

**Hal-Far**

# **Planning Control Applications**

**PC Number:** PC 0031/08

**Proposal:** To change zoning of site from a recreational area and parking provision to a parking area for trailers, operations office & maintenance workshop for heavy vehicles

**Location:** Hal Far, Zurrieq

**Architect:** Mr. Charles Buhagiar

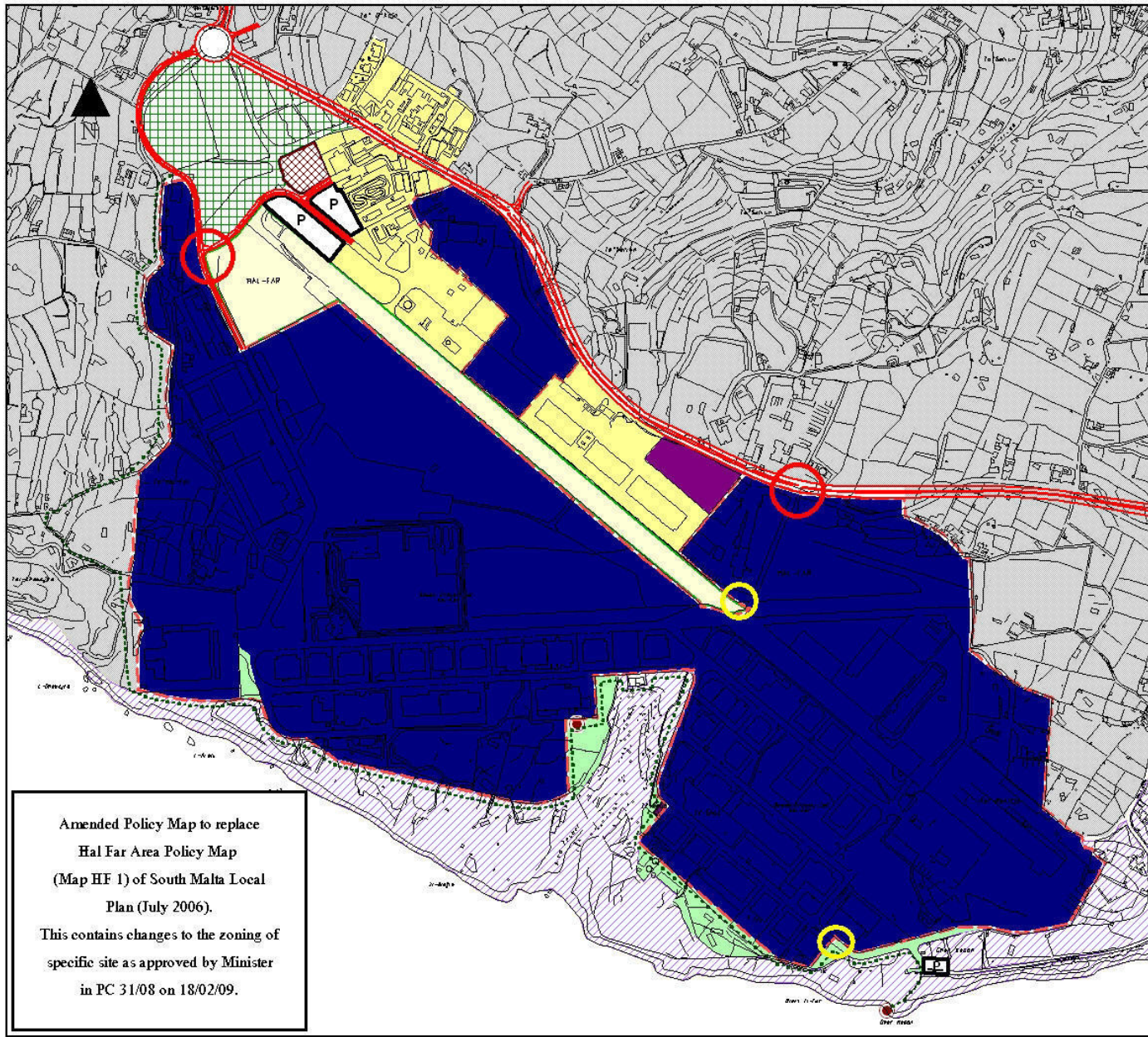
**Applicant:** Mr Mario Ciantar

**Date of Endorsement:** 18<sup>th</sup> February, 2009.

**Conditions:**

The proposed rezoning has been approved subject to the following conditions:

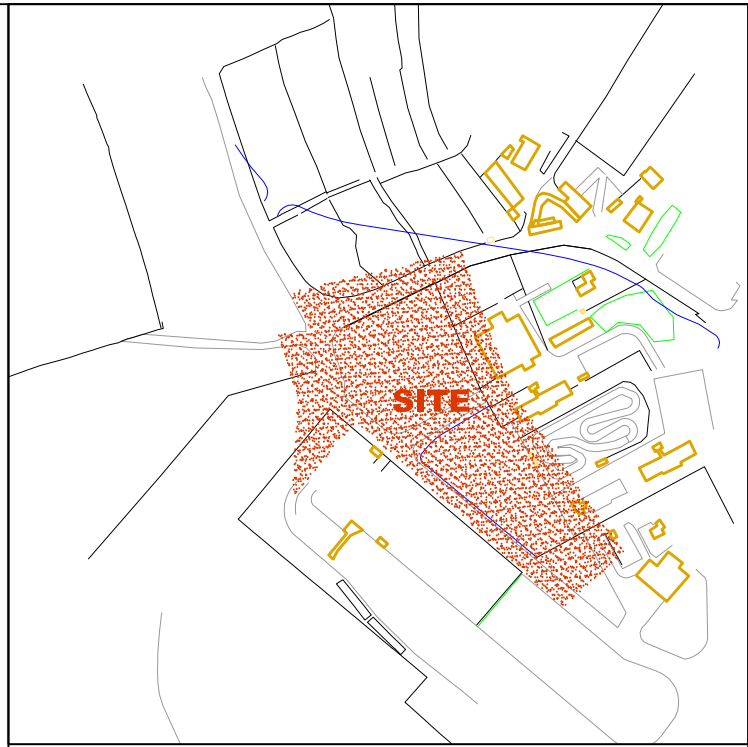
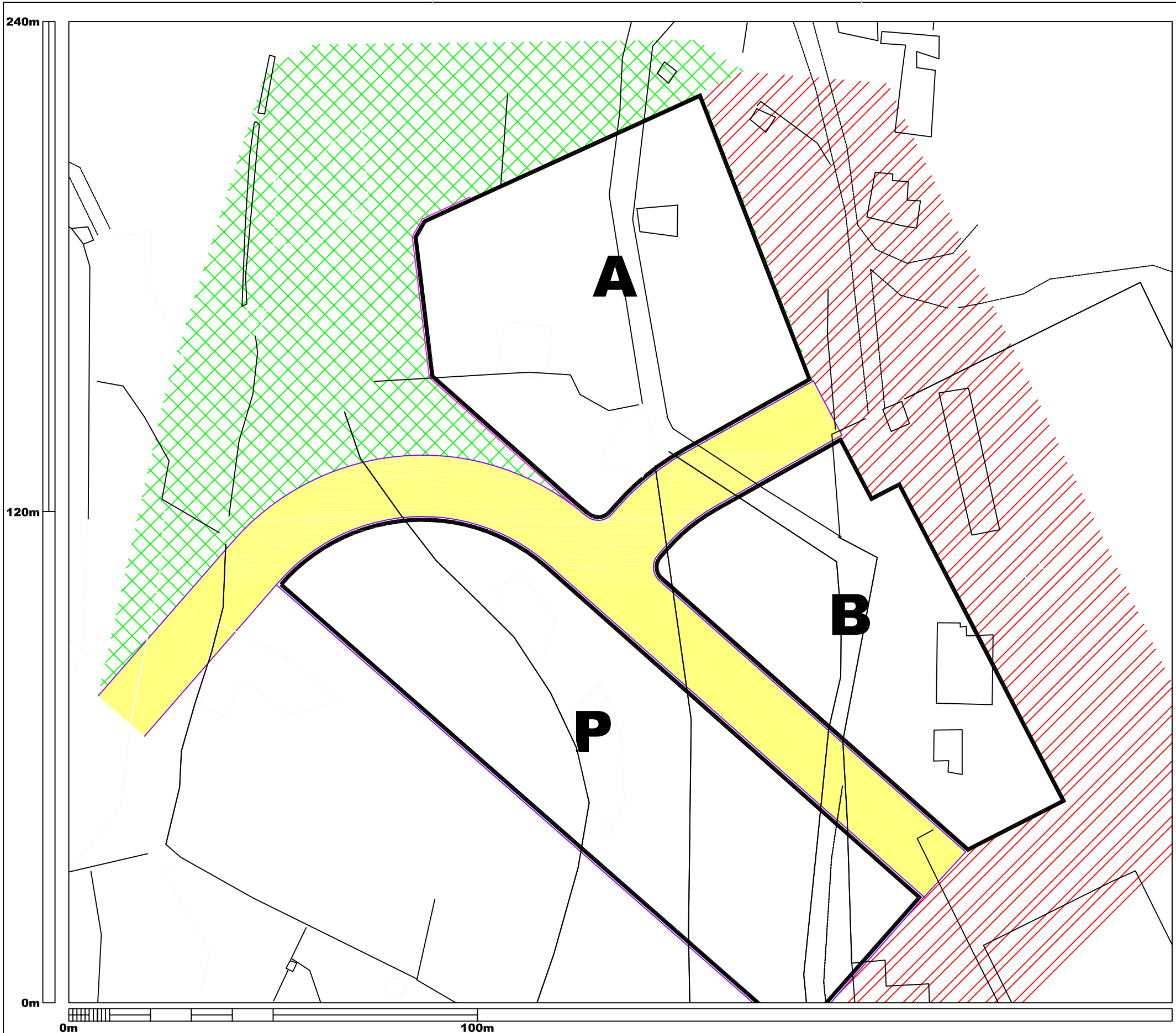
- a) Area A is to remain as an open site for parking and no built structures will be permitted in this area. Any buildings required for the maintenance of vehicles are to be located in Area B and development is to abide with the conditions as stated in section 8 - Design criteria of the Open Storage Policy
- b) The perimeter of both areas would need to be landscaped; especially on the side facing the carriageways and design of the boundary wall around the site will be addressed at the Development Planning Application stage.
- c) Sites are to be used only for parking of vehicles and the maintenance of such vehicles.
- d) Development shall be subject to any legal 3rd party access rights through or to the site.
- e) Development shall not create blank party walls
- f) PC Zoning Fees to be paid at DPA stage as per LN187/07



Amended Policy Map to replace Hal Far Area Policy Map (Map HF 1) of South Malta Local Plan (July 2006). This contains changes to the zoning of specific site as approved by Minister in PC 31/08 on 18/02/09.

**Key**

-  Limits to Industrial Development - SMHF 01
-  Industrial - SMHF 01
-  Government Administrative Entities - SMHF 04
-  Reserved Site for Civic Amenity Facility - SMMW 02
-  Recreational Area - SMHF 05
-  Sports Facilities - SMHF 05
-  Landscaped Open Space
-  Landscaped Strip and Pedestrian Pathway
-  Estate Main Access Points (North and East) - SMHF 02
-  Emergency Access only
-  Main Road Network - SMHF 02
-  Parking Provision
-  Open Storage (Subject to conditions approved in PC 31/08)
-  Special Areas of Conservation (SAC) (Natura 2000 Sites)
-  Site of Archaeological/Geological Importance



S.S. No.: 5464 Scale: 1:2500

### Subsidiary Plan Minor Modification

Locality:  
**Hal Far**

Plan Reference Number:  
**PC 0031/08/25B**

Survey No.: 2185/5465/08	Survey Works Order Form No.: 2185/08
Survey Checked By: M. Azzopardi (LSU)	Survey Completion Date: 25/07/08
Alignment / Scheme Checked By: V. Borg F. (TPU)	Zoning Checked By: -
Digital Drawing Ref. No.: Hfr2185/08	Plan Completion Date: 30/10/08

Map as approved by Minister in  
PC 031/08 on the 18th Feb 2009

This map amended the zoning for the specific site and thus supersedes the zoning indicated in the Area Policy Map ( Map HF 1) of the South Malta Local Plan (July 2006).

Disclaimer:  
**The information on this plan has been carefully checked for accuracy at the time of survey. However MEPA 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.**



Grid System: U.T.M.	Combined scale factor: 0.999632	Min Easting: 54780	Max Easting: 53125	Legend:	Existing field walls	Spot level +48.20	Building alignment	Road Network SMHF 02	P Parking Provision
Level datum: M.S.L.	Scale: 1:1000	Min Northing: 63950	Max Northing: 64215	Existing building	Formation level 20.00	Front garden alignment	Recreational Area SMHF 05	A Parking area for trailers - No built structures.	
				Vegetation	Street Furniture E.P.O	Limit to Development	Government Administrative Entities - SMHF 04	B Parking area for trailers, operation office & maintenance workshop	

# **Partial Local Plan Reviews**

**PC Number:** N/A

**Proposal:** 2017 Revisions to the South Malta Local Plan of 2006 (Hal Far)

**Location:** Hal Far

**Architect:** Planning Authority

**Applicant:** Planning Authority

**Date of Endorsement:** 31st May, 2017.

**Conditions:** N/A

**2017 Revisions to the  
South Malta Local Plan of 2006 (Hal Far)**

**Approved Document  
May 2017**



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  - Other minor revisions*
- 3.0 Recommendation
- 4.0 Conclusion
- 5.0 SEA Requirements

## **Maps**

Map A. Site Plan

Map B. Policy Map

## **Appendix A**

Public submissions on the Revisions with PA Responses

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PLANNING AUTHORITY

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## 1.0 Introduction

1.1 This report describes the 2016 review of the South Malta Local Plan (SMLP) for Hal Far approved in 2006 which is necessary to take into account current needs for industrial land within this Malta Industrial Parks estate, also designated as an Enterprise Hub by the Strategic Plan for Environment and Development (SPED) of 2015.

1.2 Following consultations with Government, the objective of the review was set out by the then MEPA as:

- to facilitate the development of additional industrial units at Hal Far Industrial Area and improve the environmental amenity of the area.

This objective was published on the 16<sup>th</sup> of October 2015 and representations were invited from the public until the 30<sup>th</sup> of October 2015. One submission was received by the closing date of the public consultation exercise. A summary of the submission received with MEPA response was included as an Appendix A to the public consultation draft of this report.

1.3 The proposed revisions were published for consultation on the 5<sup>th</sup> of January 2016 and representations were invited from the public until the 17<sup>th</sup> of February 2016. Six submissions were received by the closing date of the public consultation exercise. The submissions received and the Planning Authority responses are included as Appendix A to this report. The amendments to the public consultation draft resulting from this consultation exercise are explained in section 2 below.

1.4 The proposed revisions will affect the following map in the SMLP:

- (i) Map HF1 - Hal Far Area Policy Map (as amended in 2009)

and the provisions of planning control application PC 31/08 which was an applicant generated application to change zoning of a site from a recreational area and parking provision to a parking area for trailers, operations office and maintenance workshop for heavy vehicles, approved by Government on the 18<sup>th</sup> February 2009.

A detailed site plan (Map A) and a policy map (Map B) are attached with this report, the contents of which shall replace those in the map quoted above as amended in 2009 by PC31/08 and the provisions of PC31/08. All other parts of the 2006 SMLP as further revised, (text and maps) are proposed to remain unchanged.

## **2.0 Proposed Revisions to the South Malta Local Plan of 2006.**

### *Revisions published for consultation*

- 2.1 The main change to the Local Plan for Hal Far relates to the re-designation of the site, shown on Map A, at the northwestern edge of the MIP Estate from a recreational area covered by policy SMHF04 to an industrial area covered by policy SMHF01. Additional amendments relate to the road network that had been set out in the 2006 Local Plan in the immediate area of the site for re-designation and to the alignment of Hal Far Road which need to reflect the current situation.
- 2.2 The site, currently partly abandoned land and partly a wide tarmaced area, occasionally used for open storage, has an area of around 18,800sqm with a direct access from the main northern entrance route of the estate. It is surrounded by other open areas on all sides except for a detached industrial building to the west and an immigrant centre to the northwest.
- 2.3 The amendments to the road network involve:
- (i) the realignment of Hal Far Road to the current alignment; and
  - (ii) the realignment of the proposed road to the west so that it continues along the periphery of the estate and provide vehicular access to the area further south which is not within the boundary of the MIP estate but zoned for industrial development.
- 2.4 This revision is also proposing, with the support of MIP, the introduction of specific areas of around 26,000sqm within the Hal Far MIP Estate where landscaping is to be implemented in line with local plan policy SMHF01 which seeks the general upgrading of the Industrial Estate.

### *Revisions emerging from public submissions received*

- 2.5 A public submission (reference HFR 3/16 in the appendix to this report) referred to the need to amend the development parameters of a site to the east of the area proposed for re-designation in the public consultation draft. The parameters were established through an applicant generated planning control application which had allocated the site (site B) for the parking of trailers, operations office and maintenance workshop subject to the design criteria of the Open Storage Policy of 2005. The most relevant of these criteria are that 20% of the site is to be landscaped, and that 10% of the site can accommodate buildings for ancillary administration and support services facilities on one floor.

2.6 The site is currently disturbed and lightly used for the storage of containers. Submission HFR3/16 has been made on behalf of the same applicants of PC31/08 (White Bros Ltd) and is requesting the increase of the site coverage of site B from 10% to 25% and the clear establishment of the height in metres as that allowed in DC15 for a building height of one floor plus semi-basement ie 9.8m.

2.7 In view that

- the logistics and transportation industry, which is the nature of the business operations of the company making the request, is a growth sector;
- the site has already been committed for this type of land use and located within a potential logistic hub;
- the amendments are not significant in nature; and
- the site is under the control of the company;

it is recommended to accept the request.

2.8 Therefore, Maps A and B shall amend the designation of the sites from “Open Storage (Subject to conditions approved in PC 31/08)” to “Open Storage (Area A is to remain an open site for parking and no built structures will be permitted in this area. Any buildings required for the maintenance of vehicles are to be located in Area B. Buildings on area B are to have a building height of 9.8m as specified in Design Guidance 2015 for 1 storey buildings with semi-basement. Built site-coverage is not to exceed 25% of Area B. Additional design criteria of the Open Storage Policy of 2005 shall apply”.

*Other minor revisions*

2.9 A minor change has been made to the indication of the landscaping belt on the re-designated site in that instead of being depicted as three separate stretches of landscaped areas, one continuous belt is shown on the map but termed as “indicative” so that whilst ensuring that a green belt is included in future development proposals it is not bound with the location as shown by the policy map.

### **3.0 Recommendation**

- 3.1 The Planning Directorate recommends this report for approval by the Executive Council and for referral to the Minister for final endorsement.
  
- 3.2 In view of the submission by the Malta Air Traffic Services in HFR 1/16, it is recommended that a constraint is added on the Authority mapserver requiring consultation with this entity when development applications are submitted on the site being re-designated by this Local Plan Review.

## **4.0 Conclusion**

- 4.1 The Executive Council of the Planning Authority discussed this report during its meetings of the 29<sup>th</sup> August and 5<sup>th</sup> September 2016 and decided to approve it and refer it for endorsement by the Minister.

## **5.0 SEA Requirements**

- 5.1 In line with the requirements of the Strategic Environmental Assessment (SEA) Regulations, 2010 (L.N. 497 of 2010), 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. Regulations 4 (3) to 4(7) require the proponent of a plan or programme, the responsible authority, to consult other authorities referred to in regulation 7(3) to determine whether minor modifications to plans and programmes shall require an SEA, and to notify the Competent Authority, the consultees and the public of its conclusions.
- 5.2 The designated authorities deemed relevant to this partial local plan review and which were consulted on the 24<sup>th</sup> of February 2017, were the Environment and Resources Authority (ERA), Transport Malta (TM), the Regulator for Energy and Water Services (REWS) and the Civil Protection Department (CPD).
- 5.3 ERA recommended that the final approved policy specifically requests applicants to contact ERA directly in view of any legally required environmental assessments and, or environmental authorizations which need to be carried out or obtained prior to the execution and operation of their projects. The CPD commented that the following points should be implemented for the change in zoning from open space to industrial area. 1- Risk assessment should be obligatory with every application submitted within the area of re-zoning. CPD fire station and fire ground (Training ground) should not be compromised. Moreover, risk assessment should also determine if there are any risks in the proposed industrial operations submitted due to the fire grounds operations. 2- Shelter within the CPD premises may be located below the area marked B. A survey should be done to determine the exact location of the shelter with respect to the proposed area marked B. A survey is suggested to be done prior to the change in zoning approval to avoid possible damages to the existing shelter. 3- Main entrance of fire station should not be compromised at no point in time. TM found no objection to the partial local plan review while REWS did not reply to the consultation.
- 5.4 In view of the submissions from the designated Authorities it is recommended that the following additional conditions to those shown on Maps A and B attached with this document are adopted:
1. Applicants are to contact the Environment and Resources Authority (ERA) directly in view of any legally required environmental assessments and, or environmental authorizations which need to be carried out or obtained prior to the execution and operation of their projects.

2. Development applications shall not prejudice the use of the main access of the fire.
  3. Risk assessment should be obligatory with every application submitted within the area of re-zoning. CPD fire station and fire ground (Training ground) should not be compromised. Moreover, risk assessment should also determine if there are any risks in the proposed industrial operations submitted due to the fire grounds operations.
  4. Development applications on Area B shall be accompanied by a survey indicating the precise location of an underground shelter within the CPD premises may be located below the area marked B. Development proposals shall not adversely affect this shelter.
- 5.5 The SEA Screening Template indicating the conclusions of the SEA screening that an SEA is not required is annexed to this document. Notification of this Review of the SMLP (2006) to the SEA Focal Point as the Competent Authority and a notice regarding this conclusion will be published in the Government Gazette in line with legal provisions in LN 497 of 2010.



**Appendix A**

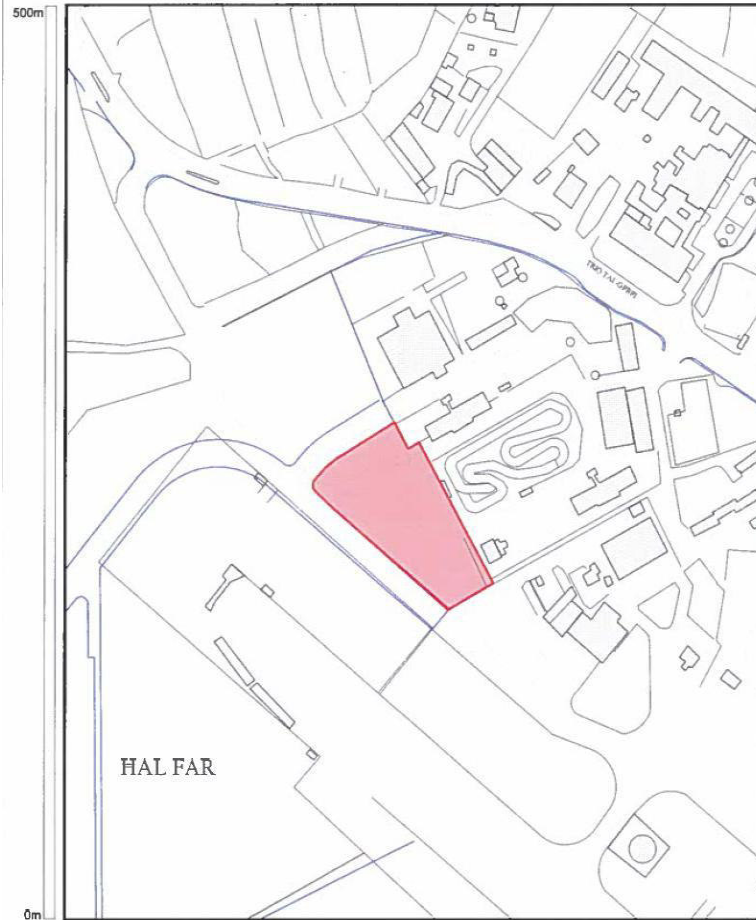
**Review of the South Malta Local Plan 2006 – Hal Far  
Revisions 2016**

**Public Submissions**

### Public Submissions

Ref	Respondent	Date	Summary of Comments Received	MEPA Response
HFR – 1/16	Johan Debattista	12.1.16	<p>Reference is made to the current active public consultations in particular to the captioned subject plan.</p> <p>While Malta Air Traffic Services Ltd (MATS) has no objection to the redesign of this area to an industrial zone, the Company would need to know on a case by case basis of any development at the revised part.</p> <p>MATS has a new operational radar of significant aviation safety importance adjacent to the proposed industrial zone, the performance of which may be hindered in case of certain development, in particular where certain materials are used, or buildings higher than two storeys.</p> <p>Any proposed developments will be studied accordingly and, if necessary, the Company will also hold an impact assessment before MEPA approval is granted to the developer.</p> <p>I thank you for your kind consideration. Kindly acknowledge receipt of this comment.</p>	The comment has been noted and a constraint shall be added on the Authority mapserver requiring consultation with MATS when development applications on the site are submitted.
HFR – 2/16	Front Harsien ODZ	22.1.16	Regarding the revised policy for Hal Far (06/01/2016) for change of use from recreational to industrial, Front Harsien ODZ would like clarification on whether the new designation of Hal Far as industrial will be compatible with a motor racetrack in the area. Front's position on the latter is that this should only be considered after comprehensive and holistic sustainability studies are carried out, and that ODZ land should be excluded from consideration.	The proposal in this Local Plan Review shall not prejudice any future development of a motor racetrack. Comments on the development of a racetrack are beyond the scope of this consultation.

<p>HFR – 3/16</p>	<p>Perit Charles Buhagiar</p>	<p>12.1.16</p>	<p>Please refer to the revised policy published by Mepa for the increase of the area of the Hal Far Industrial Estate.</p> <p>My clients Messers White Bros Ltd some years ago had instigated a planning control application on two sites practically adjoining the sites subject of this proposed revision. One of the sites is the property of Malta Industrial Parks which is now leased to my clients whilst the other site is the property of Government Property Department. The planning control application <b>PC 0031/08</b> had changed the use of these sites as follows:-</p> <p>The site leased to my client (site B) had its use changed from car parking provision to an area of containment.</p> <p>The site which belongs to government (site A) has its use changed from recreational area to one for the parking of heavy vehicles, trailers and containers.</p> <p>In view that my clients need to use these sites for industrial purposes we would like to request that you also include these sites as an extension to the Hal Far Industrial Estate i.e. for an industrial use.</p> <p><b>PROPOSED REVISED POLICY FOR HAL FAR</b></p> <p><b>Posted on: 06/01/2016</b></p> <p>The projected growth in economic activity and the demand for better industrial facilities has led the Mal Environment and Planning Authority (MEPA) to carry out a partial review of the South Malta Local Plan primarily aimed at the re-designation of a site within the Hal Far Industrial Estate for new factory units.</p> <p>The site which measures approximately 18,800m<sup>2</sup> and lies at the northwestern edge of the industrial estate currently partly abandoned land and partly a wide tarmaced area which occasionally is used for open storage. In the 2006 South Malta Local Plan, this site was designated as a recreational area. Through the review, the Authority, proposing to re-designate the site as an industrial area together with the reconfiguration of the road network in the vicinity of the same site.</p> <p>Additionally, the policy is also proposing the upgrading of the entire Hal Far Industrial Estate through the implementation of a landscaping plan. The landscaping plan seeks to include up to 26,000m<sup>2</sup> of land within the Hal Far MIP Estate.</p> <p>The proposed review document and relevant maps can be viewed on the MEPA's website <a href="http://www.mepa.org.mt/publication">www.mepa.org.mt/publication</a>. MEPA invites the public and interested stakeholders to send their submissions related to this proposed review on email address: <a href="mailto:smip@mepa.org.mt">smip@mepa.org.mt</a></p> <p>Submissions must be sent to the Authority by not later than Wednesday 17th February 2016.</p>	<p>In view that the logistics and transportation industry, which is the nature of the business operations of the company making the request, is a growth sector; the site has already been committed for this type of land use and located within a potential logistic hub; the amendments are not significant in nature; and the site is under the control of the company; the request has been acceded to subject to a number of conditions.</p>
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Min Easting 55148.73, Min Northing 64103.8, Max Easting 55548.73, Max Northing 64603.8

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**MEPA - [www.mepa.org.mt](http://www.mepa.org.mt)**

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**Site Plan, Scale 1:2500**  
 Printed on: Tuesday, January 19, 2016

Not to be used for interpretation or scaling of scheme alignments

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HFR – 4/16	Nicholas Barbara	16.2.16	Attached please find BirdLife Malta's comments on the proposal for revision of the South Malta Local Plan for Hal Far.  We are also sending a copy of our report on light pollution for the area which is referred to in our submission.	The impacts on the SAC and SPA in the locality from industrial development are not specific to this site only but to the whole of the industrial estate and will be assessed accordingly.
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BirdLife Malta Comments on Proposed Revision to the South Malta Local Plan of 2006

1. Location of Re-designated Area

1.1 Special Protection Area and Special Area of Conservation

The area is located close to the Special Protection Area (SPA): *Rdumijiet ta' Malta: Wied Moqbol sal-Ponta ta' Benghisa* (MT0000033).

Both the proposed rezoned site and re-aligned road are also in close proximity to a Special Area of Conservation (SAC) as a Natura 2000 site: *Rdumijiet ta' Malta: Ir-Ramla tac-Cirkewwa sa Il-Ponta ta' Benghisa* (MT0000024).

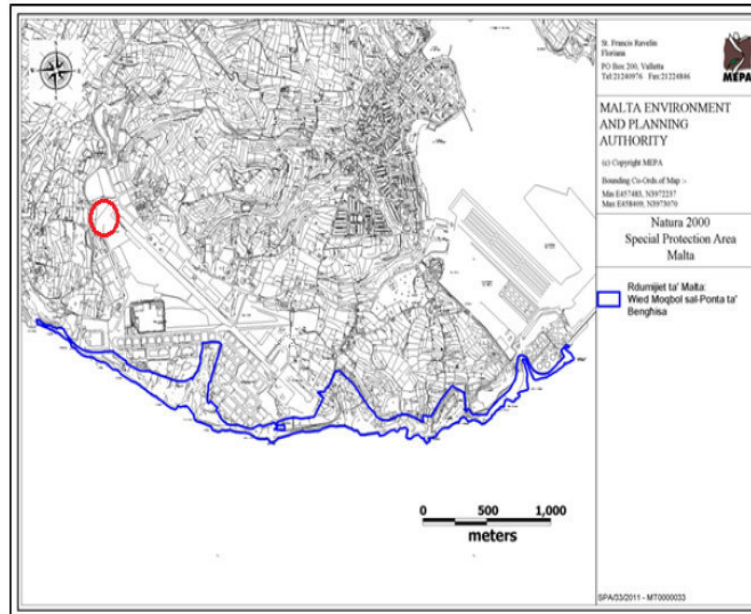


Image 1: Special Protection Area (SPA) located close to the proposed rezoned area and re-aligned road. Source: <https://www.mepa.org.mt/>

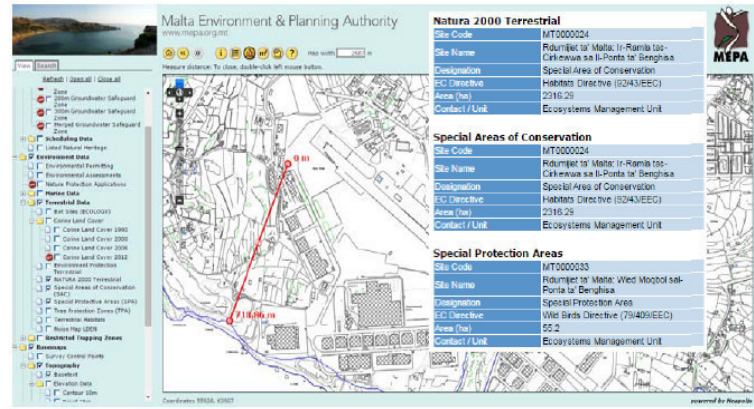


Image 2: The exact distance between the re-designated site and the protected areas nearby. Source: <http://mapserver.mepa.org.mt/>

**2. Potential Environment Impacts of Industrial Development**

**2.1 Light Pollution**

Light pollution has a severe impact on seabird colonies for which the SPA site is designated. These colonies are confined to cliff areas with a degree of limited human disturbance however the proposed revisions could result in the following impacts:

- Young birds being disoriented by artificial light sources and ending up stranded inland.
- Fledglings dispersing for the first time from their colonies attracted by artificial light sources, misleading them from going back to the colonies at night as they are not yet experienced with natural feeding at sea (Telfer et al, 1987; Le Corre et al, 2002).
- Adults abandoning the colonies.

As identified in BirdLife Malta’s 2014 report on light pollution, within the period of 1978-2003 there were 16 stranded Scopoli’s Shearwater cases reported to BirdLife Malta in Hal Far, which represents a 13.33% of total strandings (Table 1). This number could also be significantly higher when taking into account account the low probability of encountering such incidents in less urbanised and densely populated areas during the night or because these are handed over to government authorities. The impact of using night lights during the development and implementation of these revisions therefore needs to be assessed and mitigated.

Stranding location	N <sub>a</sub> of birds	Yelkouan Shearwater	Scopoli’s Shearwater	European Storm-petrel	% of total
Hal Far	16		16		13.33

## 2.2 Noise

Noise pollution can cause a serious problem to seabirds as the noise generated by machinery, construction works and maintenance operations can cause displacement effects, as well as hampering acoustic perception (Exo et al 2003). The potential impact must be appropriately assessed to ensure that these birds are not disturbed.

## 2.3 Vibrations

It is also likely that vibrations will be intense during the execution of the proposed revisions. These factors should be very carefully considered as they could pose a very real and far-reaching threat to the seabird colonies.

## 3. Proposed Mitigation Measures

### 3.1 Lighting alternatives

BirdLife Malta recommends these measures to be taken into consideration:

- a) Restricting exterior lights during peak fledgling periods (June – July for Yelkouan Shearwaters and October – November for Cory's Shearwater; J. Sultana et al. 2011) and developing an exterior lighting scheme that is checked by MEPA and monitored during construction and operational phases of development.
- b) Using red lights in cranes, machinery and temporary buildings as these are considered to be less attractive to birds (Rich and Longcore, 2006).
- c) Using full cut-off lighting that directs light down below the horizontal plane (Figure 1), especially for road lighting.



Figure 1: Example of good lighting shining downwards. Source: Abacus Lighting.

- d) Using high pressure sodium vapour lights, instead of mercury vapour lamps, as they emit less energy waste and glow. It has also been found that different wavelengths of lights have different levels of attracting birds. Blue and red lights are the least attractive and should therefore be considered with cranes and the construction of tall buildings (Rich and Longcore, 2006).
- e) Introducing timers and motion sensors to limit light emissions to only when they are needed.
- f) Limiting unnecessary and multiple lights, using minimum intensity lighting and introducing zoning such as with the Gozo Dark Skies initiative.



		<p>g) Completely prohibiting the use of globe lights which cause light pollution even when they are partially-shielded.</p> <p>h) Directing light to where it is needed by using light shields. When used in areas around breeding colonies of shearwaters and petrels, shields can significantly reduce light pollution (Reed et al, 1985). However, light shields still produce unnecessarily high levels of light and we would recommend the preferred use of the previous options.</p> <p><a href="#">3.2 Limiting noise</a></p> <p>BirdLife Malta suggests that noise is limited by:</p> <p>a) Minimising construction works at night.</p> <p>b) Reducing the speed limit permitted around the area.</p> <p>c) Choosing machinery with the lowest levels of noise (controlled by certificates from the supplier).</p> <p><a href="#">3.3 Awareness of breeding seasons</a></p> <p>The most sensitive period for Yelkouan Shearwaters is between January and July, while the most sensitive period for Scopoli's Shearwaters is between March and October (J. Sultana <i>et al.</i> 2011). Carrying out works in November and December when birds are not nesting would therefore be the best period for limiting the detrimental impact on seabird colonies. BirdLife Malta further encourages that generators and other equipment that create vibrations should not be used anywhere in the vicinity of the cliffs during these sensitive periods.</p> <p><a href="#">4. Conclusion</a></p> <p>BirdLife Malta urges that the above-mentioned mitigation measures are taken into consideration for the rezoning of the area, re-alignment of Hal Far road and the landscaping of the Industrial Estate. The area of Hal Far is already a problematic area in terms of disturbance and light pollution to seabird colonies along the cliffs, and accordingly every opportunity should be taken to minimise such impacts and reverse the already problematic situation of the area. Revisions to the local plan should make the limitation of such impacts as an objective over and above any plans to redevelop the area.</p>	
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		<p><b>REFERENCES</b></p> <p><b>Articles:</b></p> <p>Mula Laguna, J., Barbara, N. &amp; Metzger, B., 2014. Light pollution impact on “tubenose” seabirds: an overview of areas of concern in the Maltese Islands.</p> <p>Le Corre, M., Ollivier, A., Ribes, S., &amp; Louventin, P., 2002. Light-induced mortality of petrels: a 4-year study from Reunion Island (Indian Ocean). <i>Biological Conservation</i> 105; 93–102.</p> <p>Reed, J. R., Sincock, J. L., &amp; Hailman, J. P., 1985. Light attraction in endangered procellariiform birds: Reduction by shielding upward radiation. <i>The Auk</i> 102: 377-383.</p> <p>Rich, C., &amp; Longcore, T., 2006. Ecological consequences of artificial night lighting. Island Press, chapter 3, Bats and their insect prey at streetlights, pg 43-60, chapter 5, Influences of artificial lights on marine birds, pg 94-113.</p> <p>Sultana, J., Borg, J.J., Gauci, C. &amp; Falzon, V., 2011. The Breeding birds of Malta. BirdLife Malta, Malta.</p> <p>Telfer, T. C., Sincock, J. L., Byrd, G. V., &amp; Reed, J. R., 1987. Attraction of Hawaiian seabirds to lights: Conservation efforts and effects of moon phase. <i>Wildl. Soc. Bull.</i> 15: 406-413.</p> <p><b>Websites:</b></p> <p>Gozo Dark Skies Initiative, online at: <a href="http://www.maltastro.org/blog/?p=92">http://www.maltastro.org/blog/?p=92</a></p>	
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<p>HFR – 5/16</p>	<p>Kevin Barun</p>	<p>17.2.16</p>	<p>Birzebbuga Local Council understands that the proposal to change an area to-date earmarked for recreational use into an extension of the Industrial Zone is being proposed due to the fact that it is envisaged that such space would be required for such a use in the long term.</p> <p>Whilst Birzebbuga Local Council understands this view and would prefer that an expansion of the Industrial Zone is in an area as far as possible from the Birzebbuga Industrial area, it is submitted that the MEPA proposal ignores the fact that a recreational area in the Hal Far Industrial Estate is still required.</p> <p>It is thus submitted that the whole matter will be considered.</p>	<p>The assessment of the best use for this site needs to take into account the likelihood of successful implementation.</p> <p>A good portion of the site is also surfaced and occasionally used for the parking of containers; it is surrounded by other industrial activities and an immigrant centre thus making recreational use unattractive and although formally designated for recreation since 2006, has not yet materialized.</p> <p>The agency responsible for the management of the industrial hub has indicated the need for more industrial space to accommodate demand for space.</p> <p>Therefore, it is deemed that a better use for the land is for industrial purpose. It is also deemed more beneficial and possible to introduce significant areas of soft landscaping throughout the estate which will enhance its amenity value for workers and visitors.</p>
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HFR – 6/16	John Grech	16.2.16	<p>2015 REVISIONS OF THE SOUTH MALTA LOCAL PLAN OF 2006 (HAL FAR INDUSTRIAL PARKS RAVELIN-FLORIANA) PUBLIC CONSULTATION DRAFT - DECEMBER 2015</p> <p>1. <b>MEPA DECLARED OBJECTIVE OF THE REVIEW:</b></p> <ul style="list-style-type: none"> <li>• “TO FACILITATE THE DEVELOPMENT OF ADDITIONAL INDUSTRIAL UNITS AND IMPROVE THE ENVIRONMENTAL AMENITY OF THE AREA”</li> <li>• 2.0 “PROPOSED REVISIONS TO THE SOUTH MALTA LOCAL PLAN OF 2006”</li> <li>• 2.1 “The main change to the Local Plan for Hal Far relates to the re-designation of the site shown on Map A, at the north western edge of the MIP Estate <u>from a recreational area, covered by policy SMHF04, to an industrial area covered by Policy SMHF01</u>”</li> <li>• 2.2. “The site, currently partly abandoned land and partly a wide tarmacked area, occasionally used for open storage, <u>has an area of around 18,800sqm</u> with a direct access from the main northern entrance route of the estate.....”</li> </ul> <hr/> <p>2. <b>SUBMISSIONS BY THE BIRZEBBUGA ENVIRONMENTAL ACTION GROUP (BEAG)</b></p> <p>2.a. On grounds of principle, the BEAG are formally against the MEPA proposal since it goes against the better interests of the Birzebbuga residents. The proposal aims at converting a long-established “recreational area” of about 19,000 sqm to an industrial zone.</p> <p>2.b. We are of the opinion that the MEPA proposal is one sided towards its objective, and does not take in consideration the already heavily industrialised operations that are continually encroaching on the Birzebbuga residential areas, and that area currently creating undue nuisances of noise and other air, light and visual pollutions that continually contribute to degrade the environment of the Birzebbuga residents.</p> <p>3 As a measure of goodwill under the current situation that was solely created by MEPA and Malta Industrial Parks, but that apparently has the formal approval of Government (see related MEPA Consultation Document, Para 1.2. (“following consultations with Government”), BEAG strongly recommends</p>	<p>The assessment of the best use for this site needs to take into account the likelihood of successful implementation of alternative uses.</p> <p>A good portion of the site is also surfaced; it is surrounded by other industrial activities and an immigrant centre thus making recreational use unattractive and although formally designated for recreation since 2006, has not yet materialized.</p> <p>The agency responsible for the management of the industrial hub has indicated the current need for more industrial space to accommodate demand for space.</p> <p>Therefore, it is deemed that a better use for the land is for industrial purposes. It is also deemed more beneficial and possible to introduce significant areas of soft landscaping throughout the estate which will enhance its amenity value for workers and visitors.</p>
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		<p>a. That the current consultation be put temporarily on hold so that MEPA prepares other environmental proposals, <b><u>for concurrent consideration</u></b> by the public and the Birzebbuga residents, together with the Hal Far suggested augmentation of the Industrial Zone.</p> <p>b. that the recreational area at Hal Far, being now proposed by MEPA to be earmarked exclusively for industrial purposes, be compensated by other new recreational areas in the Birzebbuga boundaries, having an equivalent or, otherwise, more additional recreational areas; and this, to somehow buffer the additional negative environmental impacts being imposed on the Birzebbuga residents by the current MEPA proposal, let alone other existing industrial and noxious projects, currently incumbent on the Birzebbuga residents.</p> <p>c. <b>BEAG are suggesting the following areas in the Birzebbuga boundaries for inclusion as new alternative and compensatory recreational zones. <u>The areas are indicated in order of preference for the BEAG.</u></b></p> <ul style="list-style-type: none"> <li>i. New Recreational Area, including Playing Field and Grove at Triq il-Merzuq, Qajjenza;</li> <li>ii. New Recreational Area at Ex Go- Ex Services Transmitting Station on Hal Far Road;</li> <li>iii. New Recreational Area at Wied Znuber and its environs, including Natura 2000 areas , and Historical Bastion, all area is situated at South of the Hal Far Industrial Area .</li> <li>iv. New Recreational Area situated between Gas Co and Fort Benghisa;</li> <li>v. New and accessible Recreational Area at Ghar Hasan, to include Belveder.</li> </ul> <p>4 We are enclosing herewith an earlier correspondence addressed to MEPA, dated 30<sup>th</sup> October, 2015, which, apparently was not earlier considered. BEAG firmly believes that MEPA should take in consideration a number of issues raised therein.</p>	<p>The site is also located at the extreme end of the industrial hub and at the furthest distance from the development zone of B'Bugia at 1.62Km. Therefore, any impacts from the industrial activities on the residential area cannot be directly attributed to this site.</p>
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**Birzebbuga Environment Action Group  
Birzebbuga**

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To The Director of Planning of the South  
Portal Review Local Plan for Hal Far Phase One  
PUBLIC CONSULTATION

30<sup>th</sup> October 2015

**Submissions:**

The Proposed Objective is:

To facilitate the development of additional units at Hal Far Industrial Area and improve the environment amenity of the area.

Change of Zoning from Recreational Area and parking provision to "Parking Area of Trailers, Operations Office and Maintenance workshop for heavy vehicles, Site at Hal Far – SMLP (2006) Hal Far Policy Map HF1.

**PRELIMINARY SUBMISSIONS by the Birzebbuga Environmental Action Group (BEAG)**

**a. Change of Zoning from Recreational Area and Parking Provision;**

**b. Parking Area of Trailers;**

**c. Operations Office and Maintenance Workshop**

**BEAG is totally against and is formally objecting to the proposal for the following reasons:**

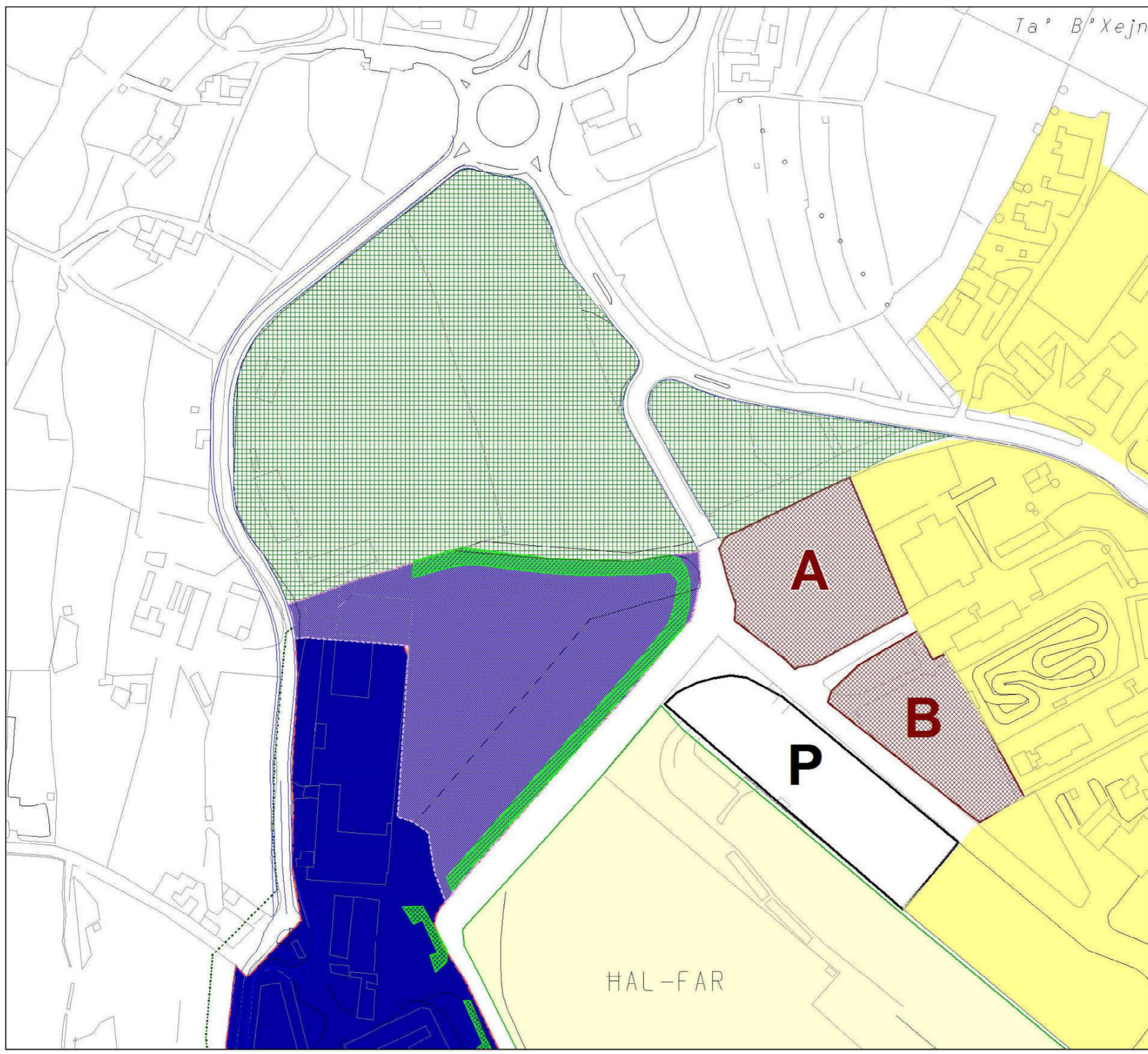
Part 1:

1. MH02 of Marsaxlokk Bay Local Plan – Approved Plan May 1995 (\*) reports "A site at Hal Far is to be designed **exclusively for recreational use**". The 'piffering' of public "recreational area" for the indicated allocation is moreover unethical, primarily as other alternative sites for such a purpose do exist and, moreover, have not been considered either by MEPA or the Malta Industrial Parks.
2. "The Parking Area of Trailers, Operations Office and Maintenance Workshop" are not in compliance with MH05 (\*) which stipulates that "**Priority for the allocation of new sites will be given to export-oriented enterprises**", or otherwise a manufacturing industry, which is the primary objective of the Hal Far Industrial Estate.
3. The available parking provision was never intended exclusively for the "parking of Trailers". If anything, this particular parking arrangement was originally earmarked as an integral part of the "Recreational Area" as confirmed by MHO2 (\*).
  - iv. MH06 (\*) [Small Scale Industries] and MH12 (\*) [Light Industry] provides the necessary allocation guidance to both MEPA and the Malta Industrial Parks. These provide suggestions and recommendations as to the potential use of particular areas at Hal Far Industrial Estate, such as those included in the present proposal.
  - v. MH10 (\*) [Storage of Containers] provides remarks and recommendations on subject, let alone a park for trailers. This eyesore can be easily presently seen at the Hal Far Industrial Estate. This policy additionally speaks of the negative visual impacts arising from this malpractice. It additionally advises that "**use of disused quarries may be a feasible option**". Some quarries are also available at the Hal Far Industrial Estate.
  - vi. At this stage, one is to regrettably point out that unless one goes out of one's way and physically inspect the proposed site/s and their environs at Hal Far, one may easily be misled by this particular proposal. On date one finds that there are at least some five (5)

			<p>extant, different trailer parking “zones”, apparently now “belonging” to some five different cargo clearance concerns. Moreover, these appear to have been extensively bounded, and even provided with security gates or barriers. One correctly assumes that if and when the proposal is inadvertently accepted, and the reallocation of public recreational area to trailer parking and a glorified maintenance workshop becomes “established policy” for MEPA, one ends up with having at least some four other similar applications and proposals, thereby eliminating the public recreational area for good.</p> <p><u>Part 2</u> <u>INTRODUCTION</u></p> <p>Over the last two weeks of October, 2015, two high level Administration Officials were reported to have separately complained over the media that presently Malta Lacks enough Factory space, BEAG begs to differ with this conclusion, especially with particular reference to the Hal Far Industrial Estate. A short random cruise around this Industrial Estate confirms that there are a good number of vacant factory lots, let alone extensive areas that are still undeveloped.</p> <p><u>SITUATION REPORT ON CURRENTLY AVAILABLE RESOURCES</u></p> <p>Unfortunately, both MEPA and Malta Industrial Parks have failed to publicly provide guidance such as a Situation Report of the Hal Far Industrial Estate vis-à-vis currently available vacant factory space, current demand for factory space at Hal Far, or, otherwise, details on the estimated short and medium demand for small, medium or large manufacturing enterprises.</p> <p>In like manner, BEAG expects these to prepare, with urgency, a ‘Resource Optimization Exercise for Hal Far, whereby small, medium and large factory sites (building lots) are identified; similarly, identify empty and unutilised built-up factory space; or, otherwise, identify manufacturing operations in the area that have been, or are currently winding up.</p> <p><u>ABUSE &amp; LAISSEZ FAIRE</u></p> <p>BEAG also notes that at the Hal Far Industrial Estate there are some five different and extensive Trailer Parking “zones”, belonging to different concerns. In most instances, these additionally carry security gates and barriers.</p> <p>This particular ‘land use’ has never been approved in any Local Plan for the area, and the present rampant abuse by a group of similar concerns leads one to assume that, as in former instances, anything goes for MEPA, and all abuse eventually becomes ‘sanctioned’ by the powers that be.</p> <p><u>INDUSTRIAL RIBBON DEVELOPMENT</u></p> <p>In this instance one also notes that Malta Industrial Parks (MIP) and MEPA are currently also sponsoring ‘ribbon development especially in the area of “asphalt limited”, across Hal Far Road which bounds the Hal Far Industrial Zone. One can well understand the use of ex-services property, but recently MIP have sponsored a vacant lot in the area for a WEEE and “End of Life Vehicles” industrial plant. One regrettably regrets to note that this plant is now fully established and operational even though a MEPA permit has not been issued as yet. Both MIP and MEPA should immediately put a stop to this irregular misuse of government land. Moreover, contrary to good town planning practice, let alone ethics, over the last number of years, we have seen MEPA adopt this malpractice to extend to extend development areas ODZ.</p> <p><u>OPEN CENTRES FOR MIGRANTS AT HAL FAR INDUSTRIAL AREA</u></p> <p>Whilst one may appreciate the logistical difficulties associated with past and other potential surges of ‘illegal immigrants’, one cannot help note that the Hal Far Industrial Estate has two different areas allocated as residential (mobile homes) ‘open centres’. It does not result that any of these areas is presently being phased out, even though the Marsa Open Centre is presently underutilised for residential purposes. MEPA, together with the Administration and NGOs should look into the Hal</p>	
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		<p>Far 'Open Centre' problems and come out with relocation suggestions for further consideration by one and all.</p> <p><b><u>THE RECREATIONAL AREAS BORDERING HAL FAR INDUSTRIAL ESTATE and the "PROPOSAL TO IMPROVE THE ENVIRONMENTAL AMENITY OF THE AREA"</u></b></p> <p>The present 'surgically prepared' boundaries between the Hal Far Industrial Estate and the 'Natura 2000' protected zones should be re-examined and upgraded in order to provide one continuous belt, with good accessibility to the different nature sites, including, amongst other, coastal areas, valleys and ridges.</p> <p>One also notes that particular sports and leisure facilities now 'pepper' this Industrial Estate. Over the years these have resulted in ideal leisure areas for a large number of families and other sports enthusiasts, especially over the weekend. BEAG hopes that the official "recreational area" under review will not be tampered with, including the current proposal by MIP and MEPA. BEAG strongly objects to any change of zoning for this recreational area, and hopes that the "recreation area" under review be considered for further sports and leisure facilities to the benefit of the Maltese population in general.</p>	
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# SOUTH MALTA LOCAL PLAN



## Key

- Limits to Industrial Development - SMHF 01
- Industrial - SMHF 01
- Rezoned to Industrial - SMHF 01 (July 2016)
- Government Administrative Entities - SMHF 03
- Recreational Area - SMHF 04
- Sports Facilities - SMHF 04
- Areas for Soft Landscaping (Indicative)
- Landscaped Strip and Pedestrian Pathway
- Proposed Road Alignments
- P Parking Provision
- Open Storage Areas A and B

### Conditions:

Area A is to remain an open site for parking and no built structures will be permitted in this area. Any buildings required for the maintenance of vehicles are to be located in Area B. Buildings on area B to have a building height of 9.8m as specified in Design Guidance 2015 for 1 storey buildings with semi-basement. Built site-coverage not to exceed 25% of Area B. Additional design criteria of the Open Storage Policy of 2005 shall apply.

## Hal Far Area Rezoning Site Map

Scale :  
**1:2000**

Date :  
**July 2016**

Map :

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

**A**

**Key**

- Limits to Industrial Development - SMHF 01
- Industrial - SMHF 01
- Rezoned to Industrial - SMHF 01 (July 2016)
- Government Administrative Entities - SMHF 03
- Reserved Site for Civic Amenity Facility - SMMW 02
- Recreational Area - SMHF 04
- Sports Facilities - SMHF 04
- Landscaped Open Space (as per SMLP)
- Areas for Soft Landscaping (Indicative)
- Landscaped Strip and Pedestrian Pathway
- Estate Main Access Point (East) - SMHF 02
- Emergency Access only
- Proposed Road Alignments
- Parking Provision
- Special Areas of Conservation (SAC) (Natura 2000 Sites)
- Site of Archaeological/Geological Importance
- Open Storage Areas A and B

**Conditions:**

Area A is to remain an open site for parking and no built structures will be permitted in this area. Any buildings required for the maintenance of vehicles are to be located in Area B. Buildings on area B to have a building height of 9.8m as specified in Design Guidance 2015 for 1 storey buildings with semi-basement. Built site-coverage not to exceed 25% of Area B. Additional design criteria of the Open Storage Policy of 2005 shall apply.

**Hal Far Area  
Policy Map**

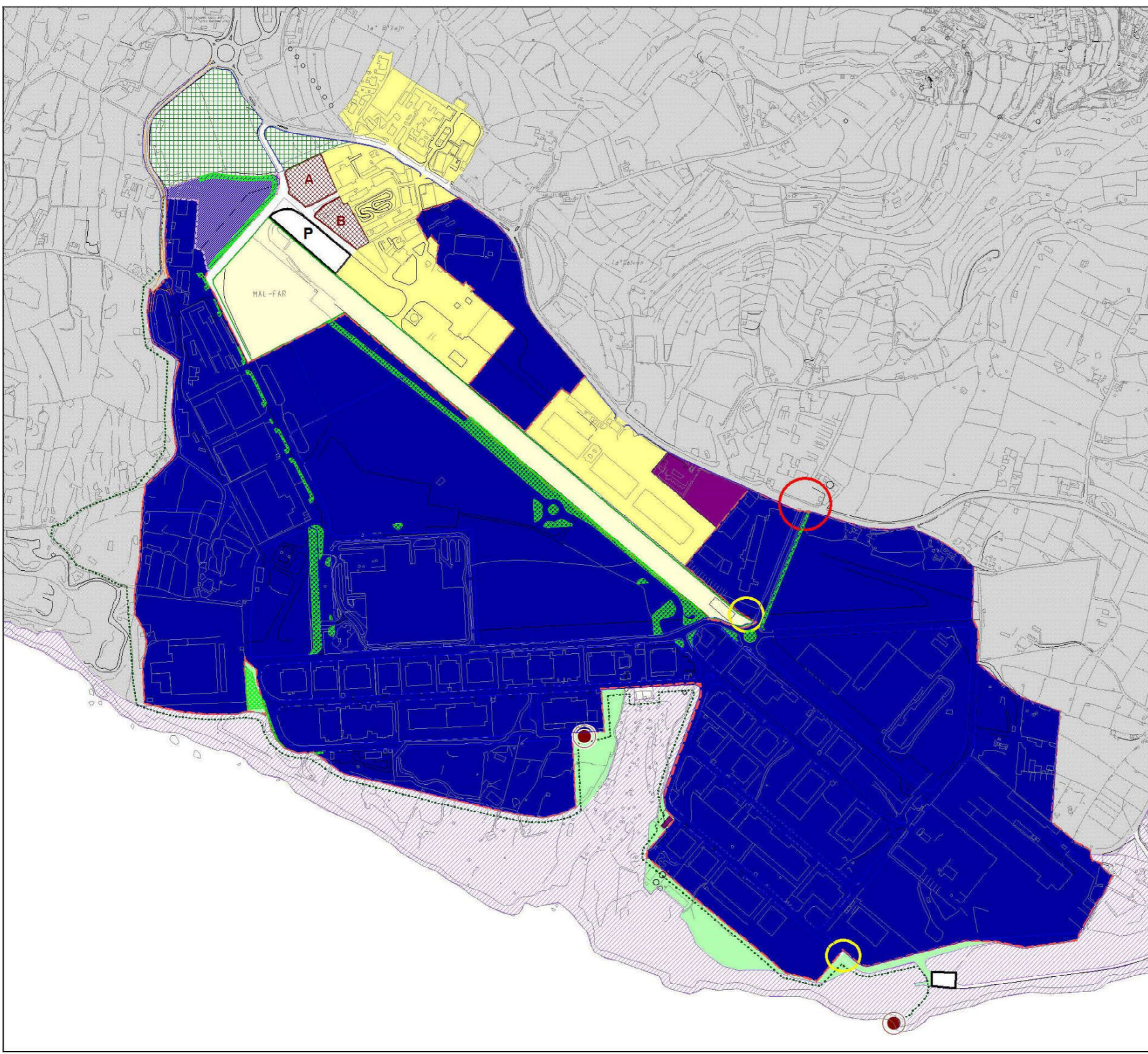
Scale :  
**1:7200**

Date :  
**July 2016**

Map :

**B**

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



# SEA SCREENING TEMPLATE

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

**Title of PP:** SMLP Review – Hal Far Policy

**Responsible Authority:** Planning Authority

**Contact Person:** Michelle Borg

**Position:** Unit Manager

**Contact Address:** St. Francis Ravelin, Floriana FRN 1230

**Contact Phone Number:** 2290 2026

**Contact email:** michelle.borg@pa.org.mt

**Date:** 5<sup>th</sup> April 2017

## Part B – Key Facts

**Responsible Authority:** Planning Authority

**Title of PP:** SMLP Review – Hal Far Policy

**Purpose of PP:** The objective of the review was to facilitate the development of additional industrial units at the Hal Far Malta Industrial Parks estate and to improve the environmental amenity of the area.

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

This policy is a partial review of the South Malta Local Plan (SMLP) regulated by the Development Planning Act of 2016 (Cap 552).

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

**Envisaged Frequency of Updates:** The SMLP review – Hal Far Policy will be monitored and is expected to be incorporated within the next review of the Local Plans.

**Area covered by PP (ideally also attach map):** The policy affects a site of approximately 18,800m<sup>2</sup> which is equivalent to less than 1.5% of the MIP estate, whilst it identifies a wider area of approximately 26,000m<sup>2</sup> for landscaping. (Refer to attached Hal Far Map A)

**Summary of PP content:** The Policy Review was triggered to take into account current needs for industrial land within the Hal Far Malta Industrial Parks estate, which is also designated as an Enterprise Hub by the Strategic Plan for Environment and Development (SPED) in 2015.

The SMLP Review – Hal Far Policy changes the zoning policy adopted through a planning control application (PC31/08) which was approved in 2009, for an area within the Hal Far Malta Industrial Park estate from recreational to industrial; limits built development to one part of the open storage space already zone for such use; provides for amendments to road alignments in the proximity and identifies where soft landscaping is to be implemented for the general upgrading of the MIP estate. The relevant environmental safeguards in the policy provisions affecting development in the designated Industrial Park (Policy SMHF01) within the SMLP 2006 are still applicable.

## 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>This policy is a partial review of the South Malta Local Plan (SMLP) whose review is regulated by the Development Planning Act of 2016 (Cap 552).</p>
<p>Is the PP required by legislative, regulatory or administrative provisions? (Regulation 3)</p>	<p>YES</p>	<p>This policy is a partial review of the South Malta Local Plan (SMLP) whose review is regulated by the Development Planning Act of 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 PP rezones a site for industrial development within a larger industrial estate however the nature and type of industrial development cannot be determined at this stage. Industrial projects are normally included in Annex II of the EIA Directive and would be subjected to screening on potential significant environmental impacts to determine whether an EIA is required, on a case by case basis.</p>
<p>Will the PP, in view of its likely effect on sites, require an</p>	<p>NO</p>	<p>The site is more than 800m distant from the Natura 2000 site</p>

<b>SEA Criterion</b>	<b>Yes/No</b> (no other answer except Yes/No)	<b>Explanation</b>
assessment under Articles 6 or 7 of the Habitats Directive? (Regulation 4(2)(b))		covering the coastal cliffs from Ir-Ramla ta' Cirkewwa to il-Ponta ta' Benghajsa and it is confined within a much larger existing industrial area.
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	The PP is a minor modification of the SMLP addressing less than 1.5% of the existing Hal Far MIP estate.

<b>SEA Criterion</b>	<b>Yes/No</b> (no other answer except Yes/No)	<b>Explanation</b>
Does the PP set the framework for future development consent of projects (not just projects in Annexes to the EIA Directive)? (Regulation 4(4))	YES	The PP will assist the decision making process
Is the PP likely to have a significant effect on the environment? (Regulation 4(5))	NO	<p>The PP addresses an area that is less than 1.5% of the existing MIP Hal Far estate. The zoning affected by the policy is compatible with the wider zoning of the MIP Hal Estate already designated as an Enterprise Hub by the SPED in 2015.</p> <p>No features or designations of environmental significance are located within the site. It is to be noted that apart from the distance of more than 800m to the coastal cliffs, designated as Natura 2000 site, SPA/SAC and Area of High Landscape Value at the other end of the MIP Hal Far estate, the only features within the proximity of the site are two Sites of Archaeological Importance whose buffer zones are approximately 120m to the east of the site and another approximately 500m to the west. Part of the site designated for potential building of ancillary facilities linked to vehicle maintenance is located within the 300m ground water safeguard zone.</p> <p>The relevant environmental safeguards in the policy provisions affecting development in the designated Industrial Park (Policy SMHF01) within the SMLP 2006 are still applicable.</p> <p>In view of the scale of resulting development proposed by the policy, and the location of the site, no significant environmental impacts are envisaged at the policy stage.</p>

Is the PP's sole purpose to serve national defence or civil emergency	NO	
OR is it co-financed by structural funds or EAGGF programmes 2000 to 2006/7	NO	
OR Is it a financial or budget PP?	NO	



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

**Responsible Authority: Planning Authority**

**Title of PP: Solar Farms Policy**

<b>Criteria for determining the likely significance of effects on the environment</b>	<b>Likely to have significant environmental effects? Yes/No</b> (no other answer except Yes/No)	<b>Summary of significant environmental effects (negative and positive)</b>
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	<p>The PP is a minor modification of the SMLP addressing less than 1.5% of the existing Hal Far MIP estate.</p> <p>In view of the scale of resulting development proposed by the policy, and the location of the site, no significant environmental impacts are envisaged at the policy stage.</p>
the degree to which the PP influences other plans and programmes including those in a hierarchy	NO	The PP is conforming with the SPED and the designation of the MIP Hal Far estate as an Enterprise Hub.
the relevance of the PP for the integration of environmental considerations in particular with a view to promoting sustainable development	NO	The PP is introducing improvements for soft landscaping with a view to improving the amenity of the MIP Hal Far estate.
environmental problems relevant to the PP	NO	<p>The PP is a minor modification of the SMLP addressing less than 1.5% of the existing Hal Far MIP estate.</p> <p>In view of the scale of resulting development proposed by the policy, and the location of the site, no significant environmental impacts are envisaged at the</p>

		policy stage.
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.
the probability, duration, frequency and reversibility of the effects	NO	No environmentally significant effect has been identified and therefore their probability, duration, frequency and reversibility are not relevant.
the cumulative nature of the effects	NO	No significant environmental impacts are expected.
the trans-boundary nature of the effects	NO	No significant environmental impacts are expected.
the risks to human health or the environment (e.g. due to accidents)	NO	No significant environmental impacts are expected. The type of industrial operations to result will be determined at the project stage, where screening under the provisions of the EIA Regulations will be undertaken.
the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)	NO	No significant environmental impacts are expected. The PP is a minor modification of the SMLP addressing less than 1.5% of the existing Hal Far MIP estate identified as an Enterprise Hub by the SPED 2015.

<b>Criteria for determining the likely significance of effects on the environment</b>	<b>Likely to have significant environmental effects? Yes/No</b> (no other answer except Yes/No)	<b>Summary of significant environmental effects (negative and positive)</b>
<p>the value and vulnerability of the area likely to be affected due to:</p> <ul style="list-style-type: none"> <li>(i) special natural characteristics or cultural heritage;</li> <li>(ii) exceeded environmental quality standards or limit values</li> <li>(iii) intensive land-use</li> </ul>	<p>NO</p>	<p>The only known features within relative close proximity are two Sites of Archaeological Importance whose buffer zones are approximately 120m to the east of the site and another approximately 500m to the west. Part of the site designated for potential building of ancillary facilities linked to vehicle maintenance, is located within the 300m ground water safeguard zone.</p> <p>In view of the scale of resulting development proposed by the policy, no significant environmental impacts are envisaged at the policy stage.</p>
<p>the effects on areas or landscapes which have a recognised national, Community or international protection status</p>	<p>NO</p>	<p>No features or designations of environmental significance are located within the site. Apart from the designated as Natura 2000 site, SPA/SAC and Area of High Landscape Value located more than 800m at the other end of the MIP Hal Far estate, the only features within the proximity of the site are two Sites of Archaeological Importance whose buffer zones are approximately 120m to the east of the site and another approximately 500m to the west. Part of the site designated for potential building of ancillary facilities linked to vehicle maintenance is located within the 300m ground water safeguard zone.</p> <p>In view of the scale of resulting development proposed by the policy, and the location of the site, no significant environmental impacts are envisaged at the policy stage.</p>

## Part E – Summary of Environmental Effects

No features or designations of environmental significance are located within the site. It is to be noted that apart from the distance of more than 800m to the coastal cliffs, designated as Natura 2000 site, SPA/SAC and Area of High Landscape Value at the other end of the MIP Hal Far estate. The only features within relative close proximity of the site are two Sites of Archaeological Importance whose buffer zones are approximately 120m to the east of the site and another approximately 500m to the west. Part of the site designated for potential building of ancillary facilities linked to vehicle maintenance is located within the 300m ground water safeguard zone.

In view of the scale of resulting development proposed by the policy, the location of the site and the fact that the relevant environmental safeguards in the policy provisions affecting development in the designated Industrial Park (Policy SMHF01) within the SMLP 2006 are still applicable, no significant environmental impacts are envisaged at the policy stage.

The type of industrial operations to be developed as a result of the PP will be determined at the project stage, where screening under the provisions of the EIA Regulations will be undertaken and relevant potential environmental effects determined.

## 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.

Michelle Borg

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Name of Officer responsible for the Screening Report

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Signature of Officer responsible for the Screening Report

Planning Authority \_\_\_\_\_  
Name of Responsible Authority

\_\_\_\_\_  
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.