects the remainder of the area; and acts as a focal point. Vehicular access directly off the arterial road should be investigated.

Showroom Uses

About 20,000m² of floorspace are allocated for showrooms. As the site could attract entrepreneurs willing to invest in the larger type of retailing project, it is very important to prevent negative effects on

existing Town Centres. Therefore, retail outlets (including those selling clothing, footwear and fashion goods) which could pose a threat to these established town centres will not be permitted.

Warehouse / Industry Site

About 16,000m² of floorspace have been allocated for SME industrial uses and 10,000m² floorspace for warehousing, including a part which is currently occupied by a business concern. This area is on the eastern edge of the site and can be accessed from Triq it-Tomba, making it unnecessary for commercial traffic to enter the main part of the site. The proposal involves the utilisation of former highway land, no longer required as such because of the proposed change in alignment of Triq Dicembru Tlettax. The site is well located in terms of the arterial road network and the port, and is appropriate for these types of use.

Residential

A noticeable trend, which the Structure and Local Plan are both seeking to reverse, is the loss of residential population in the Grand Harbour area. Although heavy stress is laid upon improvement of existing dwellings, opportunities should also be considered for the construction of new residential accommodation within the defined Urban Development Boundary, to allow for loss of housing due to reduced densities, clearance of old property, and change of use.

About 62,000m² of floorspace are designated for residential use. The residential use would be related to other proposals for the future of existing housing at Albert Town, as a long term relocation site for housing in that area, and to allow for general replacement of housing where clearance or improvement of property has caused the overall housing total to be reduced.

Since the Local Plan looks ahead for 10 years, it is clear that the long term future of Albert Town as a residential location is problematic. However, any serious proposals for eventual replacement of housing will be dependent on the availability of alternative sites in the general area of Marsa.

Landscaping and Planting

The area boasts significant tree cover and the development will try to retain and augment these trees and shrubs. It is expected that the entire site will be the subject of a landscaping plan, the object being to provide shade and screening, and to help integrate the various components of the scheme. It should aim for a planting scheme which runs internally through the site, and which adds to the 'visual corridor' through which Triq Dicembru Tlettax is expected to follow. A planting strip will therefore be required along that edge of the site abutting the arterial road, and should contain large trees as well as appropriate ground covering shrubs. Landscaping works will also be related to the pedestrian route network running through the site.

Pedestrian Links to Other Areas

To ensure that development of this area is well integrated with the town of Marsa and with the Ta' Ceppuna area, it is proposed that formal pedestrian links are established with these locations, including, where necessary the provision of pedestrian bridges crossing Triq Dicembru Tlettax.

- 2.9 This new policy (GM24) was required to take forward the broad objectives of the Partial Review of the Grand Harbour and South Malta Local Plans to extend and upgrade the horseracing track; to upgrade all the existing sports facilities and add new facilities; and to consider limited, high quality commercial and tourism development which integrates with the site context in order to sustain the economic viability of the sports facilities.

The area of land shown on Figure A (Marsa Inset Map (Figure 12) in the Grand Harbour Local Plan and Maps LU2 and LU8 in the South Malta Local Plan) is designated as the Marsa Sports Complex to enable the provision of the necessary facilities to ensure the highest standards of equestrian and international sports and enable competition in the international scenario of sporting events.

MEPA may favourably consider development applications on the site shown on Figure A following the approval of an environment and development brief for the whole area prepared within the context of this policy. The Brief should include provisions on:

(i) The Land Use Framework

The land uses may include the following primary facilities, amongst other equestrian and sports uses:

- international standard facilities for horse racing (trotter and flat) and equestrian sports (polo, show jumping, dressage) with training areas and stables,
- golf and a golf academy,
- sports facilities for football, handball, softball, tennis, rugby, and cricket with associated permanent and/or temporary spectator stands;
- an indoor archery complex;
- an indoor pool;
- a high performance training centre;
- cycling and jogging tracks

and may include other supporting facilities such as clubhouses, Class 4 retail outlets, Class 5 administrative offices, Class 6 food and drink outlets, Class 9c leisure and assembly (or similar gaming and betting uses), a hotel and child care facilities.

It is essential that the distribution of land uses between primary and ancillary facilities, both in terms of site coverage and floorspace, achieves the objective of the designation of the site as a sports complex with a predominantly open space character.

(ii) Development Density

- the total built footprint (roofed over areas) does not exceed 60,000sqm;
- the development density does not exceed 114,000sqm in gross developable floorspace (GDF);
- the total gross developable floor space may be increased by an additional 10% over the limits set above provided that the development achieves higher design and sustainability standards than required by this policy and other local and international standards normally adopted for such schemes to the satisfaction of MEPA and other relevant regulatory agencies. The additional floor space may be used for any of the primary or ancillary uses as defined by (i) above;

(iii) Transportation

- the plan provides adequate and safe access to, and within, the site for private vehicles, public transport, pedestrians and person with disability to the satisfaction of MEPA, Transport Malta and the National Commission for Persons with Disability, taking into account the need to separate circulation routes for horses and other users. Alterations to public roads within the site to accommodate the development need to be approved by Transport Malta and designed as part of this scheme. Any proposal to sever the existing Ta' Ceppuna link road or Marsa Road needs to ensure that third party access rights are safeguarded;
- car parking facilities for visitors, athletes and employees with the possibility for dual use for a park and ride scheme are provided. The number of car parking spaces needs to take into account the overall car parking provision in the area, especially public car parks and/or park and ride and provision of public transport facilities;
- the plan provides adequate lorry and horse trailer parking facilities;

(iv) Urban Design

- the design of the scheme (site layout, arrangement of buildings and uses, their relationship to their surroundings, building volumes, massing and heights, hard and soft landscaping, architectural design, colour and materials) respects the open character of the area, minimizes visual impacts on short distance and strategic views and the skyline and provides a pleasant overall experience to visitors and athletes through quality architectural and landscape design. Preferably, no built structure should be higher than 20m above mean sea level. A higher landmark building may only be favourably considered if MEPA is convinced of its essential contribution to the overall design strategy, that it relates well to existing and planned taller buildings in the area and that it will enhance the image of the site and its surroundings;

(v) Environmental Sustainability

- the scheme adopts environmental sustainability features such as conservation of energy and water, renewable energy generation and reduction of waste, and minimizes impacts on hydrology, ecology (particularly the ecologically sensitive areas), biodiversity (especially mature trees) and cultural heritage (especially buildings of architectural merit, archaeological remains and the landscape);

(vi) Planning Gain

- an easily accessible public picnic area of not less than 7,000sqm and other public open spaces, possibly in the form of a linear park, are included in the scheme;

(vii) Utilities

- a utilities plan which does not adversely affect the national storm water channel running through the site or its links to the channels outside the site is provided.

The site, with an area of around 75.5 ha, currently accommodates, in its northern portion an equestrian racing track with spectator facilities, polo and horse riding, owned by the Government and run by a number of equestrian clubs, and is predominantly open with few built structures. The horse racing track at Marsa is a very popular facility that draws large crowds on race days. A public car park is located at the western perimeter and an area of agricultural land on the east. The area also includes hard surface open courts used for basketball, netball and volleyball. The southern portion of the site, separated from the northern side by Ta' Ceppuna Road and a water channel, is also predominantly open but with a stronger "green" feel. It currently accommodates an 18-hole golf course and outdoor sports facilities such as tennis, cricket, and other facilities such as billiards, swimming pool and a fitness centre, managed by the Marsa Sports and Country Club, an Athletics Stadium run by the Malta Amateur Athletic Association and multipurpose pitches and courts predominantly used for football, rugby, baseball and softball and archery managed by the *Kunsill Malti għall-Isport*. The southwestern portion of land beyond Triq il-Marsa is predominantly agricultural land forming part of the *Ghammieri* experimental farm. A hydrology/sanitary canal runs along Ta' Ceppuna Road and continues towards the sea through Marsa and links to the wider storm water run-off channels from Qormi, Siggiewi and Zebbug. This canal and watercourses also have historical and ecological value. Archaeological remains have also been found within the golf course area.

Access to the site is from Triq Aldo Moro, an arterial road, on the east, from a road leading onto Triq Dicembru 13 on the north and from Triq l-Iljun on the west. The latter road is also used for kerb side trailer parking. Ta' Ceppuna Road traverses the site and links Triq Aldo Moro to Qormi and also serves as the main access to other sports facilities. Triq il-Marsa and Triq L-Iljun follow the southern and western perimeters of the site.

The site is surrounded by a mix of uses with a rather poor external environment including industrial, commercial and stables to the north, the predominantly industrial and commercial area of Albert Town to the east, the Marsa Industrial Estate and the Ghammieri experimental farm to the south, and another industrial zone, including a shopping mall and the vacant Lowenbrau factory to the west. A residential neighbourhood faces the proposed extension to the golf course.

Although the landscaping belt helps to provide some visual buffer to Triq Dicembru 13 and Triq Aldo Moro along the eastern perimeter of the site, noise disturbance from the considerable volumes of traffic can be a cause for concern. The need for improved equestrian facilities, a golf academy, a high performance training centre, improvement of facilities for cricket, accommodation for visiting sportsmen, segregation between equestrian and golf, access and car parking, sewage overflows and general maintenance are other issues which need to be addressed. As the site lies within a major flood plain, impacts on hydrology and storm water and sewerage management should be a major consideration in any development proposal.

MEPA and the *Kunsill Malti ghall-Isport* recognize the potential to create a holistic sports complex offering facilities of international standard for equestrian and similar pursuits, golf, archery, rugby, cricket and other sports together with other amenities for athletes which can become a major visitor attraction for locals and foreigners alike. The policy provides the development parameters, such as a diverse range of land uses, site coverage and development density, and design criteria, such as building heights, which MEPA will adopt to prepare or evaluate a development brief for the site. It also identifies those features of the site which due to their environmental value, need to be conserved. MEPA will strive for excellence and high quality design and protect those features of the site which give it its character – namely its openness, low density and park setting.

With a total site area of 75.5ha, the built footprint of 60,000sqm would result in an overall site coverage of around 8%. The built footprint is measured along the external perimeter of the structure for all roofed over areas (including internal courtyards). The gross developable floor space (GDF) is also measured along the external perimeter of the structure at every level (including internal courtyards).

The built footprint (60,000sqm) and development density figures (114,000sqm GDF) were derived after considering the objectives of greatly improving the standard of the sports and equestrian facilities, widening the range of supporting uses and safeguarding the environmental qualities of the site. Although the subdivision of the built footprint and GDF by land use has not been included in the policy to allow more flexibility to the developer in the allocation of floor spaces, the proposed land use framework should prioritise sports uses in respect of the main thrust of this policy. It is also expected that the bulk of the floorspace for ancillary uses will be allocated for the Grand Stand of the revamped racing track and a high quality hotel. The scale of other ancillary uses should also be well integrated within the holistic land use framework and fully justified by the developer.

3.0 Proposed Revisions to the South Malta Local Plan of 2006.

- 3.1 Revisions to the South Malta Local Plan (2006) maps LU2 and LU8 were necessary due to the designations in the plan on the land allocated for the extension of the golf course by this Review. Map LU2 designates this site as part of the Ghammieri Experimental farm and Map LU8 designates the site as an agricultural area subject to policy SMAG01. These designations need to be removed as they would prejudice the objective of the Review to extend the golf course towards the site currently occupied by the Government farm at Ghammieri.

- 3.2 Other designations include a valley protection zone subject to policy SMCO07, an Area of Ecological Importance subject to policy SMCO03 and part of the Aquifer Protection Zone subject to policy SMCO08. This group of policies in the SMLP is, mostly, general in nature and applicable to all the SMLP area, and thus there was no need to revise their wording. Although the protective designations of a valley protection zone and an aquifer protection zone will not appear in the revised plan, provisions in the new policy (GM24) for the site seek to ensure that the issues related to water management are fully taken into account by any future development proposal.

4.0 SEA Requirements

- 4.1 In line with the requirements of the Strategic Environmental Assessment (SEA) Regulations, 2005 (L.N. 418 of 2005), an SEA is to be carried out on plans and programmes (as defined by the same regulations) which are likely to have significant effects on the environment. Regulation 3 (1) requires proponents of a plan or programme to notify the Competent Authority of the intention to prepare such plan or programme before adoption. Notification of this Review of the GHLP (2002) and the SMLP (2006) to the SEA Audit Team as the Competent Authority was submitted on the 22nd October 2010.

5.0 Conclusion

- 5.1 The Planning Directorate recommends to the MEPA Board the revisions to the Grand Harbour Local Plan of 2002 (Marsa) and to the South Malta Local Plan of 2006 (Luqa) indicated in this report which should then be forwarded to the Prime Minister for his final endorsement.

6.0 Decision

- 6.1 During its meeting in public of the 28th of January 2011, the MEPA Board endorsed the revisions to the Grand Harbour Local Plan (2002) (Marsa) and to the South Malta Local Plan (2006) (Luqa) indicated in this report.

Appendix A

Grand Harbour Local Plan 2002
South Malta Local Plan 2006
(Revisions 2011)

**Public Submissions on
Revisions**

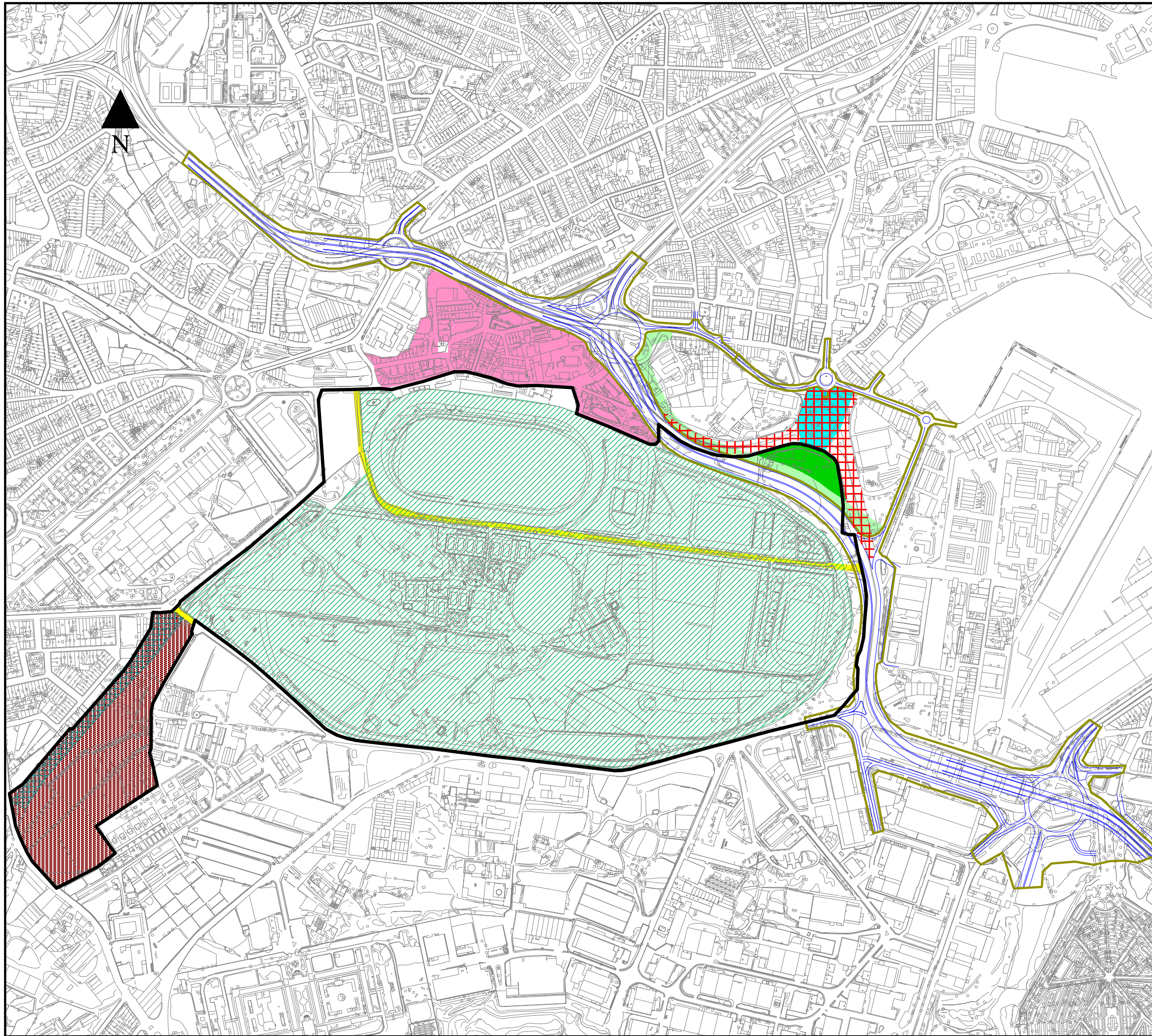
January 2011

Ref	Respondent	Date	Summary of Comments Received	MEPA Response
GHMR-01	Clayton Abdilla	1/11/2010	Mr Abdilla enquired whether the review of the SMLP could be extended to other parts of the plan area.	The objectives of the Review were to facilitate the upgrading of sports and equestrian facilities by designating an area of land as the Marsa Sports Complex. The implementation of these objectives necessitated revisions to other policies as site allocations had to be amended to accommodate different land uses. It was not the intention of this Review to consider wider development and planning issues within the SMLP area.
GHMR-02	Perit Edward Bencini obo Mr David Camenzuli of J & M Property Ltd	7/12/2010	<p>The company is the owner of a plot of land of 6,342sqm (site plan submitted) which the proposed revisions will dismember into four useless parts taken up for the construction of the new highway, a landscape corridor, a public open space and a narrow strip within the Marsa Sports Ground.</p> <p>Perit Bencini attached a road design prepared by Transport Malta which would leave 4,980sqm of land undisturbed which can be allocated as part of the Marsa Sports Complex. The remaining 1,362sqm would need to be expropriated with related compensation costs.</p> <p>Perit Bencini commented that the road design</p>	<p>The review to the GHLP policies GT01 and GT02 and Figures 6, 12, 14 and 15 imply that the road alignments shown on these maps have now been removed as it has been deemed that detailed road alignments should not form part of the Local Plan.</p> <p>The site owned by J & M Property Ltd is now wholly within the boundary of the Marsa Sports Complex and is not directly affected by any road proposals in the Local Plan.</p> <p>The specific use of this site will be determined through the formulation of the Environment and Development Brief, possibly by the eventual developer of the site.</p>

			by Transport Malta provides the optimal traffic solution for Triq Aldo Moro and reduces compensation costs.	
GHMR-03	Perit Ruben Vassallo obo Mr Nazzareno Vassallo	9/12/2010	<p>Mr Nazzareno Vassallo represents the CaterGroup owner of the site of the x-Lowenbrau factory in Marsa (site plan submitted) which has an area of 19,000sqm and is contiguous to the land identified for the Marsa Sports Complex in the proposed revisions to the GHLP and the SMLP.</p> <p>Perit Vassallo referred to the objectives of the Review which stated that additional land to the site shown in the public notice for the review could be considered. Therefore, Perit Vassallo is requesting the inclusion of the site of the x-Lowenbrau Factory in the area covered by the review to spearhead changes to the current policy framework for the site.</p> <p>The CMLP policies QO08 and CG15 allocate the site for Class 11 Light Industrial uses, Class 12 General Industrial uses and Class 17 Storage and Distribution. Perit Vassallo is requesting the addition of hotel, banqueting halls and offices as acceptable uses for the site. The use of the FAR mechanism is also requested to support a gateway mixed use scheme complimentary to the development on the Marsa Sports Ground, the Pavi</p>	<p>The published objectives of the Review of the GHLP/SMLP seek to achieve:</p> <ul style="list-style-type: none"> (i) the extension and upgrading of the horseracing track (ii) the upgrading of sports facilities (iii) the extension of the golf course (iv) limited commercial and tourism development to sustain the economic viability of the sports facilities. <p>The main policy tool to achieve these objectives was the designation of an area of land as the Marsa Sports Complex. The objective of considering the extension of the site boundary needs to be read within this context.</p> <p>For more land to be considered the extension must firstly serve to achieve the four objectives quoted above and secondly it should be evident that these same objectives cannot be achieved in a sustainable manner on the site designated by the Local Plan.</p> <p>The proposed uses are not aimed at widening the range of sports facilities on the site but to</p>

			<p>supermarket and other land in the vicinity.</p> <p>Concept drawings showing a 20 storey business centre, retail areas, supermarket, a function hall and a catering centre with storage were also submitted.</p>	<p>increase the potential for industrial and commercial development without any obvious link to the sports complex itself.</p> <p>The scale of the proposed uses cannot be considered as "limited" or aimed at sustaining the economic viability of the sports facilities.</p>
GHMR-04	Perit Stephen Farrugia obo Mr Carmelo Cassar	Undated letter acknowledged from Chairman's Office on 312/2010	<p>Mr Cassar is the owner of a plot of land known as "Tal-Istabal" in Qormi measuring approximately 9,600sqm (site plan submitted) and is contiguous to the land identified for the Marsa Sports Complex in the proposed revisions to the GHLP and the SMLP.</p> <p>Perit Farrugia referred to the objectives of the Review which stated that additional land to the site shown in the public notice for the review could be considered. Therefore, Perit Farrugia is requesting the inclusion of the site in the area covered by the review to spearhead changes to the current policy framework for the site.</p> <p>The CMLP policy QO05 allocated the site as a green space with underlying warehouses with conditions to secure open views of the Marsa Sports Ground. Perit Farrugia feels that the site is strategically located in relation to the Sports Complex and can function as a gateway development which retains the thrust</p>	<p>The published objectives of the Review of the GHLP/SMLP seek to achieve:</p> <ul style="list-style-type: none"> (i) the extension and upgrading of the horseracing track (ii) the upgrading of sports facilities (iii) the extension of the golf course (iv) limited commercial and tourism development to sustain the economic viability of the sports facilities. <p>The main policy tool to achieve these objectives was the designation of an area of land as the Marsa Sports Complex. The objective of considering the extension of the site boundary needs to be read within this context.</p> <p>For more land to be considered the extension must firstly serve to achieve the four objectives quoted above and secondly it should be evident that these same objectives cannot be achieved in a sustainable manner</p>

			<p>of policy QO05 of having an open space at the level of Triq Hal Qormi with the possibility of belvederes to capitalise on the view onto the Marsa Sports Ground, retention of the old building and prohibition of direct access from Triq Hal Qormi. The use of the FAR mechanism is requested to create the gateway urban design for the site.</p> <p>Concept drawings showing two mixed use towers of 17 and 14 floors with another mixed use block of 4 floors were also submitted.</p>	<p>on the site designated by the Local Plan.</p> <p>The proposed uses are not aimed at widening the range of sports facilities on the site but to increase the potential for industrial and commercial development without any obvious link to the sports complex itself.</p> <p>The scale of the proposed uses cannot be considered as "limited" or aimed at sustaining the economic viability of the sports facilities.</p>
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**GRAND HARBOUR LOCAL PLAN
PARTIAL REVIEW MARSJA**



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

Key

New Policy

GM 24 - The Marsa Sports Complex

- Site Boundary
- Extension to Golf Course
- Re-alignment requiring Transport Malta approval
- GM 11 - Site of Scientific Importance
- SMCO 03 - Area of Ecological Importance and Site of Scientific Importance

Amended Policies

- Acceptable Uses North of Horse Racing Track Area (GM 14)
- Public Open Space / Recreation (GM 15)
- Peripheral Landscaping/ Visual Corridor (GM15)

Deleted Proposals

- Transport Infrastructure / Junction Upgrading (GT 01)
- Existing Arterial Roads to be Downgraded (GT 01)
- Projected Road Network (GT 01)
- Public Transport Interchange (GM 09, GM 15)

Marsa Sports Complex

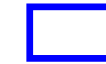
Scale : 1:7,000 Date : December 2010 Fig: **A**
INDICATIVE ONLY
Not to be used for measurement or direct interpretation.
Maps to be used in conjunction with Policy Document.
For the detailed interpretation of alignments kindly contact the Planning Directorate's Planning Control Unit.

GRAND HARBOUR LOCAL PLAN
PARTIAL REVIEW MARSA

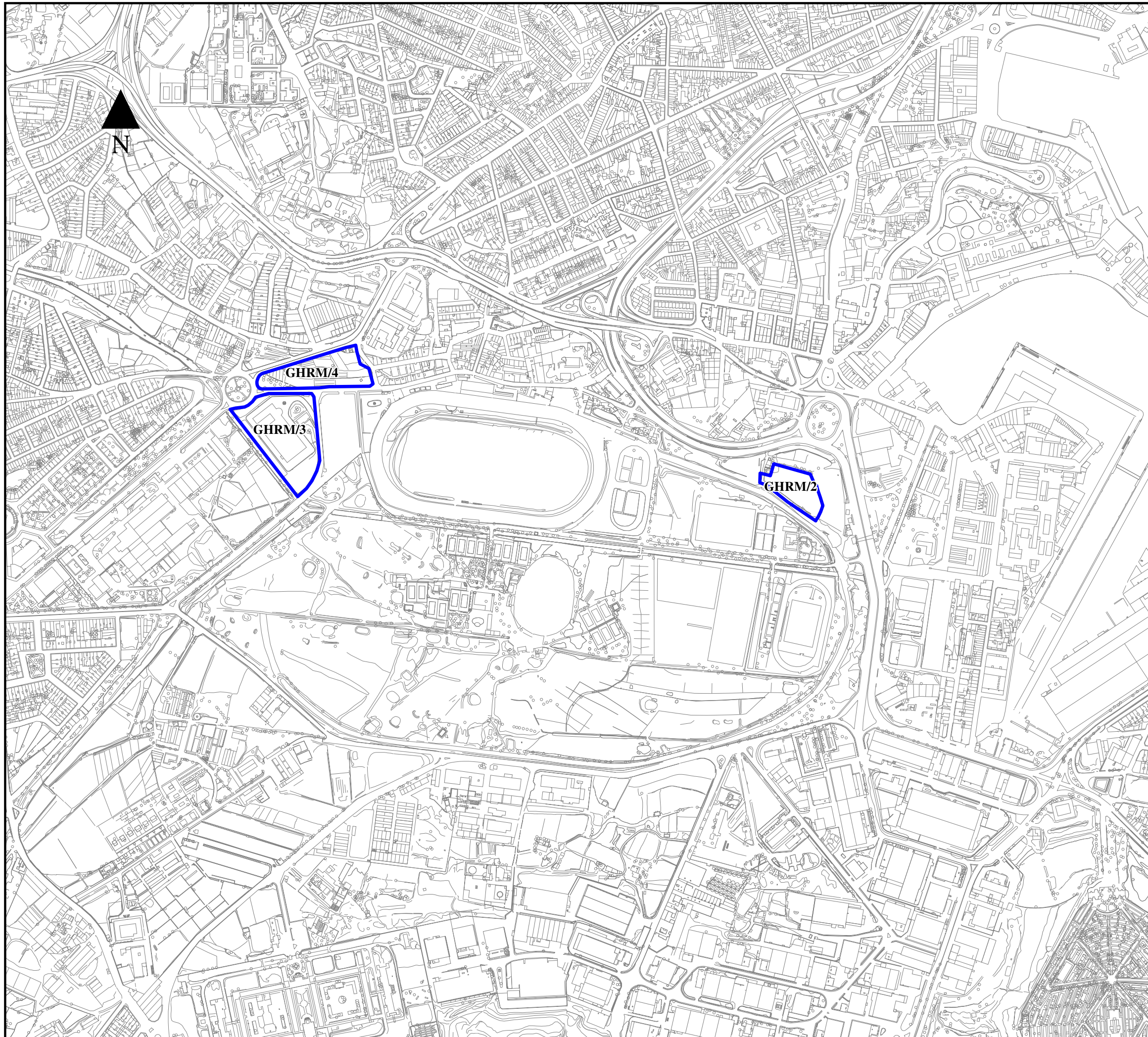


L-Awtorita` ta' Malta Dwar l-Ambjent u l-Ippjanar
Malta Environment & Planning Authority

Key



Site Specific Proposals



Site Specific Proposals

Scale : 1:7,000 Date : January 2011
INDICATIVE ONLY
Not to be used for measurement or direct interpretation.
Maps to be used in conjunction with Policy Document.
For the detailed interpretation of alignments kindly contact
the Planning Directorate's Planning Control Unit.

Fig:
B

Partial Review of the Grand Harbour Local Plan of 2002

Marsa Park Site (Policy GM15) Approved



December 2018

Table of Contents

Contents:

1.0	Introduction	2
2.0	Revisions	4
3.0	Strategic Guidance	9
4.0	Amended Policy	10
5.0	Conclusion	19

Appendices:

Appendix 1: Marsa Park Development Map 1 and Marsa Park Site Road Alignment Map 2

Appendix 2: Public Consultation Submissions Phase 1

Appendix 3: Public Consultation Submissions Phase 2

Appendix 4: Public Consultation Submissions Phase 3

1.0 Introduction

1.1 Government has directed the Authority to undertake a Partial Local Plan Review of the Grand Harbour Local Plan, 2002, for the site shown in Figure 1 which is affected by Policy GM 15 (Marsa Park Development) and Policy GM24 (Marsa Sports Complex). This review is required to update the planning policy guidance for the area and to facilitate the development of sites located within the Marsa Park site.

1.2 The Government objectives for this Partial Review are as follows:

- **to realign the boundaries of the areas covered by policies GM15 – Marsa Park Development and GM24 – the Marsa Sports Complex to allow for consideration for the alternatives of Triq Dicembru 13;**
- **to re-evaluate the policy provisions in policy GM15 for the comprehensive planning of the Marsa Park Development Site and for the range and scale of the mix of land uses;**
- **to propose site specific land use and building height designations for different parcels of land within the Marsa Park development site.**

1.3 These objectives were published for consultation between the 3rd July, 2015 and 23rd July, 2015. Five submissions were received by the closing date of this public consultation stage and a summary with the Planning Directorate responses are included as Appendix 2 to this report.

1.4 The second stage Public Consultation on the Draft Policy was held between the 3rd June, 2016 and the 22nd July, 2016. Eight submissions were received by the closing date of this public consultation exercise and a summary with the Planning Directorate responses are included as Appendix 3 to this report.

1.5 This report documents the amendments affected by the Executive Council as per meeting dated 31st October 2016. A third stage Public Consultation was held on these amendments.

1.6 The third stage Public Consultation on the Revised Policy was held between the 17th November, 2016 and the 11th January, 2017. Six submissions were received by the closing date of this public consultation exercise and a summary with the Planning Directorate responses are included as Appendix 4 to this report.

Figure 1: Site affected by the Partial Local Plan Review.



2.0 Revisions

2.1 The changes to Policy GM15 and Map 1 are as follows:

i) **The Land Use Framework**

At the end of the section insert a new paragraph to include:

Any redevelopment and/or extension of/on the existing development should require adherence to the indicated alignment and the establishment of 20% landscaping.

This seeks to ensure that all development sites contribute towards the provision of landscaped areas.

ii) **Building Heights**

Amend the last sentence of the second paragraph as follows:

Maximum building heights shall be measured above the highest level of any existing or planned access road bordering the perimeter of the individual block and shall include all levels of the buildings above this point. In the case of sloping ground or streets, adequate terracing and set-backs may be required to reduce the bulk of the building. No additional floorspace shall be allowed above this maximum height. ~~subject to the provisions of Section vii Utilities Services.~~

~~This seeks to encourage the provision of communal utilities facilities and should be read in conjunction with the amended Section (vii) Utilities Services.~~

The reference to the Utilities Services section was deleted following the Executive Council direction on 27th February, 2017 and agreed to by the Minister on the 24th April, 2017.

iv) Landscaping and Public Open Space

The first and second paragraphs should be amended as follows:

Development proposals on the sites allocated as landscaped areas as shown on Map 1, shall only include landscaping schemes in line with the relevant Guidelines on Trees, Shrubs and Plants for Planting & Landscaping in the Maltese Islands (2002) aimed at improving their green appearance through soft landscaping. In addition, an area of land of not less than 20 % of the gross developable footprint ~~of sub-areas A, C (except the area to the north east already fully developed on separate small plots) and D, or part thereof,~~ shall also be allocated for landscaped open space in any design scheme. A planting schedule and maintenance programme shall be a requirement for the assessment of development proposals and shall form part of the approved scheme.

In sub-areas C and D, a 6m setback is required from the alignment of Triq Aldo Moro and Triq tat-Tromba to allow for landscaping and/or improved vehicular access. ~~The areas allocated for landscaping may be deducted from the 20% landscaped area requirement above.~~

These amendments seek to encourage the increase in the provision of soft landscaping.

vii) Utilities Services

Amend the paragraph as follows:

Infrastructural utility requirements such as power supply, water supply, sewers (foul and storm-water, including reservoirs), and telecommunications should be addressed through consultation with the relevant utility providers and regulators. Services should preferably be located underground or in internal spaces within the buildings and if located at roof level, their screening should be an integral part of the architectural design of the building, within the context of criteria (ii) and (iii) above, on Building Height and Appearance. ~~Space for communal utility facilities provision will be offset in floorspace over and above the allowable height.~~

~~This seeks to encourage the provision of communal utility facilities.~~

The reference to 'communal' and 'offset' was deleted following the Executive Council direction on 27th February, 2017 and agreed to by the Minister on the 24th April, 2017.

viii) Planning Gain

Delete the last sentence of the paragraph as indicated below:

The developer/s of sub-area A and B shall be legally obliged to cover the full expenses for the construction and maintenance of the ring road or service road, additional internal road links and the junction intersections with Marsa By-pass required by criterion (vi) on Transportation (access). ~~Additional contributions from all developers of the other sites may be required to other planning funds to be utilized in accordance with the rules and procedures governing the same funds and towards the provision of any necessary infrastructure upgrades.~~

The removal of these additional contributions has been offset by the requirement of the 20% landscaping.

ix) Transport

Amend the following paragraph as follows:

Access: Adequate, safe vehicular and pedestrian access to and within the sub-areas should be provided to the satisfaction of all responsible entities. A peripheral ring road around sub-area A and a service road along part of sub-area B, both of a minimum width of 8m, shall be reserved for the safe intersection with the Marsa by-pass, through a single entry point and one exit point for each respective ring road/service road. Apart from the provisions for sub-areas A and B above, no direct vehicular access shall be allowed on arterial and/or distributor roads. The ring road around sub-area A is detailed out in Map 2 – Marsa Park Site Road Alignment, and shall be built by Transport Malta at the expense of the developers prior to commissioning of individual developments;

The requirement for the detailed ring road was approved by the Executive Council direction on 27th February, 2017 and agreed to by the Minister responsible for Planning on the 24th April, 2017.

Justification to Policy

The paragraph before last should be amended as follows:

The designated landscaped areas within the policy boundary are a distinguishing feature and their scale makes them amenable to adding soft landscaping ~~a green feel~~ to the area. It is important that they remain undeveloped and this policy seeks to retain them and encourage their enhancement. In addition, an area of land of not less than 20 % of the gross developable footprint ~~in the sub-areas which have potential for major redevelopment or part thereof~~ shall be allocated for landscaped open space.

Appendix 1: Map 1

Correct the map key by transferring the 'colour box' pertaining to Zone A1 to the Section Sites A, A1 and D. This ensures full consistency between the policy and its map.

3.0 Strategic Guidance

- 3.1. This Partial Review is guided strategically by the 'Strategic Plan for the Environment and Development (SPED)' which highlighted in Para 1.27 the promotion of the socio-economic growth potential of key commercial sectors. The SPED identifies Marsa Park as a Business Hub with the aim of promoting the regeneration of the Marsa area which has experienced urban decay. The area has the potential for regeneration and the improvement of the general environment of the area. The anticipated commercial development serves as an impetus to improving the quality of the area.
- 3.2 Para 2.18 mentions the Marsa Park as an area for predominantly commercial development (offices/retail) related to market services and employment.
- 3.3 Furthermore, the following summarised SPED Policies are also relevant for this area namely:
- Policy UO 1.2 Designating the Grand Harbour Area as a strategic node for integrated regeneration.
 - Policy UO 1.5 Guiding the distribution of new jobs towards Business Hubs
 - Policy UO 1.6 Promoting the attractiveness of Business Hubs
 - Policy UO 3.4 Identifies sites that are of poor quality and seek their upgrading through high quality development
 - Policy TO 12.7 Ensures that the transport network serving the Harbour can accommodate their anticipated growth
- 3.4 The Marsa Park Development site was indicated as a Floor Area Ratio (FAR) area, as one of the locations designated as strategically appropriate for tall buildings as outlined in the 'Planning Guide on the Use and Applicability of the Floor Area Ratio (FAR) (May 2014)'.

4.0 Amended Policy

4.1 Changes to Area Policy GM15

4.1.1 Amended Area Policy **GM 15 Marsa Park Development** now reads as follows:

Policy GM15 Marsa Park Development Area

The area indicated on Map 1 (amending the Marsa Map Figure 15 Marsa Inset Map) in the Grand Harbour Local Plan, 2011) is designated as the Marsa Park Development Area and Business Hub as identified by the SPED (2015) to enable the establishment of a sustainable, multi-use and resource efficient urban employment node, which shall create a quality business, enterprise and residential community making a significant contribution to the regeneration of the Inner Harbour Area.

Development proposals on the sub-areas A, A1, B, C and D, shown on the respective Marsa Map 1, shall be subject to the following criteria:

i. **The Land Use Framework**

Overall, the land uses may include any one, or a combination of the following primary functions:

On sub-areas A, A1 and D

- **Offices**
- **Retail**
- **Light Industry**

On sub-area B

- **Offices**

- Retail
- A mix of size and type of dwellings

On sub-area C

- Offices
- Retail
- General and Light Industry
- Storage and Distribution

Provided that in sub-areas C and D, development shall not have a direct frontage and vehicular access onto Triq Aldo Moro.

All sub-areas indicated above may include also a range of ancillary land uses such as food and drink outlets, assembly and leisure and child care facilities and other compatible uses. The distribution of floor spaces for both primary and ancillary land uses on individual sites should not compromise the objectives set out in the first paragraph of this policy.

Any redevelopment and/or extension of/on the existing development should require adherence to the indicated alignment and the establishment of 20% landscaping.

ii. Building Height

The maximum overall height of buildings within the five sub-areas shall not exceed 22 metres.

Maximum building heights shall be measured above the highest level of any existing or planned access road bordering the perimeter of the individual block and shall include all levels of the buildings above this point. In the case of sloping ground or streets, adequate terracing and set-backs may be required to reduce the bulk of the building. No additional floorspace shall be

allowed above this maximum height subject to the provisions of Section vii Utilities Services.

The allowable number of levels within the overall building height of 22m shall be interpreted in line with the provisions of Development Control Design Policy, Guidance and Standards, 2015.

The FAR mechanism can be applied to the site in line with the provisions of the 'Planning Guide on the Use and Applicability of the Floor Area Ratio (FAR) (May 2014).

iii. Appearance

Innovative design approaches which enhance the quality of the buildings and the spaces between them will be encouraged. Particular attention must be afforded to the design of the facades of the buildings on Triq Aldo Moro within sub-area C and D and the buildings of sub-area A onto Triq Dicembru Tlettax in view of the prominent visual location of these roads. The texture, colour and materials of the buildings shall contribute to the attractiveness of the appearance, character and image of the Marsa Park Development Area and its surroundings.

iv. Landscaping and Public Open Space

Development proposals on the sites allocated as landscaped areas as shown on Map 1, shall only include landscaping schemes in line with the relevant Guidelines on Trees, Shrubs and Plants for Planting & Landscaping in the Maltese Islands (2002) aimed at improving their green appearance through soft landscaping. In addition, an area of land of not less than 20 % of the gross developable footprint shall also be allocated for landscaped open space in any design scheme. A planting schedule and maintenance programme shall be a requirement for the assessment of development proposals and shall form part of the approved scheme.

In sub-areas C and D, a 6m setback is required from the alignment of Triq Aldo Moro and Triq tat-Tromba to allow for landscaping and/or improved vehicular access.

v. **Environmental Sustainability**

Proposed buildings shall adopt environmental sustainability features including conservation of energy and water, design integrated renewable energy generation, measures to reduce trip generation and reduction of waste.

vi. **Transportation**

The development proposals shall be required to satisfy all of the technical and policy standards for junction capacities, parking, road safety and traffic circulation and may also be subject to a Traffic Impact Assessment (TIA), as necessary. The developer would also need to demonstrate that the public transport network has sufficient spare capacity to accommodate the anticipated additional growth in travel by public transport generated by the development. The assessment of other traffic related impacts such as noise, air quality and Greenhouse Gas (GHG) emissions may also be required.

The following additional criteria shall also apply:

- **Road Network:** Since this plan is based on the layout of the current road network, an area of land on the western flank of sub-area A shall be reserved for the upgrading of the road network. This area is indicatively shown on Map 1.
- **Access:** Adequate, safe vehicular and pedestrian access to and within the sub-areas should be provided to the satisfaction of all responsible entities. A peripheral ring road around sub-area A and a service road along part of sub-area B, both of a minimum width of 8m, shall be reserved for the safe intersection with the Marsa by-pass, through a single entry point and one exit point for each respective ring road/service road. Apart from the provisions for sub-areas A and B above, no direct vehicular access shall be allowed on arterial and/or distributor roads. The ring road around sub-area A is detailed

out in Map 2 – Marsa Park Site Road Alignment, and shall be built by Transport Malta at the expense of the developers prior to commissioning of individual developments.

- **Car Parking:** on-site car parking facilities for residents, employees and visitors shall be provided taking into account the established car-parking standards for the relative development type, the overall car parking provision in the surroundings (especially the availability of on-street parking, public car parks and/or park and ride facilities) and the provision of public transport. Payment in lieu of on-site car parking facilities may be considered provided the funds go towards addressing the transport impacts resulting from the development. Payment shall not be favourably considered in lieu of car parking required for any residential component of the scheme;
- **Green Modes:** design and construction of new roads shall be required to provide priority measures to improve the safety and attractiveness of these green modes.

vii. **Utilities Services**

Infrastructural utility requirements such as power supply, water supply, sewers (foul and storm-water, including reservoirs), and telecommunications should be addressed through consultation with the relevant utility providers and regulators. Services should preferably be located underground or in internal spaces within the buildings and if located at roof level, their screening should be an integral part of the architectural design of the building, within the context of criteria (ii) and (iii) above, on Building Height and Appearance.

viii. **Planning Gain**

The developer/s of sub-area A and B shall be legally obliged to cover the full expenses for the construction and maintenance of the ring road or service road, additional internal road links and the junction intersections with Marsa By-pass required by criterion (vi) on Transportation (access).

The Marsa Park Development Area, with an area slightly larger than 10 ha, is not used

efficiently, and significant amounts of land and buildings lie vacant or derelict awaiting regeneration. Although the predominant use is industrial in nature, other uses include a few shops and showrooms, small offices, residential and also horse stables and livestock farms. The high traffic volumes on the arterial and distributor road network and resulting associated impacts on noise and air quality are the other dominant characteristic of the area leading to urban decay.

The existing road network, Triq Diċembru 13 and Triq Aldo Moro along the southern perimeter and Triq it-Tigrija, Triq is-Salib tal-Marsa and Triq tat-Tromba along the northern and eastern perimeters, besides providing direct access to the land within the boundary of the Marsa Park Development Area as designated by this policy, subdivides the site into five separate parcels with independent access from each other A, A1, B, C and D. Some road junctions are currently poorly designed, direct accesses to properties can be a major traffic hazard and lack of on-site parking compels employees and visitors to park on the streets, often creating congestion.

The site is surrounded by mixed use areas with varying degrees of environmental quality. The north-western boundary faces a 1970s housing estate having reasonable residential amenity while the northern area on Triq it-Tigrija and Triq is-Salib tal-Marsa is dominated by industrial and warehousing development mixed with residential units, shops and a branch of a local bank. These uses are accommodated in a mix of one, two and three storey buildings dating from the earlier half of the twentieth century to more recent buildings from the 2000s. Parking problems and on-street un/loading activities are most acute on this stretch of road. The Open Centre for migrants is located on the eastern area beyond Triq tat-Tromba, separated from the Marsa Park by the hydrology/sanitary canal proposed for scheduling due to its historical importance. The southern perimeter has a more open character including the sports pitches at the Marsa Sports Complex and the golf course and outdoor sports facilities of the Marsa Sports and Country Club.

The environmental problems of the area generated by the heavy increase in traffic flows through the main traffic arteries combined with the incremental intensification

of the incompatible mix of uses, insensitive interventions on the existing fabric and a degree of urban decline and abandonment make the need for a strong injection of investment more urgent. The potential of the site for development, mainly emerging from its strategic location and land supply, have long been recognized since the beginning of the 1990s. Previous policy direction, including the Grand Harbour Local Plan (2002), had provided the planning and development policy framework for this area but the implementation mechanism to take this framework forward was not put in place and required further considerations. This revised policy is intended to introduce more flexibility in the development of the Marsa Park Development Area but still guide future projects towards the provision of sustainable business developments within the Business hub. This policy seeks to ensure an adequate level of co-ordination between different proposals by dividing the site into five distinct sub-areas (A, A1, B, C and D), on the basic assumption that the alignments of the existing roads shall not be drastically changed but providing for road widening where this is essential for the efficient operation and servicing of the area through ring roads and service roads where required.

The range of acceptable uses has been guided by the core objectives of the Business hub as a primary development area and employment node, creating a location for a significant number of jobs supported by ancillary facilities and open space. There is a strong element of flexibility to the developer in the choice of scale and range of land uses which may eventually be developed on the separate sub-areas, especially the range of ancillary uses, but always within the overall development density parameters established in the policy.

The Marsa Park Development Area although located strategically and providing an important element in the availability of commercial hub space contains a number of limitations that need to be addressed. These limitations are mainly related to:

- a very complex and busy transport network and junction component that serves the north/central to south connectivity of the Island and includes the major link to the Airport whose unhindered continued use is of paramount importance;

- an existing road and block layout that is highly compromised through existing permitted developments and multi-ownerships that do not permit major changes to the overall urban design of the area;
- the visually prominent streetscape of the Marsa Park area along Triq Dicembru 13 and Triq Aldo Moro and the evident lack of landscaped space and poor quality design of existing development in this area; and
- the need to balance out a mix of uses including an existing element of residential use.

These limitations are taken into account in the planning consideration of Marsa Park area and appropriate development heights, and site coverage are being established, whereby a building height of 22m (DC2015) is zoned with the possible application of the Floor Area Ratio. These development parameters have the potential to generate around 225,000 sqm of developable floorspace (GDF) within the whole of Marsa Park which implies a slight increase over the allocation in the 2002 Local Plan. These density levels are balanced with the provision of adequate open space (landscaping provision) to ascertain an overall sustainable quality of new development in view of the requirements of SPED Policies UO 3.3 and UO 3.6.

The designated landscaped areas within the policy boundary are a distinguishing feature and their scale makes them amenable to adding soft landscaping to the area. It is important that they remain undeveloped and this policy seeks to retain them and encourage their enhancement. In addition, an area of land of not less than 20 % of the gross developable footprint shall be allocated for landscaped open space.

The provision of adequate infrastructure and car parking is vital to a successful development. The scale of these projects makes it even more fundamental, that the capacity of the existing networks to accommodate the increase in demand is determined as early as possible through the appropriate studies in the development application planning stage with the responsible agencies and any shortfalls rectified. Transport Malta have already indicated that an area of land is required for the upgrading of the arterial road network and this has been integrated and reserved in

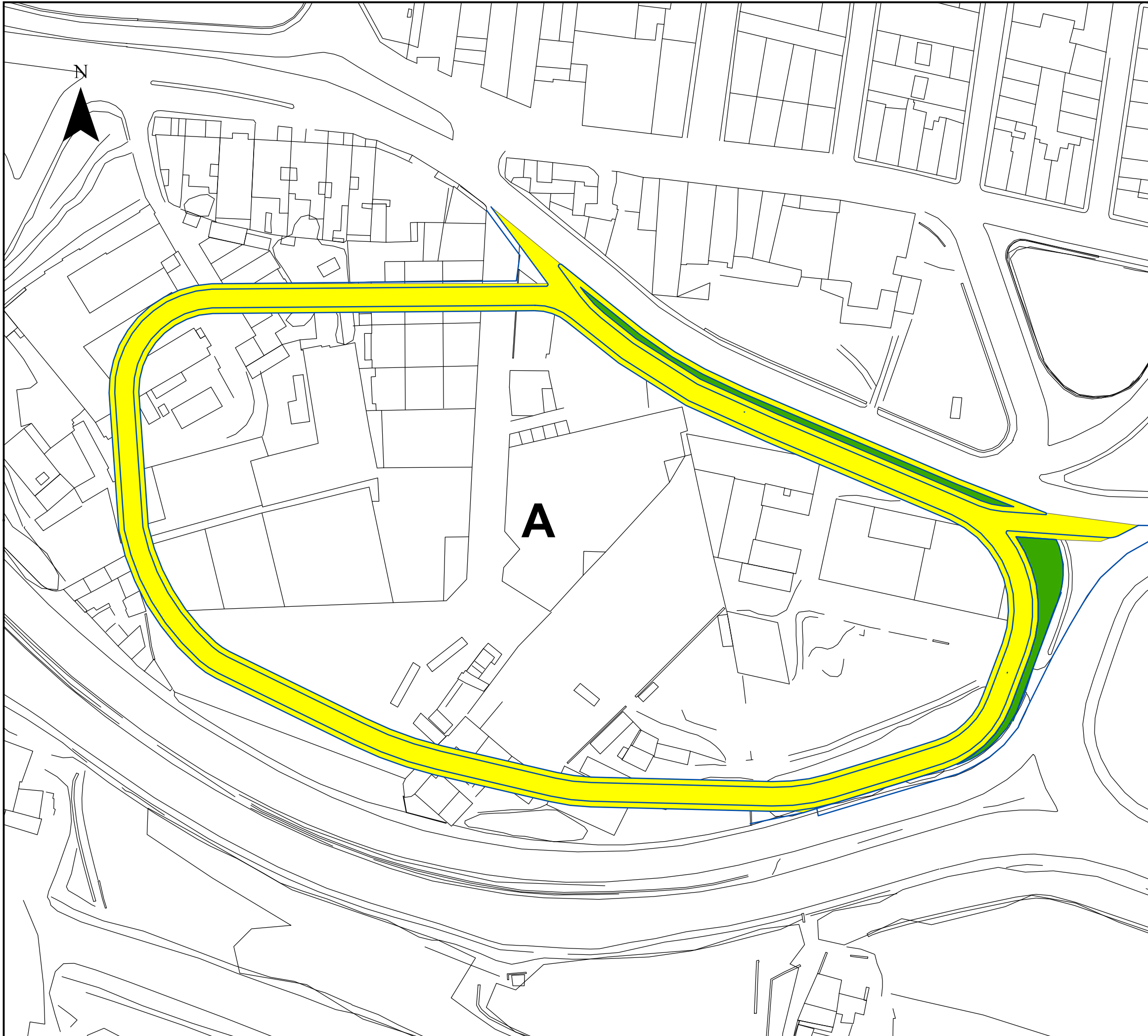
the policy along with requirements for possible road widening in Areas C and D. Contributions from the developers towards infrastructure are also a requirement of the policy. However, contribution in-lieu of car parking is only being permitted provided the proposal does not include a residential component, to avoid situations where residents' vehicles are parked on the streets.

5.0 Conclusion

- 5.1 The Planning Directorate referred the submissions received during the 3rd stage public consultation and respective responses for consideration by the Executive Council.
- 5.2 The responses were approved by the Executive Council at its meeting on the 27th February, 2017 and referred the Final Draft to the Minister who endorsed the following recommendations:
1. “The ring road shall be designed as part of this Local Plan review and built by Transport Malta at the expense of the developers prior to commissioning of individual developments”.
 2. Deletion of policy clauses referring to ‘communal’ and ‘offset’.
- 5.3 The Planning Directorate has prepared the detailed alignments for the ring road as shown in Map 2 - Marsa Park Site Road Alignment which supersedes the indicative road layout for the ring road shown in Map 1 - Marsa Park Development and affected the changes to the clauses referring to the deletion of ‘communal’ and ‘offset’ as detailed out in Section 2.
- 5.4 The revised Partial Local Plan Review was referred back to the Minister for final endorsement. The Minister endorsed the revised Partial Local Plan Review on the 3rd December, 2018.

APPENDIX 1:

Marsa Park Development Map 1 and Marsa Park Site Road Alignment Map 2



Legend:

— Alignment

■ Green Strip

Schemed Road - The detailed alignments of the new road indicated in Marsa Park Development Map 2 supersede the indicative alignment as shown in Marsa Park Development Map 1. Development Planning Applications are to follow this detailed alignment as per Marsa Park Development Map 2

Marsa Park Site
Road Alignment

Scale: 1:1,000 Date: December 2018 Map:

INDICATIVE ONLY
Not to be used for measurement or direct interpretation. Maps to be used in conjunction with Policy Document.

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Grand Harbour Local Plan 2002 as amended in 2011 (Revisions 2015)

**Public Submissions on
Objectives for Partial Review**

Ref	Respondent	Date	Summary of Comments Received	Response
GHMP/15 - Obj 1	Mr Kurt Grima Obo Bezzina Brothers Limited	22-7-15	<p>We have vested interest in the subject matter of the Partial Review of the Grand Harbour Local Plan (Marsa).</p> <p>Can you kindly send us further details and relevant documents for our perusal.</p> <p>May we also kindly ask you to extend, the date by a week within which our submissions, if any, are to be submitted</p>	The detailed policy will be issued for public consultation at a later stage.
GHMP/15 – Obj 2	Perit David Xuereb Obo George Pisani, Victor Bezzina, Salv. Bezzina & Sons Limited, Mr Angelo Xuereb, AX Holdings, Baron Gino Trapani Galea Feriol	22-7-15	<p>Industrial and warehousing uses are incompatible uses. Social uses should be allowed.</p> <p>Building heights should not be stipulated in policy but FAR principle should apply Built floorspace and volume should not be stipulated by policy but FAR principle should apply</p> <p>High quality landscaped open space should screen the development from the arterial road network</p> <p>A holistic approach for the Opportunity Area albeit ideal is not considered to be realistic and rational.</p>	The principle of retaining or otherwise the comprehensive approach, landscaping, respective land uses and building heights will feature in the revised policy for the area.
GHMP/15 – Obj 3	Perit Edwin Mintoff Obo Baron Trapani Galea, Lewis Camenzuli & Son Limited	22-7-15	Different property owners are allowed to develop their property separately and are not be subject to any overall conditions or policies. This would ensure that the area can start to be redeveloped into a high quality development.	The principle of retaining or otherwise the comprehensive approach, landscaping, respective land uses and building heights will feature in the revised policy for the area.

			<p>The objective to realign the boundaries of the areas covered by policies GM15 and GM 24 to allow for the consideration of alternatives for the alignment of Triq Dicembru 13", does not change the property boundaries and frontages of the different land parcels of clients.</p> <p>Policy should allow for a more flexible development of the area. The existing policy limits the development of different land uses through defined maximum floor space for each land use.</p> <p>Client's properties should be zoned for Retail and Offices land uses with supporting leisure and catering amenities, with a height designation of 9 floors.</p> <p>FAR policy should apply to the site.</p> <p>The transport interchange which was removed through the Partial Review of 2011 will not be reintroduced since park and ride facilities are already in operation in Marsa.</p>	
GHMP/15 – Obj 4	Perit Edwin Mintoff Obo J & M Property Limited	23-7-15	Site owned by clients should be included within the boundary where policy GM 15 applies. It should be zoned for retail and offices and supporting leisure and catering uses. It should have a building height of 9 floors.	Amendments to boundary followed in the 2011 Partial Review are being retained.
GHMP/15 – Obj 5	Perit Alexander Bezzina	23-7-15	Bezzina factory premises command a strategic location in terms of display and	This issue is a transport related matter which is not the competence of the PA.

	<p>Obo Bezzina Brothers Limited</p>		<p>showroom facilities. The proposed downgrading of Aldo Moro Road and the realignment of 13th December Avenue will mean planning blight in terms of business. These are not really required since the current road network copes well and only requires minor modifications.</p> <p>The land uses currently advocated with the possibility of other mixed uses should be retained/allowed by the new policy.</p> <p>Medium/high rise development should be allowed.</p> <p>Owners' site should be excluded from a comprehensive planning policy.</p>	<p>The principle of retaining or otherwise the comprehensive approach, landscaping, respective land uses and building heights will feature in the revised policy for the area.</p>
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Grand Harbour Local Plan 2002 as amended in 2011 (Revisions 2015)

**Public Submissions for Partial
Review
Phase 2**

Ref	Respondent	Date	Summary of Comments Received	Response
MPPH2-001	Perit Charles Buhagiar, MED Design Associates Ltd.	09/06/2016	<p>MPPH2 – 001: “Whilst we have no comments to make to policy GM15 we would like to take this opportunity to request that:</p> <ol style="list-style-type: none"> 1. the boundaries of the local plan are extended to include the site located between Qormi Road and Triq it-Tigrija as shown in the attached site plan. I would like to draw your attention that the site is already permitted for development as per PC 15/09. According to this permit this site is zoned as a retirement complex, sports facilities as well as parking facilities. Thus policy GM01 is not applicable to this site. 2. we would like to request that the use of this site be changed to commercial use (large retail space over 500 square meters) and office space (Permitted uses 2a, 2c, 4a, 4c, 4d, 3c). 3. The building height limitation should be that as for the adjoining areas i.e. three floors plus semi basement measured from upper road level (Qormi Road). 4. The floor area ratio policy should be applicable to this site. 5. The alignment of the roads should permit road widening as may be requested by Transport Malta. 6. The site is subject to archaeological investigation prior to start of works.” <p>Marsa Park - Phase 2\MPPH 2-001 2.pdf – 4 maps</p>	The submission does not relate to the Marsa Park Development Area but to a site between Triq Hal Qormi and Triq it-Tigrija that is outside the boundary of the Marsa Park Development Area and therefore outside the scope of this partial review exercise.
MPPH2-002	Mr Sean Sciberras	17/07/2016	<p>MPPH2 – 002: “An additional part of Zone A should be left as buffer for a potential upgrade of the roundabout connecting Aldo Moro with Dicembru 13 especially in view of the Transport policy with is still being drafted.</p> <p>The proposed policy refers to the FAR policy but the result could be conflicts with rules stated in the two policies. There should be a sentence explaining how the requirements of the FAR policy supersede the requirements of this policy document when buildings</p>	<p>Comment noted.</p> <p>The 20% requirement is over and above any requirements of the FAR policy.</p>

			<p>are planned using the FAR policy. In particular I noticed the following: The minimum requirement of 20% seems to be in conflict with the 50% requirement of the FAR policy</p> <p>(vii) The Public Realm.</p> <p>5.12 Tall building schemes should create high quality, public space within the site and/or nearby through proper site layout and arrangements and through planning gain obligations towards the enhancement of the existing public realm and green spaces in the vicinity. The public space could take the form of both indoor and outdoor amenity space. The scale of open space should never be less than 50% of the site area and the amount of <u>public</u> open space required shall be determined on a site-specific basis depending on the current spatial provision, typology, disposition, usage and proximity within the locality. The development should promote consolidated outdoor public spaces that are safe, especially from crime, and attractive for all, and which meet the needs of both the users of the building and the wider neighbourhood. Public space should encourage people to linger and incorporate well-designed landscaping and street furniture – lighting, seating, litterbins, signage, public art, etc. - without creating clutter. The management and maintenance of these spaces needs to be specified in the planning gain obligation and agreed to by MEPA.</p> <p>The FAR policy is also clear on parking that high rises should cater for all their parking requirements. This policy should be that buildings built using FAR will have to cater for all the parking requirements in accordance with that policy”</p>	<p>Parking requirements are assessed in detail at the Development Planning Application stage. Moreover, Part (vi) Transportation of the proposed policy clearly defines parking requirements need to be met.</p>
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MPPH2-003	Mr Kurt Grima, Commercial Manager, Bezzina Bros. Ltd	20/07/2016	<p>MPPH2 – 003 “We refer to the subject in caption. Kindly note that our factory and office premises lies within this proposed local plan and as such we have a direct interest in this proposal.</p> <p>While we appreciate the recommended planning improvements to the local area, which improvements should enhance the overall environment and uses of the area, we have the following concerns which we would like to bring to your attention with a view to address such concerns from your end:</p>	
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		<p>1. It appears that the area being reserved for road network upgrading/landscaping encroaches directly on the area taken up by our existing showroom. Furthermore on page 9 of the partial review states <i>'In sub-area C and D. a 6m setback is required from the alignment of Triq Aldo Moro and Triq tat-Tromba to allow for landscaping/ or improved vehicular access'</i>. You appreciate that latter mentioned areas carry the most commercial and market value and as such, these recommendations are unacceptable on our part.</p> <p>2. It is being stated that <i>'in sub-areas C and D development shall not have a direct frontage and vehicular access onto Triq Aldo Moro.'</i> We feel that this is very restrictive and in our opinion such a condition should not be imposed at this stage. Naturally any proposals regarding the above matter will need to be discussed and approved by your goodselves (PA).</p> <p>3. <i>Section viii. Planning Gain</i> states <i>'Additional contributions from all developers of the other sites may be requires to other planning funds'</i></p>	<p>The 6m setback is required for reasons of environmental improvement, network upgrading and/or for road safety. In case of redevelopment therefore there is a need to incorporate this setback in parts facing the Triq Aldo Moro arterial road. It is noted that this requirement is only being recommended on this side of the property only. It is also highlighted that the gross developable floorspace has not been reduced but increased by this Partial Review to promote higher quality development.</p> <p>A direct frontage and vehicular access onto Triq Aldo Moro would require a much wider setback for efficient access and safety similar to the commercial properties further south that operate onto a fully fledged service road.</p> <p>Comment noted. Amendment</p>
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			<p><i>to be utilised ...'</i> We are of the opinion that the fees which are paid in connection with the issuance of development permits which include, payments towards infrastructure, roads, sewers etc. should cover the costs for any infrastructural upgrades for the area."</p>	<p>has been followed to this affect.</p>
MPPH2-004	<p>Perit Nicolette Micallef, QP Management obo Corinthia Holdings, Bezzina Group & AX Holdings</p>	21/07/2016	<p>MPPH2 – 004: "FAR policy:</p> <ol style="list-style-type: none"> 1. for the purpose of calculating the FAR, the site area shall include such areas allocated to the peripheral ring road (minimum 8m) and any such area that fall within the current confines of the existing land plot areas, prior to the endorsement of this Partial Review of the Grand Harbour Local Plan of 2002. 2. according to the DC 2015, the maximum allowable height in metres with semi-basement is 22m for 4 floors (plus 1 receded floor). The FAR policy 2014, section 4 definition of tall buildings quotes '<i>...a building is considered tall if it is higher than 10 floors</i>' implying that the allowable maximum height should be of 25m which is five (5) floors (plus 1 receded floor). In accordance with the designated location being strategically appropriate for tall buildings as outlined in the 'Planning guide on the Use and Applicability of the Floor Area Ratio (FAR) (May 2014)', we recommend consistency and hence maximum allowable height in meters with semi-basement for this site should be 25m. <p>Landscaping and Public Open Space:</p> <ol style="list-style-type: none"> 3. The draft policy stipulates that an area of land of not less than 20% of the gross developable footprint of sub-area A, or part thereof, shall be allocated for landscaped open space in 	<p>These aspects are addressed at the development application stage once an application contemplating the use of the FAR is submitted for redevelopment of site.</p> <p>The Local Plan allocates a building height limitation of 22m as a density and urban design measure and is not related to the definition of a tall building in the FAR policy.</p> <p>The 20% landscaped area requirement applies for all sites.</p>

			any design scheme. With reference to sub-area A, similar to sub-areas C and D, the peripheral ring road (minimum 8m) for buffer zones and/or improved vehicular access and any such area that falls within the current confines of the existing area prior to the endorsement of this Partial Review, should be deducted from the 20% landscaped area requirement.”	
MPPH2-005	Dr Edwin Mintoff obo Gino Trapani Galea Feriol	21/07/2016	<p>MPPH2 – 005: “I write on behalf of my client, Baron Trapani Galea, who is the owner of the property indicated in DRG 002. Public Consultation Draft Map 1 indicates that part of the client’s site within the development zone is being zoned as a Peripheral Ring Road. This consists of a considerable proportion of the site area and due to the big loss in the developable site area, it reduces the viability of the project considerably. The client does not exclude taking legal actions in order to receive some form of compensation for this loss.</p> <p>A compromise may be reached if an increase in the height limit is given as a compensation for the loss of developable footprint. This would also allow for the design of a landmark building at a prominent site of the Marsa Park development.”</p>	The peripheral ring road is required for access to the new development and for safety. It should be noted that the gross developable floorspace has been increased by this Partial Review to promote higher quality development and to regenerate the Marsa Park area
MPPH2-006	Dr Edwin Mintoff obo Trapani Galea Estates, Lewis Camenzuli & Son Ltd.	21/07/2016	<p>MPPH2 – 006 “Re: Partial Review of the Grand Harbour Local Plan of 2002 – Marsa Park Site (Policy GM15): Public Consultation Draft I write on behalf of my clients: Trapani Galea Estates; Lewis Camenzuli & Son Ltd who are the owners of the property indicated in DRG 001.</p> <p>It is being requested that the height limitation is revised to increase the development area in order to offset the area lost through the Peripheral Ring Road as well as the 20% landscaped open space requirement for Site A.”</p>	It is highlighted that the gross developable floorspace has been increased by this Partial Review to promote higher quality development and to regenerate the Marsa Park area. Further concessions in respect of the peripheral road and the 20% open space requirements are not recommended as these are

				required to achieve an overall sustainable development of the area. Similarly changes to the height limitation from that set by the review are not recommended. It should be noted that the current local plan already requires the provision of landscaped areas and hence there has been no additional increase in requirements.
MPPH2-007	Ms Tara Cassar, Environment Officer obo Flimkien ghal Ambjent Ahjar	22/07/2016	<p>MPPH2 – 007: “FAA’s comments regarding: Marsa Park Site (Policy GM15) Public Consultation Draft- May 2016 In order to ensure the sustainability, longevity and ultimately the appeal of the area to investors, the policy must create distinct green boundaries beyond the 20% landscaped open spaces listed in Amended Policy 4.1.1 (iv) ‘Landscaping and Public Open Spaces’. Actual <i>green</i> design would not just promote proven sustainable design methods but would actually set up a distinct infrastructural framework to ensure them. ‘Landscaped open space’ does not guarantee soft-landscaping and if uncontrolled will likely result in an increase of paved floor area, thereby reducing the site’s soil coverage without even providing a sufficient water catchment plan to ensure that the scarce resource of fresh water is not lost to overflow into the nearby sea - as has been the case in the past that only served to add to the bleak situation we are in today.</p> <p>Furthermore, the site’s proximity to Triq Aldo Moro entails that all efforts to reduce air pollution are put into place. This artillery road is</p>	<p>The 20% open space is being recommended to promote a higher quality development and so as not to create restricted developable areas especially in the smaller more restricted zones. Furthermore, the policy does not impede from the 20% or part thereof being planned as a green belt through design. Regarding the water catchment plan the policy requires that infrastructural utility requirements should be addressed through consultation with the relevant utility providers and regulators and any shortfalls rectified including water.</p> <p>The site is currently an air</p>

			<p>the main connection between all North-South bound commutes, and forms part of the Ten-T Network. The introduction of a green belt (that would form part of a holistic vision of the site) would therefore not only benefit the health and quality of lives' of residences and future employees, but would increase the appeal and competitiveness of the area to reputable business's and therefore encourage the successful regeneration of the site.</p> <p>In article 2.4(b) the policy states as an objective <i>"to amend policy GM 15 Marsa Park Development to delete the requirement for the comprehensive development of the area as it is deemed to be the main stumbling block for the attraction of investment in the site."</i> If it is believed that the comprehensive plan of 2011 deterred from the appeal of the site, the remedy should not be to replace the policy with vague unstructured alternatives, but to carry out further studies that could evaluate which policies were perhaps lax and devise a better more thought-out proposal with a clear vision of how to create the much needed urban regeneration of Marsa.</p> <p>Without a coherent plan, devised by the authority, the policy is encouraging piecemeal construction that can only negate from the policy's claim to promote sustainability. This model of 'urban design' has proven time and time again that without clear structured guidance the site's potential is lost, as infrastructural changes are always introduced as an afterthought rather than serving as the foundation for a fruitful regeneration project."</p>	<p>quality hotspot. The scope of the policy is to promote high quality development which in tandem with measures in the National Transport Strategy and the Air Quality Plan, lead to a considerable improvement in the air quality.</p> <p>The policy requiring comprehensive development has been in place since 2002 and this has not allowed for the materialisation of the creation of a quality hub in this location. It is believed that Marsa Park has the potential to spearhead the regeneration of the Marsa Area. The policy sets clear provisions in terms of land uses, open space, transport requirements and building heights and is deemed to satisfy the creation of a quality hub without the need for comprehensive development.</p>
MPPH2-008	Ms Claire Cordina Borg, Senior Officer, National Affairs, ERA	22/07/2016	<p>1. General comments</p> <p>1.2 These comments are provided without prejudice to ERA's review at project stage when more detailed environmental assessment will be required. Depending on their nature and their scale, these proposals may also require different types of environmental assessments, including an Environmental Impact Assessments (EIA)</p>	<p>1.2 Comment noted. ERA is also consulted at project stage including for EA requirements depending on nature and scale of proposals.</p>

		<p>screening procedure of projects in terms of the EIA Regulations, 2007 (S.L. 504.79).</p> <p>2. Environmental issues</p> <p>2.1 ERA's environmental concerns are as follows:</p> <ul style="list-style-type: none"> · The site in question is located at the periphery of the highly urbanised conurbation of Malta and opposite to the relatively low-lying Marsa sports grounds. The proposed height of 22m and the reduction of the 'Residential Area' to accommodate for 'Offices, Retail and Light industry' would result in further intensification of development in this area which is already subject to significant traffic flows and related congestion. Such development intensification could result in a substantial increase in vehicular traffic flows, thereby also increasing risks of traffic-related environmental impacts relating to pollution and pressures for further land take up to extend, upgrade or construct new infrastructure. <p>· ERA notes that an area on Draft Map 1 is being proposed as an 'Area Reserved for Road Network Upgrading' as opposed to the current Local Plan designation 'Peripheral Landscaping'. It is recommended that sufficient land should be allocated for public open green space in</p>	<p>2.1 BHs are retained as for the existing adjacent commercial area in Marsa and as per approved DC2015. Regarding intensification, considering that the area is designated as a business hub by the SPED 2015, is strategically located and has been designated for development since the GHLP (2002) this constitutes planned development which has been in the pipeline since the 1990s. The current allocation for residential development is not deemed an appropriate land-use for the business hub. The policy boundaries are clearly defined and the upgrade in utilities needs to take place within these confines. Even if additional land was to be required, the context of the site is already urbanised.</p> <p>On 'peripheral landscaping' there is no reason why through appropriate design part of the 20% required open space</p>
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		<p>the immediate area, including proposals for the implementation of suitable soft landscaping, as a replacement for the loss of the current designated peripheral landscaping zone. This open space should remain accessible to the public and be maintained to ensure that the public continues to benefit from this space in the long-term. It is important to ensure that the provision of open green space and soft landscaping is effective and commensurate to the extent of development proposed at this site in order to reduce adverse impacts. In particular, ERA recommends that the creation of open green spaces should also seek to enhance and improve urban biodiversity in line with the National Environment Policy and the National Biodiversity Strategy and Action Plan.</p> <ul style="list-style-type: none"> · 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). · 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 sewer overflows during heavy rain falls. This is important since the land in question is located almost at sea level. · Any development should dedicate sufficient space to provide adequate waste management facilities on site (e.g. for waste separation) to facilitate recycling and eliminate/reduce littering. In order to make 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 these 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 · Considering that the scale of the site is significant, opportunities for 	<p>cannot be planned as peripheral landscaping. Policy amended to reflect requirement for 'soft landscaping'.</p> <p>The policy clearly states that requirements for infrastructure, open space, parking and utilities including water and waste management are adhered to at the development planning application stage during the assessment of proposals.</p> <p>Reuse and recycling of construction and demolition waste is assessed at the development application project stage.</p>
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		<p>the re-use and recycling of construction and demolition (C&D) waste should be explored in order to minimise the amount of C&D waste requiring disposal.</p> <ul style="list-style-type: none"> · A comprehensive replanning 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>3. Other matters</p> <ul style="list-style-type: none"> · ERA also recommends the inclusion of the following text as part of page 10 <p>section V: ‘Light industries may require registration or an environmental permit with the Environment and Resources Authority (ERA). Hence prospective operators are to contact ERA accordingly in order to integrate sustainability and mitigatory measures directly in the project design, including issues related to air emissions and waste management.’</p> <ul style="list-style-type: none"> · Furthermore before embarking upon high rise projects in Marsa, one would have to analyse the overall effect on the traffic network, given that the area is already subject to heavy traffic flows. Any disturbance to the flow in Marsa is likely to effect the whole road network with ensuing impacts on the levels of air pollution. 	<p>A comprehensive replanning of infrastructure within the area is not the remit of the Planning Authority but the relevant utility services providers and regulators who are consultees within the process.</p> <p>3 Other Matters:</p> <p>Comment noted regarding light industries. Similar to other requirements for licenses and permits, environmental permits are also a statutory requirement and hence there is no need to include this text.</p> <p>The impacts on the traffic network result from the GDF and not from tall buildings.</p>
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Grand Harbour Local Plan 2002 as amended in 2011 (Revisions 2015)

**Public Submissions for Partial
Review
Phase 3**

Ref	Name/Company	Date	Comments Received	Remarks
MPPH3 - 001	Perit Simone Vella Lenicker – Kamra tal-Periti	11/01/2017	Attached please find the comments by the <i>Kamra tal-Periti</i> regarding the Partial Review of the Grand Harbour Local Plan of 2002 regarding the Marsa Park Site.	
			The manner in which this area of Marsa has been chosen for a Partial Review, and the piecemeal approach in which these Partial Reviews are being carried out, does not foster good planning. Instead of having a national strategy for planning, the Authority seems to be taking different approaches to different areas, for example by carrying out a Local Plan Review for the Marsa Park Site, while on the other hand taking the approach of a Development Framework / Masterplan for the Paceville Area. It is not clear what criteria are being considered to determine the approach for each locality.	Since the introduction of the new planning system in 1992, there have been four reviews of the legislative framework, which have all included changes to the plan making process. As from the legislative changes of 2001, the need to address the local plan review process has been felt.
			It was reported in the press this week that the overall review of the Local Plans is not likely to take place before the next General Election. However, in truth, the Planning Authority is undergoing several Local Plan Reviews which are being carried out in a piecemeal fashion. This is unacceptable, and clarity should be provided. The <i>Kamra tal-Periti</i> strongly advises the Planning Authority to refrain from this mode of “ <i>planning</i> ”. In addition it must be noted that the published draft states that “ <i>the SPED identifies Marsa Park as a Business Hub with the aim of promoting the regeneration of the Marsa area which has experienced urban decay. The area has the potential for regeneration and the improvement of the general environment of the area. The</i>	Amendments were introduced to enable minor modifications to local plans at any time, while major modifications not more frequent than two years prior to the previous change. This provision was further amended in 2010, to specify that the time limit applies only to the reviewed parts and not to the rest of the local plan. The possibility of partial reviews to local plans was retained even in the new Planning Act of 2016. This chronological account reveals that keeping development plans binding for an extended period of time without the possibility of reviews has always created a problem to the legislator. This is understandable especially when one considers that planning is not static but it is a dynamic tool to address emerging minor issues as

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			<p><i>anticipated commercial development serves as an impetus to improving the quality of the area."</i></p> <p>Even according to SPED, the development of the Marsa Park site should be linked to the regeneration of Marsa, the town itself, and should therefore not be treated in isolation. Marsa has suffered for several decades from an evident lack of planning. Its land side borders consist primarily of large main arterial roads designed solely for the efficient passage of vehicles. It is evident that these roads isolate the town from, rather than connecting it to, the surrounding territory. This has led to the degradation of Marsa's urban environment, to the proliferation of undesirable uses and to the lack of attractiveness of the Town for residential purposes. This trend needs to be reversed.</p> <p>The proposed Local Plan Review shows no evidence that the proposed type and scale of commercial development may lead to the reversal of Marsa's fortunes, nor does it outline how the Marsa community may eventually benefit from any development envisaged. No measures are included in the plan to support and strengthen the local community, and provide for their needs. Nothing in the proposal will make Marsa any more attractive as a residential town once again. Measures to shield the community from the effects of the traffic are also ill-considered or inadequate.</p> <p>The Planning Authority should be responsible for a comprehensive plan which ought to include community needs, road transport re-alignment, environment improvement and flooding mitigation measures. These should be integral components of any planning proposal for the future regeneration of Marsa and the Marsa Park. It is the Planning</p>	<p>efficiently as possible. Issues which could not have been foreseen during the preparation of the original plan.</p> <p>Within this discussion of partial reviews, one needs to distinguish between amendments of strategic significance with wide implications and minor issues affecting a restricted area. While it is important that the former type are not carried out frequently, the latter detailed type reviews may still be carried out when necessary, since the planning policy framework within which these reviews are prepared, i.e. the general strategy in the local plan and the strategy in the SPED, would not be prejudiced.</p> <p>Therefore the minor amendments which have been carried out over the past years do not constitute piecemeal planning as they are still aimed at achieving the wider goals and objectives set in the higher level plans. Spatial Planning is a dynamic process and partial reviews are necessary to ensure that policies are kept updated throughout their lifetime.</p> <p>The scope behind the partial review of GM 15 is to kickstart the socio-economic regeneration of Marsa which is also linked to other initiatives currently underway, such as the Maritime Hub and the Marsa Power Station. Development in this partial review is required throughout the policy framework to provide an improvement in the quality of the area through high quality development.</p> <p>The road network is the subject to changes which have been catered for in the proposed plan. The overall effects of transportation and car use/road severance do not just relate to Marsa but to</p>

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			<p>Authority's duty to include improvements in these aspects, to carrying out the necessary studies with the authorities concerned and integrate them into the plan. The problems cannot be left in the hands of the developers of the separate parcels of land. Tackling the major infrastructural, social and structural problems which affect the site should precede any proposals for the redevelopment of the Marsa Park site. This is the hallmark of good planning. The Marsa Park review should not be released until long term solutions for these issues are sought and taken on board.</p>	<p>numerous localities that cater for high activity and therefore cannot be attributed to this particular locality. The resolution of these national transportation issues therefore are tackled within the National Transport Strategy and not this specific partial review.</p> <p>The proposed regeneration of Marsa Park is in line with the SPED and includes requirements to address the matters at hand including the road transport re-alignment requirements whereby the plan reserves land specifically for this purpose.</p>
			<p>The junction between <i>Triq Dicembru Tlettax</i> and <i>Triq Aldo Moro</i> is a no man's land, and should have no place in a regenerated Marsa town. The entrance to Marsa from the south needs to be restudied as part of this process, and the southern edge of the town, so poor yet so prominent, should be re-planned. The current termination of Marsa's main street in what is nothing but a complex traffic junction is a major part of the issues that Marsa faces. Other issues include the lack of access to the waters of the harbour, poor quality of the urban environment, lack of public open leisure space and the haphazard juxtaposition of often incompatible uses all of which lead to degraded properties within the town.</p>	<p>The land that currently includes the junction has been reserved as is and its future upgrading has not been prejudiced. It is reiterated that issues of severance due not just relate to this area but to all high activity areas along the main transportation networks. Certain issues mentioned such as the access to the waters of the harbour do not relate directly to the Marsa park area but to the planning of other Marsa areas such as the Menqa area. It is noted that Marsa Park is physically disconnected from the Marsa coast.</p>
			<p>Marsa's main street has been severely downgraded, sadly denying Marsa its proud heritage and status within the grand harbour area. Terminating the street in a series of tall commercial developments will do little to help upgrade it. This should be one of the principle drivers of the Marsa Park review, if it is to achieve its goals for the regeneration of Marsa Town.</p>	<p>The regeneration of Marsa Park from its existing state to a fully fledged working Business Hub is intended to improve the attractiveness of Marsa as a locality for regeneration and not diminish it.</p>
			<p>A solution should be sought for the connection</p>	<p>Comment noted. The recommendations for</p>

Ref	Name/Company	Date	Comments Received	Remarks
			<p>between <i>Triq Dicembru Tlettax</i> and <i>Triq Aldo Moro</i> (and possibly the roads themselves) to be shifted above or below grade. The potential for Marsa of this move is too significant for the possibility to be completely ignored by the Planning Authority. The Review must be seen in the light of SPED, which envisages a drive to regenerate Marsa. Failure to do so would render the SPED a useless document not worth the paper it is written on, and would render the Review process entirely futile since it fails to achieve the objectives of the SPED.</p>	<p>transport are better addressed in the National Transport Strategy. The SPED had earmarked the Marsa Park as a Business Hub and for Marsa for regeneration specifically to achieve the desired upgrading and change within the locality.</p>
			<p>The Review process should therefore not take the Local Plan's current proposals as a status quo, but should be taken as an opportunity to propose serious relevant and effective solutions to help Marsa's complete regeneration.</p> <p>Specific comments:</p> <p>(1) The policy as drafted states that all proposals will be required to maintain a 20% "<i>landscaped open space</i>". This is acceptable and desirable, in principle, for small- and medium-scale developments, although there needs to be clarity on how such open space should be set out. Is it to be publicly accessible? Can it be confined to the back yards of the individual developments? The policy is not all clear in this regard. The 20% landscaping requirement must be qualified further, including the requirement that it is to be publicly accessible and/or located on the street-side of the development in order to improve the amenity of the area. It has to be kept in mind that maintaining a 20% landscaped open space, is effectively promoting 80% site coverage, whereas even in small scale developments, conventional limits on site coverage</p>	<p>It should be noted that the effective landscaped open space has increased from 13%to 20% and this does not include the envisaged road improvements.</p>

Ref	Name/Company	Date	Comments Received	Remarks
			vary between 40% and 60%. Why is the site coverage limit being raised to such a high level?	
			(2) It is not clear how the 20% soft landscaping requirement would be applied if an application is submitted under the FAR rules. Which one would override? The 20% of the Local Plan or the 50% of the FAR? The Local Plan bears greater legal weight than the FAR. In accordance with the discussion within the Parliamentary Committee held on the 12th December 2016, it was understood that the developable floor-space should be calculated on the basis of the site area less the 20% imposed by the policy, and the development was then to provide an additional 50% of the remaining site area as open space. For the avoidance of any misinterpretation, the <i>Kamra</i> insists that this is clearly stated in the revised Local Plan.	The 20% requirement is over and above any requirements of the FAR policy.
			(3) Furthermore, it must be clarified in the Local Plan text that the open space should be calculated on the basis of the site area excluding any parts of the site that need to be taken up as road area in accordance with the alignment requirements.	Noted
			(4) Furthermore, and notwithstanding the above comments, it is unacceptable that the Local Plan does not specify a skyline policy (similar to what was proposed in the Paceville Development Framework). This area lies on the outskirts of Valletta, and without a suitable skyline policy we run the risk of mega high-rise projects being proposed for the area, without any means to effectively control their height and their resultant impact on the Grand Harbour area.	The provisions of the FAR policy apply.
			(5) The policy is proposing that <i>“Infrastructural utility requirements such as power supply, water supply, sewers (foul and storm-water, including reservoirs), and telecommunications should be addressed</i>	Comment noted and taken under consideration. It is recommended that the policy provisions relevant to communal infrastructure facilities and the corresponding offset are deleted from the policy

Ref	Name/Company	Date	Comments Received	Remarks
			<p><i>through consultation with the relevant utility providers and regulators. Services should preferably be located underground or in internal spaces within the buildings and if located at roof level, their screening should be an integral part of the architectural design of the building, within the context of criteria (ii) and (iii) above, on building Height and Appearance. Space for communal utility facilities provision will be offset in floorspace over and above the allowable height."</i></p> <p>This requires some clarification. It is being understood that the intent of this requirement is that if, for example, an applicant provides for a communal power distribution cabinet or a garbage collection point within the building, the floorspace occupied by this can be added to the maximum GFA as usable floorspace. The <i>Kamra</i> is of the opinion that the benefits of this proposal seem to far outweigh the perceived "losses" being suffered by the developer by providing common garbage collection points. In truth, providing a common garbage point, as an example, is already advantageous to the developer in terms of space, as compared to providing a number of garbage collection points. We therefore fail to see why the developer ought to be compensated for doing what is, in any case, sensible even to him.</p> <p>In addition, the following clarifications are requested:</p> <ul style="list-style-type: none"> - Define "<i>communal</i>"... a substation serving more than one development might be considered as common, but scarcely communal; and if it is only serving one specific development would this qualify it as "<i>communal</i>"; - There needs to be more clarity as to what is understood by the term "communal" as against 	<p>framework.</p>

Ref	Name/Company	Date	Comments Received	Remarks
			<p>“common”? Should there be some form of notarial agreement submitted to the Authority to prove that such areas will be in fact “communal”?</p> <ul style="list-style-type: none"> - The Plan should clearly exclude utility areas which are located underground from being offset by above-ground GFA. - A cap should be introduced, as there is the risk that areas are labelled as utility areas simply to qualify for increased floorspace, but then, in reality, or over time, revert to use as commercial spaces, thus undermining the purpose. The cap could be in the form of a % of overall floorspace or a quantitative measure in sqm. - Clarify that this is for utilities only (i.e. reception areas, lift and stairwells, common toilets, shafts, etc are excluded). Definitely reservoirs should be excluded at all costs as these have huge volumes and are a legal requirement. It would not be amiss to clearly define the term “<i>utilities</i>”. - The phrase “<i>space ... shall be offset in floorspace over and above the allowable height</i>” must be clearly defined. Good planning should not be about compensation – if a skyline is being defined by the policy, then that skyline should not be breached in order to give the developer some perceived advantage for providing utility area which, often times, are required by law, policy of regulation. Furthermore, this is creating an uneven playing field across the country since, to our knowledge, this is the only area within Malta where this compensatory approach is being promulgated. We are convinced that this proposal is not a good one. 	
			<p>(6) The policy does not seem to address flooding issues, which are prevalent in the area. It is suggested that these are addressed in the policy, through, for example, a clear reference to the legal</p>	<p>The FAR Policy Guidance is applicable. The completed National Flood Relief project included Marsa.</p>

Ref	Name/Company	Date	Comments Received	Remarks
			obligation to provide adequately sized reservoirs and to the utilisation of the water collected in such reservoirs in accordance with the provisions of Technical Guidance F.	
			(7) The reference to statements such as promotion of " <i>urban employment</i> " is rather useless, given that urban employment implies urban areas, which in turn implies the creation of communities. This results, then, in a lack of clarity of how " <i>ancillary land uses</i> " will be promoted.	Marsa Park is a Business Hub located within the Principle Urban Area and the Grand Harbour Area. It is intended to act as a magnet for investment opportunities sustaining employment coupled with complimentary land uses which will improve the quality of life in area earmarked for regeneration.
			(8) The section on " <i>environmental sustainability</i> " is rather insipid. The requirements set out in this section are merely a reflection of what is already required under the various legislative provisions and other policies. If we are to take environmental sustainability seriously, this section should be further elaborated on and clear requirements established.	Environmental sustainability is permeated throughout the policy e.g. creation of green open space and green modes of transport.
			(9) The paragraph on " <i>Appearance</i> " states that " <i>Innovative design approaches which enhance the quality of the buildings and the spaces between them will be encouraged</i> ". This is acceptable in principle, however the term " <i>innovative</i> " is widely open to interpretation, and there is no structure in place to determine what is innovative and what is not. It is suggested that the term " <i>innovative design</i> " is replaced with " <i>quality-driven design</i> "	Innovative design includes quality driven design considerations.
MPPH3 – 002	Dr Edwin Mintoff obo Trapani Galea Estates & Lewis Camenzuli & Son Ltd	11/01/2017	Attached please find our submission for the Partial Review of the Grand Harbour Local Plan (Marsa Development Site).	
			Re: Partial Review of the Grand Harbour Local Plan of 2002 – Marsa Park Site (Policy GM15)	

Ref	Name/Company	Date	Comments Received	Remarks
			<p>Revised Draft: Public Consultation</p> <p>I write on behalf of my clients:</p> <ul style="list-style-type: none"> ☐ Trapani Galea Estates ☐ Lewis Camenzuli & Son Ltd. <p>who are the owners of the property indicated in DRG 001.</p>	
			<p>Whilst in general we are in agreement with the proposed Marsa park Site (Policy GM15) Revised Draft, the following amendments are being proposed:</p> <ul style="list-style-type: none"> ☐ It is being requested that the level and position of the proposed ring road are kept flexible. This would allow a change of road alignment if is deemed to be beneficial in both the site-specific and holistic contexts. 	<p>The ring road is an important requirement that needs to follow the indicated alignment. This is recommended to be prepared by the Planning Authority prior to the final approval of this plan.</p> <p>A flexible approach to ring road alignments is not deemed appropriate.</p>
			<ul style="list-style-type: none"> ☐ It is being requested that the developable area of the ring road can be included in the Floor Area Ratio (FAR) Calculation. 	<p>The developable area of the ring road is not to be included in the FAR Calculation.</p>
			<ul style="list-style-type: none"> ☐ The proposed policy changes to Building heights makes reference to “the provision of communal utility facilities” (p. 4). It is being requested to clarify whether car parking be considered as communal utility facilities. <p>Do not hesitate to contact us if you require any further information or clarifications.</p>	<p>This provision is being recommended for deletion in view that the benefits derived from the provision of the required infrastructure far outweigh the cost.</p>

Ref	Name/Company	Date	Comments Received	Remarks
MPPH3 - 003	Dr Edwin Mintoff obo Baron Trapani Galea	11/01/2017	Attached please find our submission for the Partial Review of the Grand Harbour Local Plan (Marsa Development Site).	
			Re: Partial Review of the Grand Harbour Local Plan of 2002 – Marsa Park Site (Policy GM15) Revised Draft: Public Consultation I write on behalf of my client, Baron Trapani Galea, who is the owner of the property indicated in DRG 001.	
			Whilst in general we are in agreement with the proposed Marsa park Site (Policy GM15) Revised Draft, the following amendments are being proposed: ☐ It is being requested that the level and position of the proposed ring road are kept flexible. This would allow a change of road alignment if is deemed to be beneficial in both the site-specific and holistic contexts.	The ring road is an important requirement that needs to follow the indicated alignment. This is recommended to be prepared by the Planning Authority prior to the final approval of this plan. A flexible approach to ring road alignments is not deemed appropriate.
			☐ It is being requested that the developable area of the ring road can be included in the Floor Area Ratio (FAR) Calculation.	The developable area of the ring road is not to be included in the FAR Calculation.
			☐ The proposed policy changes to Building heights makes reference to “the provision of communal utility facilities” (p. 4). It is being requested to clarify whether car parking be considered as communal utility facilities.	This provision is being recommended for deletion in view that the benefits derived from the provision of the required infrastructure far outweigh the cost.

Ref	Name/Company	Date	Comments Received	Remarks
			Do not hesitate to contact us if you require any further information or clarifications.	
MPPH3 – 004	Dr Edwin Mintoff obo Corinthia Group	11/01/2017	Attached please find our submission for the Partial Review of the Grand Harbour Local Plan (Marsa Development Site).	
			Kindly acknowledge receipt of this submission. Re: Partial Review of the Grand Harbour Local Plan of 2002 – Marsa Park Site (Policy GM15) Revised Draft: Public Consultation I write on behalf of our clients, Corinthia Palace Hotel Company Limited, who are the owner of the property indicated in DRG 001.	
			Whilst in general we are in agreement with the proposed Marsa park Site (Policy GM15) Revised Draft, the following amendments are being proposed: ☐ It is being requested that the level and position of the proposed ring road are kept flexible. This would allow a change of road alignment if is deemed to be beneficial in both the site-specific and holistic contexts.	The ring road is an important requirement that needs to follow the indicated alignment. This is recommended to be prepared by the Planning Authority prior to the final approval of this plan. A flexible approach to ring road alignments is not deemed appropriate.
			☐ It is being requested that the developable area of the ring road can be included in the Floor Area Ratio (FAR) Calculation.	The developable area of the ring road is not to be included in the FAR Calculation.
			☐ The proposed policy changes to Building heights makes reference to “the provision of communal utility facilities” (p. 4). It is being requested to clarify whether car parking be considered as communal utility facilities. Do not hesitate to contact us if you require any	This provision is being recommended for deletion in view that the benefits derived from the provision of the required infrastructure far outweigh the cost.

Ref	Name/Company	Date	Comments Received	Remarks
			further information or clarifications.”	
MPPH3 – 005	Mr Alexander Bonanno – Environment Resources Authority	11/01/2017	Re. ERA feedback on Revised Draft - Partial Review of GHLP (GM 15 - Marsa Park)	
			<p>The Environment & Resources Authority (ERA) welcomes the opportunity to comment on the Revised draft of the Partial Review of the Grand Harbour Local Plan of 2002, Marsa Development Site, (Policy GM 15).</p> <p>ERA is again re-emphasizing some of its earlier comments provided during the first draft public consultation draft, together with other observations on the replies prepared by the Authority on feedback provided by ERA during the prior consultation exercise, as published in the Public Submissions for Partial Review Phase 2 section, and is presenting the following attachment for consideration in the public consultation stage.</p> <p>We look forward towards further consultations, and available to meet for further discussion or any clarification, if required, through: national.affairs.era@era.org.mt</p> <p><i>Attachment: “</i></p> <p>ERA feedback on the Revised Draft of the Partial Review of the Grand Harbour Local Plan of 2002 Marsa Park Site (Policy GM 15) 2nd Phase Public Consultation Revised Draft 11th January 2016</p>	
			<p>1. General comments</p> <p>1.1 ERA welcomes the opportunity to comment on the second phase consultation on the revised draft of the Partial Review of the Grand Harbour Local Plan of 2002, Marsa Park Site (Policy GM 15).</p>	Noted.

Ref	Name/Company	Date	Comments Received	Remarks
			<p>1.2 The Local Plan review may need to be screened through an SEA procedure in line with the SEA Regulations of 2010, in order to identify, assess in detail and address any likely significant impacts, including cumulative and synergistic impacts, on the environment at an early stage. ERA recommends that the plan review also covers other possible major developments in the wider area, to ensure that the planning of the area is carried out holistically and comprehensively. It is recommended that this matter is discussed directly with the SEA Focal Point, as the competent Authority for SEA in Malta.</p>	<p>The screening for the SEA will take place once the policy is finalised.</p>
			<p>1.3 ERA is reiterating a number of comments provided during the first public consultation draft, together with other observations on the replies prepared by the Authority on feedback provided by ERA during the prior consultation exercise, as published in the Public Submissions for Partial Review Phase 2 section.</p>	<p>Noted.</p>
			<p>2. Environmental issues 2.1 ERA's review of the proposed amendment to policy GM 15 is focussing on the information provided by the draft policy. ERA will be able to provide more in-depth feedback once detailed development applications are submitted. The following are ERA's environmental comments, as follows:</p>	<p>ERA is also consulted at project development application stage including for EA requirements depending on nature and scale of proposals.</p>
			<p>2.1.1 Proposals at this site should be evaluated in the context of the existing situation in the wider area (e.g. suitability of the road network, entry and exit points, capacity of existing infrastructure, the potential to upgrade or improve such situation to accommodate further development); and other future plans for major developments in the surrounding areas.</p>	<p>Marsa Park has the potential to spearhead the regeneration of the Marsa Area and is strategically designated as a Business Hub. The policy sets clear provisions in terms of land uses, open space, transport requirements and building heights required and is deemed to satisfy the creation of a quality hub.</p>

Ref	Name/Company	Date	Comments Received	Remarks
			<p>2.1.2 With respect to ERA’s previous comments, ref. MPPH2-008, point 2.1 (Building height), it is noted that the GHLP (2002), in particular Figure 13, indicate the area adjacent to the Marsa Park Site with a maximum building height of 3 storeys. ERA acknowledges that considering the site’s strategic location area and its designation as a business hub by the SPED 2015, an increase in height is being solicited. It is however noted, that such stance may increase the developable floorspace. Such development intensification could result in tangible environmental impacts, including an increase in vehicular traffic flows, thereby also increasing risks of traffic-related environmental impacts relating to pollution. It is therefore highly recommended that detailed evaluations of each proposal are considered thoroughly during each individual development application process.</p>	<p>Noted. It is iterated that BHs are retained as for the existing adjacent commercial area in Marsa and as per approved DC2015. Development proposals are required as per Section (vi) Transportation to satisfy all of the technical and policy standard requirements. They also need to demonstrate that the public transport network has sufficient capacity to accommodate additional growth and may also be subject to a Traffic Impact Assessment (TIA). The assessment of other traffic related impacts such as noise, air quality and Greenhouse gas (GHG) emissions may also be required.</p>
			<p>2.1.3 In addition to above, it is noted that the proposed reduction in the residential component entails the identification of another site for the long term relocation of residential housing from Albert Town. Reference is made to original policy in GHLP, (2002), Policy GM15, which states:</p> <p><i>“The residential use would be related to other proposals for the future of existing housing at Albert Town, as a long term relocation site for housing in that area, and to allow for general replacement of housing where clearance or improvement of property has caused the overall housing total to be reduced. Since the Local Plan looks ahead for 10 years, it is clear that the long term future of Albert Town as a residential location is problematic. However, any serious proposals for eventual replacement of housing will be dependent on the availability of</i></p>	<p>This policy consideration has been reviewed. The policy in effect considered the eventual replacement of housing being dependent on the availability of alternative sites in the general area of Marsa. Considering that the Marsa Park area is designated primarily as a Business Hub the land uses associated with this Hub function are prioritised in this area.</p>

Ref	Name/Company	Date	Comments Received	Remarks
			<p><i>alternative sites in the general area of Marsa.”</i></p> <p>No reference is made in the new policy about any intended change in such strategy. Clarification is therefore required as to whether there is a change in strategy on the proposed relocation of residential units from the Albert Town Industrial area.</p>	
			<p>2.1.4 Re same ref. MPPH2-008, point 2.1 (Peripheral Landscaping), it is noted that the planned realignment of the arterial road (Triq Diċembru Tlettax), at Marsa is still pending. The determination of the road alignment can eventually affect the internal layout of the Marsa Site, apart from changes to access points between the site and the arterial road. Map 1 of the final draft document indicate a number of sub divided landscaped areas, all surrounded by roads. ERA acknowledges that the policy is quite stringent on the requirement for 20% landscaping, and is highly in favour of the proposal. 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.</p>	<p>It should be noted that the effective landscaped open space has increased from 13% to 20% and this does not include the envisaged road improvements. The requirement also includes the need for a planting schedule and maintenance programme in the development proposal assessment stage.</p>
			<p>2.1.5 Re ref. MPPH2-008, point 3 (Environmental Perimttng), ERA reiterates the request to include the said paragraph. This is required in order to pre-empt any operational issues which may require infrastructural development prior to the operator requesting development consent from the Planning Authority.</p>	<p>Section (vii) Utilities Services requires that such matters be addressed though consultation with the relevant utility providers and regulators. These consultations are required to advise on said requirements prior development consent from the Planning Authority. It is reiterated that similar to other requirements for licenses and permits, environmental permits are also a statutory requirement and hence there is no need to include this text.</p>
			<p>2.1.7 ERA also reiterates its comment on air quality vis-a-vis traffic generation, considering that the change in traffic flows is dependent upon changes in</p>	<p>The assessment of other traffic related impacts such as noise, air quality and Greenhouse gas (GHG) emissions may also be required in line with Section</p>

Ref	Name/Company	Date	Comments Received	Remarks
			land use activity (from a mix of activities to predominantly commercial development (offices/retail)), and possibly due to the increase in developable floor space. Thereby, the impact on air quality needs to be extensively assessed.	(vi) Transportation.
			<p>3. Conclusion</p> <p>3.1 ERA looks forward towards additional consultations on this partial review and remains available to meet for further discussion, or any clarification if required, through: national.affairs.era@era.org.mt</p>	Noted.
	The Standing Committee on the Environment and Development Planning	18 th January 2017		
			<p>1. Ikun hemm definizzjoni ċara ta' "communal utility facilities" li tkun tgħid hekk: "Communal utility facilities are facilities which serve the purpose of a number of developments within the site boundary in the Marsa Park Site area as defined by Policy GM15. These utility requirements are: Power supply, water supply, sewers, telecommunications and waste."; u</p> <p>2. L-ewwel sentenza ta' paragrafu (vii) - Utilities Services, għandha tiġi taqra hekk: "Infrastructural utility requirements such as power supply, water supply, sewers (foul and storm-water, including reservoirs), telecommunications and waste should be</p>	Comment noted and taken under consideration. It is recommended that the policy provisions relevant to communal infrastructure facilities and the corresponding offset are deleted from the policy framework.

Ref	Name/Company	Date	Comments Received	Remarks
			<p>addressed through consultation with the relevant utility providers.”, u eżatt wara din is-sentenza għandha tidhol din is-sentenza: “The Planning Authority shall ensure that adequate storm water facilities, including reservoirs, shall be in place and shall be certified by the same Authority.”</p>	

SEA SCREENING
Partial Review of the Grand Harbour Local Plan (2002)
Marsa Park Site

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

Title of PP: Partial Review of the Grand Harbour Local Plan (2002) Marsa Park Site Policy GM15

Responsible Authority: Planning Authority

Contact Person: Joseph Gauci

Position: Unit Manager – Strategic Planning, Planning Directorate

Contact Address: St. Francis Ravelin, Floriana

Contact Phone Number: 22901578

Contact email: joseph.gauci@pa.org.mt

Date: 25th January, 2018

Part B – Key Facts

Responsible Authority: Planning Authority

Title of PP: Partial Review of the Grand Harbour Local Plan (2002) Marsa Park Site Policy GM15

Purpose of PP: The Government's Objectives of this Partial Local Plan Review are as follows:

- a) To realign the boundaries of the areas covered by Policies GM15 – Marsa Park Development and GM24 – the Marsa Sports Complex to allow for consideration for the alternatives of Triq Dicembru 13;
- b) To re-evaluate the policy provisions in Policy GM15 for the comprehensive planning of the Marsa Park Development Site and for the range and scale of the mix of land uses;
- c) To propose site specific land use and building height designations for different parcels of land within the Marsa Park Development Site.

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

Yes. This Partial Local Plan Review results from the Development Planning Act of 2016 which sets out the procedures to be followed when an approved Local Plan is being prepared, amended or updated.

Period covered by PP: n/a

Envisaged Frequency of Updates: The Partial Review may be monitored and reviewed on a regular basis.

Area covered by PP (ideally also attach map): The Marsa Park Site covered by Policy GM15 and as approved in the Grand Harbour Local Plan (2002) has an area slightly larger than 10 ha consisting of a strategically located commercial area within the Development Zone. see attached Map 1 Marsa Park Development and Map 2 Marsa Park Site Road Alignment.

Summary of PP content: The Partial Review sets out the development parameters for the Review area. The review amends the boundaries of the Grand Harbour Local Plan Local Plan Policy (2002) Policies GM15 – Marsa Park Development and GM24 – the Marsa Sports Complex and the provisions of Policy GM15.

The existing Policy GM15 Marsa Park Development was identified as an 'Opportunity Area' in Figure 12 Marsa in the GHLP (2002) predominantly for the comprehensive development of commercial and light industrial land uses but also included some residential development, leisure and recreational uses supporting the main uses, a public transport interchange, landscaped recreational area for public use and a peripheral landscaped visual corridor. The policy had also specified, through criteria, the importance of the overall design of development due to this area constituting a main approach to Valletta. The Policy also identified the area as an FAR zone, the need for redesign or improvement to the road network, the integration with the town of Marsa through formal pedestrian links and the need for an outline development application to indicate the phasing of development.

The Partial Review has amended Policy GM15 and has retained the same planning parameters including , land uses, building height including the applicability of the FAR, a marginal increase in developable floorspaces and other requirements for the road network and soft landscaping with tree planting as planning gain and the retention of the visual corridor and quality design parameters. The main changes of this Partial Review are

- i) the deletion of the comprehensive development since this impeded the development of this potential strategic area for the last 28 years since its first designation in the previous 'Structure Plan for the Maltese Islands (1990)' and its confirmation in the Strategic Plan for Environment and Development (2015)
- ii) the designation for development of a site (D) of around 3,500 sq m And
- iii) removal of the Transport Interchange Hub since this was located in another site within Marsa.

Overall the scale and type of development have not varied from those of the original local plan policy. Furthermore the provisions of soft landscaping have been increased. If the FAR is applied, the 20% landscaping is a requirement over and above the 50% open space required through the FAR. The Amended Policy GM15 also includes provisions for environmentally sustainable development within buildings covering guidance on appearance and design quality, landscaping and public open space, conservation of energy and water, design integrated renewable energy generation, measures for trip regeneration and reduction of waste as requirements for development.

Strategically, the Partial Review follows the Strategic Plan for the Environment and Development (SPED, 2015) that identifies the Marsa Park Site as a Business Hub with the aim of promoting the regeneration of the Marsa Area within the Grand Harbour Area (GHA) regeneration.

Part C – SEA Criteria

SEA Criterion	Yes/No (no other answer except Yes/No)	Explanation
<p>Is the PP subject to preparation and/or adoption by a national, regional or local authority</p> <p>OR</p> <p>prepared by an authority for adoption through a legislative procedure by Parliament or Government (Regulation 3)</p>	<p>Yes</p>	<p>The Partial Local Plan Review follows the procedure delineated by Article 53 of the Development Planning Act, 2016 (Cap 552).</p>
<p>Is the PP required by legislative, regulatory or administrative provisions? (Regulation 3)</p>	<p>Yes</p>	<p>The policy guidance falls under the provision of Article 48 of the Development Planning Act, 2016 (Cap 552).</p>
<p>Is the PP prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use</p> <p>AND</p> <p>does it set a framework for future development consent of projects in Annexes I and II to the EIA Directive? (Regulation 4(2)(a))</p>	<p>Yes</p>	<p>Town and country planning and land use.</p> <p>The nature and type of individual development cannot be determined at this stage and would still be subjected to screening on potential significant environmental impacts to determine whether an EIA is required and also transport impact assessments as may be required at the project development application stage on a case by case basis.</p>
<p>Will the PP, in view of its likely effect on sites, require an assessment under Articles 6 or</p>	<p>No</p>	<p>The Partial Review area is presently an industrialised and/or underutilised dilapidated</p>

SEA Criterion	Yes/No (no other answer except Yes/No)	Explanation
7 of the Habitats Directive? (Regulation 4(2)(b))		site. It does not include nor is it in proximity to such environmentally sensitive areas.
Does the PP determine the use of small areas at local level OR is it a minor modification of a PP subject to Regulation 4(2)(a) (Regulation 4(3))	Yes	Yes. The Marsa Park Site with an area of around 10 ha constitutes less than 4% of all of the Marsa locality area of 2.75 sq kms.
Does the PP set the framework for future development consent of projects (not just projects in Annexes to the EIA Directive)? (Regulation 4(4))	Yes	The Partial Review sets out broad development criteria on the basis of which development proposals can be assessed.
Is the PP likely to have a significant effect on the environment? (Regulation 4(5))	No	<p>The site is located within the Principle Urban Area which as designated by the SPED to accommodate major employment, social and residential needs. Furthermore the Partial Review covers a strategically designated Business Hub in accordance with the SPED (2015) which was itself subject to a full Strategic Environment Assessment (SEA). The anticipated commercial development is thus planned development.</p> <p>The site is already committed with existing uses and supporting infrastructure compatible with the proposed land uses in the Partial Review.</p> <p>No features or designations of natural environmental importance are located within the Partial Review area. The adjacent Marsa Sports Ground which is designated as a Bird Sanctuary for the purpose of regulating bird trapping and hunting, is not likely to be significantly affected by the</p>

Part D – Likely Significance of Effects on the Environment

Responsible Authority: Planning Authority

Title of PP: Partial Review of the Grand Harbour Local Plan (2002) Marsa Park Site Policy GM15

Criteria for determining the likely significance of effects on the environment	Likely to have significant environmental effects? Yes/No (no other answer except Yes/No)	Summary of significant environmental effects (negative and positive)
the degree to which the PP sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources	No	The Partial Review Policy GM15 sets out the broad planning guidelines for development of the site. The policy identified the land uses predominantly for commercial, general and light industrial land uses, storage and distribution but also including some residential development, landscaped areas and a peripheral landscaped visual corridor, building heights and road alignments that guide the type, size and location of future development in this area.
the degree to which the PP influences other plans and programmes including those in a hierarchy	No	The Partial Review is an amendment to the Grand Harbour Local Plan (2002) and the relevant site within the Marsa Inset Map Figure 12 within the Subsidiary Plans and Policies hierarchy as per Articles 48 and 53 of the DPA 2016. It is conforming with the SPED (2015) and the designation of the area as a predominantly commercial area designated as a Business Hub.
the relevance of the PP for the integration of environmental considerations in particular with a view to promoting sustainable development	No	The Partial Local Plan Review includes specific detailed parameters set to integrate policy requirements for achieving environmental sustainable development; through the regeneration of the area. Such measures include the integration of landscaping requirements and access improvements with regeneration

		and the provision of quality design and appearance, energy, water and waste requirements including renewable energy provision and green modes into the area to be regenerated. The identified land uses are designed to support these sustainability objectives leading to a more efficient use of the area. The Review will lead to a more sustainable use of existing underutilised urban resources and brownfield sites that are currently subject to urban decay and in need for regeneration whilst upgrading the area to the status of the planned Business Hub
environmental problems relevant to the PP	No	The area is in the midst of a major transport hub. It is the subject of issues related to air quality, noise and transport. National transport and air quality and noise improvement strategies are geared to address these issues faced within most of the major road network in Malta and particularly within this area that include in this Partial Review measures that support the introduction of green transport modes. The nature and type of individual development is still subject to screening on potential significant environmental impacts to determine whether an EIA, and transport impact assessment are required at the project development application stage on a case by case basis.
the relevance of the PP for the implementation of Community legislation on the environment (e.g. PPs linked to waste management or water protection)	No	The scope of the PP has no direct relevance to the implementation of Community legislation on the environment apart from the likelihood changes in air pollution from traffic in the general area that is being addressed through the air quality/noise strategies.

the probability, duration, frequency and reversibility of the effects	No	No environmentally significant effect has been identified considering that this is a planned commercial Business Hub. Again the change to air pollution is being addressed through the national transport strategy.
the cumulative nature of the effects	No	No significant cumulative environmental impacts are expected as a result of this Review.
the transboundary nature of the effects	No	Not applicable
the risks to human health or the environment (e.g. due to accidents)	No	Not applicable.
the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)	No	The magnitude and spatial extent is anticipated and not likely to be of concern as the site is an already committed area with existing development. . The changes from the original GM 15 of policy are not anticipated to have a significant increase in air and noise quality. This is because the increase in floorspace is minimal and the shift from industrial to commercial floorspace is considered to actually decrease the impact. The requirements for sustainable development requirements in the development planning application stage will also lead to improvements in water, energy and waste management in the area.
the value and vulnerability of the area likely to be affected due to: (i) special natural characteristics or cultural heritage; (ii) exceeded environmental quality standards or limit values (iii) intensive land-use	No	The proposal does not impinge on areas of natural environmental significance. In effect the protection of the adjacent Marsa sports ground as a green area helps to counter balance the issues of air quality and noise resulting from the road network use. Furthermore the requirements for 20% soft

		landscaping as planning gain in the new development will further reduce the intensive use of land leading to amelioration in the urban environment.
the effects on areas or landscapes which have a recognised national, Community or international protection status	No	Areas of environmental significance are not part of the Review area.

Part E – Summary of Environmental Effects

The Partial Local Plan Review covers a specific currently dilapidated area of Marsa planned as a Business Hub where the nature of the land uses is broadly already set by the SPED (2015) and where utilities infrastructure are already provided. The site is already subject to strategic direction covering its land use, the applicability of the Floor Area Ratio (FAR) and other planning parameters that are required to upgrade the quality of the planned Business Hub. The area currently contains evident urban decay and underutilised and brownfield sites which present concerns to the quality of the environment in Marsa. The planned regeneration is intended to positively upgrade and ameliorate the environment.

The Review area directly excludes environmentally sensitive areas and the proposed revisions are unlikely to generate significant environmental impacts.

The type and nature of operations to be developed as a result of the Policy review will be fully determined at the project stage, where screening under the provisions of the EIA Regulations and Transport Assessment requirements will still need to be undertaken and relevant potential environmental effects determined.

Overall, the changes from the original Policy GM15 are not anticipated to have a significant increase in air and noise quality. This is because the increase in floorspace is minimal and the shift from industrial to the less impacting and high quality commercial floorspace is considered to actually decrease the impact.

Part F – Screening Outcome

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

An SEA is required because the PP falls under the scope of Regulation 4(3) of the Regulations and is likely to have significant environmental effects

An SEA is required because the PP falls under the scope of Regulation 4(4) of the Regulations and is likely to have significant environmental effects

An SEA is not required because the PP is unlikely to have significant environmental effects.

Joseph Scalpello

Name of Officer responsible for the Screening Report

Signature of Officer responsible for the Screening Report

Planning Authority

Name of Responsible Authority

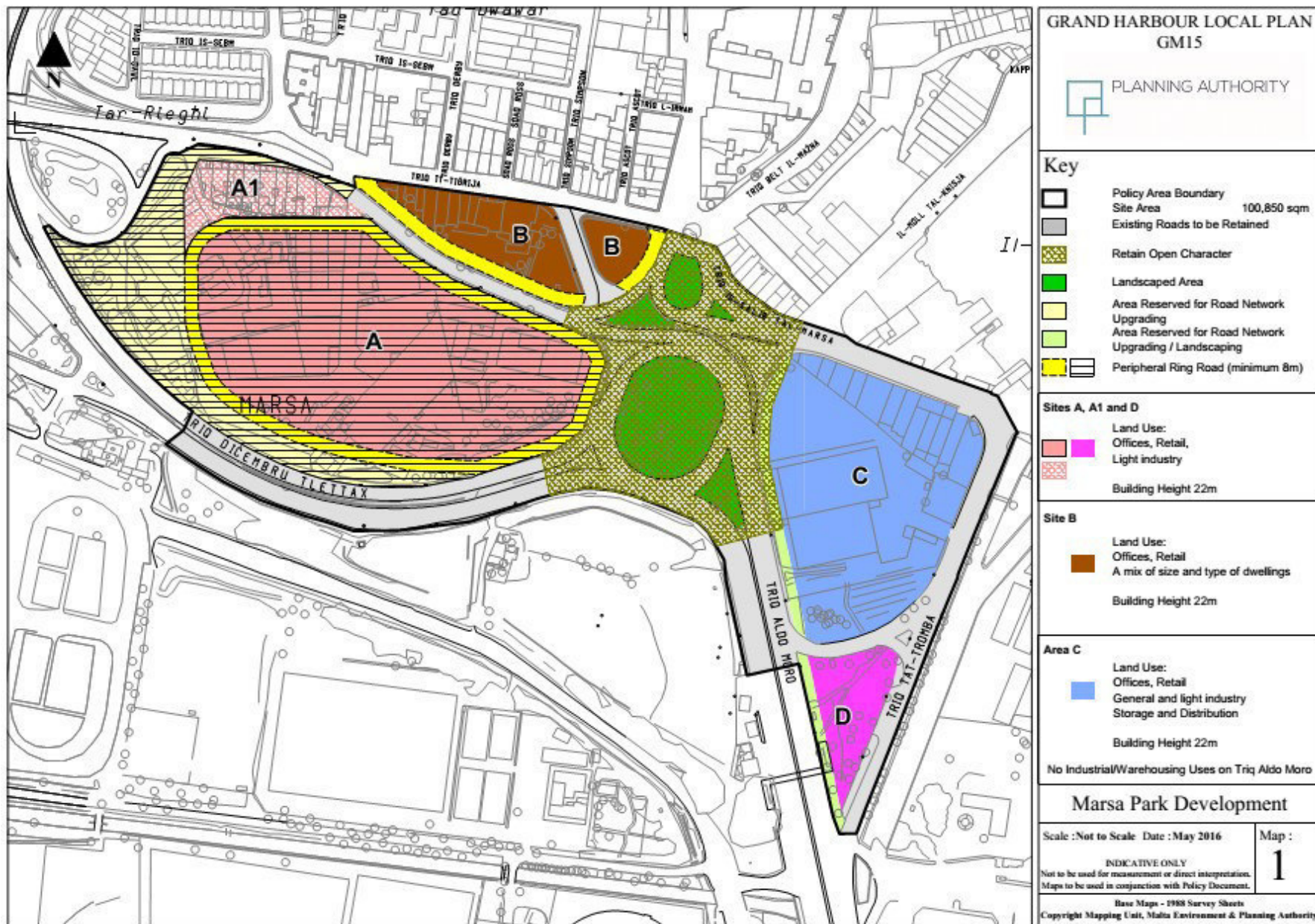
13th February, 2018

Date

Notes to Responsible Authorities:

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

APPENDIX 1:
Marsa Park Development Map1



Marsa Park Site Road Alignment Map 2

