



IT-TLETTAX-IL LEGIŻLATURA

P.L. 3432

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Raymond Scicluna
Skrivan tal-Kamra

Informazzjoni Addizzjonali mal-PQ 9590 li inghatat fis-Seduta 220.

Seduta 220 – Thursday 11/04/2019 at 16Hrs

PQ 9590 - Il-Belt - local plan - żvilupp

***9590. L-ONOR CLAUDIO GRECH** staqsa lill-Ministru ghat-Trasport, Infrastruttura u Proġetti Kapitali: Jista' l-Ministru jpoġġi fuq il-Mejda tal-Kamra l-*local plan* u dokumenti relatati li jirregolaw l-iżvilupp fil-lokalità tal-Belt?

18/03/2019

Seduta Numru 219

15/04/2019

Risposta

220

Informazzjoni Addizzjonali mal-PQ 9590 li twegiba tagħha inghatat fis-Seduta 220. Kif ġie mwieghed fil-Parlament bejn l-Onor. Ministru Ian Borg u L-Onor Karol Aquilina li kien qed jitkellem f'isem l-Onor Claudio Grech, qed inpoġġu fuq il-mejda tal-Kamra *local plan* li jirregola l-iżvilupp fil-lokalità tal-Belt.

Valletta Policies

1.00 Valletta

1.10 Introduction

- 1.11 The importance of Valletta, with a population of just under 7,200, extends far beyond its role as the capital city of Malta - the governmental, administrative and business hub of the Islands. It is perhaps more truly reflected in its designation as a World Heritage City. The reasons for this designation are not difficult to recognise and appreciate. The City presents a unique combination of planned layout and complementary urban form, which demonstrates a unity both of overall design and individual detailing, occupying a magnificent peninsula site.
- 1.12 The military origins of the City are evident in the choice of this site, in the extensive fortifications around the perimeter, and the rectilinear grid which was adopted. Disposition of key elements such as the Auberges and Magisterial Palace followed, with a building code ensuring regulated and orderly construction to a high standard.
- 1.13 The legacy of the planned city is clearly apparent today, features which make Valletta so appealing and at the same time result in problems of adaptation to meet modern needs. The future of the City is therefore dependent upon reconciling the conservation and maintenance of the historic fabric with the role which the City will be required to undertake. This dilemma is at the heart of the planning problem which Valletta faces.
- 1.14 The Local Plan supports and seeks the regeneration of the fabric of the city - buildings, streets, spaces and monuments - and the reinforcement of Valletta's functions as the capital, and as a residential, commercial and tourism centre. In the words of the Structure Plan Explanatory Memorandum, it should be encouraged to prosper as a 'mixed use capital city.' (Structure Plan Explanatory Memorandum, p 93).
- 1.15 These aspirations have however to be considered in the context of what has been referred to as the environmental capacity of the city, its capability to accept change without the destruction of the very characteristics which make the City a unique and pleasurable place. In terms of population numbers, there is clearly considerable scope for an increase without associated problems of density or overcrowding, even allowing for modern space standards. Between 1985 and 1994, the number of households is estimated to have fallen by some 14% (3906 to 3341), whilst the number of registered voters is estimated to have decreased by 20% (7740 to 6183). This is a significant and disturbing trend, as is the increasing imbalance of the population, with 35% over 60 in 1994 (Planning Directorate figures)
- 1.16 Traffic counts taken along the main entrance and exit points at Floriana between 1990 and 1999 show that peak and total flows fluctuate slowly, reaching a probable maximum peak flow level of 11,000 vehicles per three hour interval in 1993 and a minimum level of 7,000 vehicles per three hour interval in 1999. The 1999 levels are similar to those in 1990 and therefore still considered to be high. These figures indicate that although still high, traffic volumes have now started to take a downward trend. If this situation is seen in connection with the work initiated on the Connections project, related to the facilitation of access between Sliema, Valletta, and Cottonera; with that on the Park and Ride project at Floriana; with the introduction of local warden services in the Capital; and with the implementation of other policies in this Plan, then such a trend should continue to be observed in the future. Some 35,000 vehicles have a 'V' registration disc, allowing access, whilst within the city, over 2,700 parking spaces are available. Flows are also very tidal in nature, closely linked to normal working hours. Nevertheless, the contrast

between Valletta as a business centre - vibrant, dominant - and as a residential area is striking. The importance of improved public transport, to ease environmental conditions and reduce inefficient use of resources, is also sharply emphasised.

- 1.17 The concentration of pedestrian flows along certain streets, sometimes approaching the maximum 'comfort' levels, are a further indication of the physically limited extent of the shopping area, and of the close proximity of other main destinations for visitors. Whilst a 'compact' centre has a number of advantages, it is evident that many parts of Valletta have major, as yet untapped, potential for more intensive use. The development of other 'attractors' - using this term in the sense of nodes of intensive land use activity around the city drawing pedestrians - could help to spread betterment over a much wider area, and initiate property improvement.
- 1.18 Although Valletta is not well-endowed with open spaces, even of a formal nature, the presence of the sea, and the visual and physical relief which the shoreline affords, is of supreme importance in the life of the City. It is a critical factor in considering the capacity of the town to absorb further changes, and public access must not be reduced. Indeed, the opportunity to provide new open areas in respect of any redevelopment is also available, which should be required and secured as a community benefit.
- 1.19 The outcome of this analysis must be to suggest that significant scope for change is apparent, provided that the fundamental, positive characteristics of the City are maintained - the rectilinear street pattern, the restrained scale of building blocks, the relationship of building height to street width - and opportunities to improve the public realm are grasped.

1.20 Valletta and Office Development

- 1.21 Valletta clearly has a role as an office centre which is related to the city's function as the nation's capital. There is evidence that many private firms, particularly foreign companies seeking to establish themselves in Malta, or using Malta as a base for extending business connections in the Mediterranean area generally, consider a 'Valletta' address an absolute necessity.
- 1.22 On the other hand, the gradual displacement of residential uses which has been a feature of Valletta in recent years has had a detrimental effect on the vitality of the City, and part of that displacement can be attributed to the expansion of offices. The question of a reasonable 'balance' between the two uses again arises.
- 1.23 The Structure Plan is concerned at the problems unrestrained growth in the office sector in the Valletta/Floriana peninsula is likely to bring unless accompanied by improvements in access and the transport system as a whole. For this reason, policy COM2 effectively prohibits further office development until positive steps are taken in this regard.
- 1.24 The approach to office development needs clarification in the light of the potential friction with residential use. Both are considered necessary for the long term prosperity of the City - a true 'mixed use' basis for development. However, to resist the eventual extinguishment of residential uses, a restriction may have to be placed on some parts of Valletta as far as their use for offices is concerned. Control also needs to be exercised on the type of offices which locate in Valletta. It is essential that offices related to public administration and which must locate in Valletta be allowed to do so.

- 1.25 The development of offices can also bring about much needed rehabilitation of historic buildings and bring into use the long abandoned structures which until now have given a run-down and derelict appearance to parts of the city.

1.30 Transport Issues

- 1.31 The different roles played by Valletta make transport considerations very important. In anticipation of the GHLP, the Planning Authority had commissioned a study to investigate the existing transport situation of the peninsula and to come up with ideas and possible options for the future.
- 1.32 The recommendations mentioned in paragraph 1.16 are very valid and applicable to the consideration of a traffic solution to the problems of parking in Valletta and Floriana. If the wider context of the GHLP is also considered, then the problems are amplified further, resulting in the need for a consideration of a more regional aspect. On the other hand, the Structure Plan itself gives a certain amount of direction as to what form of future transport solutions we should be aiming at. The basic concept is the improvement of the public transport system to make it a real alternative to the private motor car.
- 1.33 The policies for Valletta, therefore are geared in this direction - promoting public transport, reserving space for residents' parking, restraining car space for non-residents, and giving greater priority to the pedestrian where this is needed.
- 1.34 The Plan will not be restrictive by dictating the implementation programme to be taken, but would rather leave this to the discretion of those agencies and authorities responsible for such work. The aim is to allow flexibility, and solutions such as the setting up of a parking agency can only be mentioned as possible alternatives to the solution. This implementation will however have to keep in mind the overall concepts of the Plan and its attitude towards transport.

Strategy

The main elements of the Local Plan strategy in respect of Valletta are therefore:

- to strengthen the role of the City as the national capital;
- to encourage economic regeneration; and
- to seek environmental improvement.

Approach

‘Maintaining and improving access to the City, but seeking to minimise growth in peak hour traffic flows’ places a clear emphasis on improvements in public transport. A frequent, fast, clean, convenient and safe ‘high volume’ system must be eventually considered, although this is outside the scope and timeframe of the Local Plan. In the short to medium term therefore, improvements in the bus service, linked to a properly regulated system of parking, must be promoted. Opportunities exist for the more efficient use of existing parking space, the introduction of ‘park and ride’, and limited ‘interceptor’ car parking provision on the fringe of the City. The introduction of ferry services, better links between the waterfront and the central area, and access improvements in association with redevelopment schemes are further possibilities. Indeed, improved accessibility and development are probably interdependent in this

context. Restriction of private car use in the City, and extension of pedestrianisation, is necessary.

‘Enlivening Valletta in the evening’ will depend on a range of various approaches, and, as is the case with many of the ideas put forward, these tend to be inter-related and serve to meet a number of objectives. The range of attractions available - whether historic, commercial or residential schemes - should be expanded, especially those which contribute to vitality without affecting peak traffic flows. This range of attractions should also be considered in terms of the pedestrian movements generated, and the possibilities of introducing ‘magnets’ - key visitor retail and leisure foci - which would stimulate pedestrian flows outside normal working hours, or in locations currently overlooked. Such an approach can be linked to urban design concepts such as the promotion of ‘landmarks’, squares, sitting-out areas, pedestrianisation schemes, and lighting and illumination schemes for dramatic effect. The incidence of ‘dead’ frontages - for example, the over-concentration of offices in a retail frontage, the effect of a whole street of shuttered shop windows - should be avoided. This problem would be helped in turn by measures which promote changes in opening hours.

‘Encouragement of residential use’ is fundamental. Steps to rehabilitate older houses, the use of vacant floors above business premises, residents’ parking schemes, better children’s play provision, and the limitation of office expansion into residential blocks would be of great assistance. Scope exists for the promotion of specialised housing - single person, student or aged person accommodation readily spring to mind, and could act as catalysts in a housing regeneration process. The designation of areas where housing redevelopment would be positively pursued would also be appropriate.

‘Strengthening Valletta’s role as a primary town centre requires attention. This will require improving the image and amenity of the existing primary retail frontage. It means acknowledging the need for, and seeking, better ‘management’ of the area. An important attribute of a successful town centre is the extent to which it caters for shopper comfort and convenience, and this requires attention to be given to the public realm, including aspects such as walking surfaces, information kiosks and display features, seating, shade, and ‘public art.’ An upgrading in the overall quality of the shopping experience is necessary, which means a concerted effort on improving the standards of shopfronts, advertisement signs, and facilities.

‘Optimising the tourism potential’ of the City is clearly vital to its continued prosperity. Attention must be given to the provision of additional tourist attractions including measures to conserve, re-use and open to the public historical buildings and artefacts, currently inaccessible. An example is Fort St. Elmo, and associated bastions, which are of major historical significance, and present a major opportunity for a tourism initiative, but which are largely inaccessible to the public. The same applies to many of the tunnels which underlie Valletta. The development of tourist ‘trails’ connecting places of interest, clearly marked and provided with information plaques, would be appropriate.

‘Improved facilities for pedestrians’ naturally follow on from much of the preceding discussion. Extension of pedestrianisation in association with the town centre boundary is a definite requirement, but measures need to be taken to ensure free movement by curtailing encroachment on to streets and footways by cafe tables and display of goods. The provision of well laid out and clear pedestrian routes is important in meeting most of the objectives outlined for Valletta. Indeed, urgent attention is required now in the layout and facilities for pedestrians at the very entrance to Valletta at City Gate.

‘Conservation and restoration of the positive features of Valletta’s townscape’ are critical measures which the Local Plan must support. The whole of Valletta is an Urban Conservation Area and includes many listed buildings. The recognition of Valletta as a World Heritage City imposes a special responsibility towards the maintenance, conservation and improvement of the townscape and the buildings and spaces which it comprises. This does not mean the exclusion of redevelopment proposals, but rather ensuring that, where appropriate, projects are undertaken with due regard for the prevailing discipline which the urban fabric imposes. Rehabilitation projects and restoration are supported, and greater involvement by the private sector is encouraged. Of prime importance is the re-location of the House of Parliament to enable the proper restoration of the Palace and the re-instatement of its historical integrity and also affording better office facilities for members of Parliament. General design guidance on historic centres and features has already been published by the Planning Authority; this will be supplemented as required, and with particular reference to individual projects.

‘Seeking appropriate community facilities’ is a necessary aspect of the Local Plan approach. Although the declining population of Valletta has meant that existing facilities might not be regarded as being under any particular pressure, it has to be remembered that Valletta has a national - even an international - role in this sphere. Access to available open space, and indeed an increase in public open space generally, is therefore a valid objective, as is the use of government buildings which become vacant, for social and educational purposes.

GV01

Urban Development Boundary

In accordance with General Settlement Policy GS02, the Urban Development Boundary is shown on the Valletta Inset Map. There will be a presumption against development outside this boundary, except where indicated through other policies in this Plan.

<i>Relevant policies:</i> <i>GS02.</i>
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The Urban Development Boundary is an important tool in ensuring that sprawl, coalescence of settlements, loss of open space and thus loss of identity are avoided, and more efficient use and recycling of existing land for development are promoted. Positive consideration to projects outside this boundary should only be given if these have been identified in this Plan, or as stipulated in Structure Plan policies.

GV02

Residential Re/development

Housing re/development in Valletta will be encouraged. The Planning Authority will therefore look sympathetically on schemes involving structural alterations or change of use which include a substantial percentage of such residential units as part of the scheme. Although other policies in the Plan still apply, this policy seeks to promote positive measures to expand housing provision.

Redevelopment schemes having a major residential element will be encouraged in the following locations as shown on Figure 7:

- **Within the residential zone and Housing Improvement Action Area;**
- **Within Secondary Retail Frontage within the Town Centre boundary;**
- **In vacant upper floors within the Primary Retail Frontage of the town centre boundary;**

Such redevelopment schemes for housing involving also development of new offices located in the town centre (Primary and Secondary Retail Frontage) should;

- (i) Comply with criteria set out in Policy GV24;**
- (ii) The office component in the scheme should not exceed 60% of gross floor space;**
- (iii) Mitigate the existing negative impacts of an established use (e.g. from industrial use);**
- (iv) Separate access is provided for residential units/component.**

Such redevelopment schemes for housing involving also development of new offices located in the Residential Zone and Housing Improvement Action Areas should comply with Policy GV24 (D).

Relevant policies: GS05,06, GV03,11,19,24,25,26,29 GF16

Strategic policy for Valletta lays emphasis on the revitalisation of the city as a residential area as well as a centre of government and business.

This will have an important bearing on the attractiveness of Valletta as a housing location, as will measures to revitalise the City by encouraging more shopping, business and cultural uses. Although the town's location places obvious limits on any idea of expansion in the normal sense, there are several opportunities to utilise space more effectively within the fortified boundary. The Planning Authority will give top priority to the location of additional housing units and the upgrading of existing units within the residential zone and the housing improvement action areas.

The secondary retail frontage within the town centre boundary currently houses 'a variety of uses, ranging from neglected properties and low quality housing, to private offices'. These areas are undergoing a transition, usually losing their residential use and due to a number of factors. The Planning Authority will give increased emphasis by trying to attract residential uses in this area, especially if proposals originate from the responsible government authorities. Other acceptable uses include commercial, retail and entertainment, subject to other policies of this Plan. This approach also applies to upper floors within the primary retail frontage

It is intended to include, in the assistance to be made available, incentives to landlords and property owners to modernise and improve the upper floors of commercial buildings for residential use. The new approach could include the promotion of specialised accommodation (for example, educational), which, by its very nature, would not be expected to generate, nor indeed to require, a high car parking provision.

Another aspect of this issue is the expected vacancies which would result from the relocation of government offices, especially if the Public Office Enclave in Floriana is upgraded. Opportunities should be taken to provide specialised and other housing in these properties, given that private offices will not be permitted here. An example is the provision of housing for the elderly. With the ageing of the population, increased demand for aged persons' accommodation can also be expected, and town centre locations, with facilities on the doorstep, should be high on the list of possible sites.

GV03

Housing Improvement Action Area

The lower part of Valletta on the Marsamxett side is designated as a Housing Improvement Action Area. The Planning Authority will be available to assist and will encourage the Housing Authority in formulating fiscal and other schemes to encourage residents and owners to upgrade the properties in the area shown in the Inset Map. This policy does not

exclude residential redevelopment from taking place as long as the Planning Authority is satisfied that adequate efforts were made to save the original structures.

Relevant policies:
*GS05,06,09,
GV02.*

In consultation with the Ministry of Finance and the Housing Authority, it may be possible to give a Housing Improvement Action Area status to part of Valletta, where fiscal and other incentives would be available for the improvement and modernisation of property, in accordance with specified works.

The incentives could include help in lift provision, tax rebates, or grants in the form of a percentage of the cost of eligible works, paid retrospectively on completion, inspection and certification by a competent, independent authority. Another possibility would be the availability of 'soft' loans for specified housing-related work. The measures could also include support for the purchase or use of adjacent unused properties in order to be able to attain modern standards of accommodation.

GV04

Road Hierarchy

The following main elements of the road hierarchy are adopted and are shown on the Transport Strategy Map.

Local Access Roads:

Triq L-Assedju L-Kbir; Triq Il-Mediterran; Triq San Bastjan; Triq Marsamxett; Triq Il-Papa Piu V; Triq L-Ordinanza (part); Triq L-Ifran; Triq San Pawl (part); Triq San Kristofru (part); Triq Lvant (part); Triq L-Archisqof (part).

Access Only Roads:

All others not mentioned above.

The hierarchy will be used as the basis for deciding road and junction improvements, including traffic management schemes.

Relevant policies:
*GT01,04,06,09,
GV05,08,09,10,11,12.*

The Structure Plan requires that Local Plans should 'put forward proposals for the improvement of conditions for both vehicular and pedestrian traffic, and vehicle parking.' Defining the road network, particularly in view of possible redevelopment schemes, is a necessary prerequisite of this process. The above classification will give direction to traffic proposals and management schemes.

GV05 *Road Improvement Schemes And Traffic Management*

Proposals for road improvement schemes and traffic management measures in and around the Urban Development Boundary of Valletta and including the waterfront zones will be expected to include improved pedestrian access, and the assisting of bus and bicycle movements.

Relevant policies:

*GN03,
GT01,04,05,06,
GT09,10,13,14,
GV04,06,08,09,10*

Whilst good accessibility to Valletta is paramount in ensuring the continued economic and social well-being of the City, it is evident that the unrestrained use of the private car cannot be tolerated, and measures to improve the bus service will assume a high priority in the short term.

Long term measures may include the introduction of innovative public transport systems, and alterations in travel patterns. In the City itself, reaching a final destination invariably involves a journey on foot. The Local Plan therefore requires that, when undertaking road improvement works or traffic management schemes in and around Valletta, the needs of the pedestrian should be considered first, and those of the bus service and cyclists before private cars.

GV06 *Connections Between Central Valletta And The Waterfronts*

Measures to improve the connections between the central part of Valletta and the Grand Harbour and Marsamxett waterfronts will be supported, and any development applications which if implemented would be likely to prejudice this objective will be refused. The latter also applies to sites which could be or are being used for the re-introduction or expansion of ferry services on the Grand Harbour and Marsamxett Waterfronts especially as indicated on the General Proposals Map.

Every effort will be made to encourage the implementation of the Connections Project, which is a direct result of this policy, given that all the necessary measures are also taken to reduce any negative environmental impacts which such proposals may present.

Relevant policies:

*GN04, GH02,03,
GT10,12, GC03,04,
GP01,04, GV05,08,10.*

One factor which has consistently been mentioned as deterring the reintroduction, or increased use, of ferry services is the marked change in level that has to be negotiated between the landing points and the centre of Valletta. In the vicinity of Barriera Wharf, the situation has regressed in that the lift previously located here was removed many years ago.

The difficulties could be overcome by the introduction of a connecting, frequent mini-bus service, or preferably, by the reinstatement or introduction of fixed links such as a lift or escalators. The latter solution has been successfully adopted in similar situations in Europe, for example. The Planning Authority is anxious to see ferry services re-established as a quick and convenient route to Valletta and therefore will support measures to construct fixed links. To this end, any proposals requiring development permission likely to prevent or prejudice the introduction of fixed links at points convenient to the traditional ferry landing places will not be approved.

GV07

Redevelopment Of The Bus Terminus

The redevelopment of the bus terminus at City Gate to provide new public transport facilities is supported. Any redevelopment is however to include safe, continuous pedestrian only areas, preferably in the form of a piazza at existing ground level, and should be in line with the approved Master Plan and Heritage conservation surveys. Lay-over space for buses in front of the bastions will not be acceptable. As well as its suitability for bus operations, the success of any design will also be judged against the positive contribution the scheme should make to the environment of this part of Valletta. Any underlying remaining fortifications beneath the existing bus terminus should preferably be safeguarded and restored once these are excavated possibly integrated in a sensitive manner within the new scheme. Other major excavations adjacent to the bastions will not be permitted.

The existing situation whereby buses are mustered in Valletta should also be reviewed as part of this development.

Until this redevelopment takes place, any development permit applications which in the opinion of the Planning Authority will compromise this redevelopment will be refused. Those which do not, will be assessed in the context of the objectives of the Plan for Valletta and Floriana, and by normal development control criteria, taking into consideration the Urban Conservation Area and World Heritage City status.

<i>Relevant policies:</i>	Eventual changes in the public transport system may affect the way in which the bus station operates, but it is evident that a terminus will be necessary in this location for the foreseeable future. Some proposals have already been submitted for the remodelling of the bus station. From a local planning viewpoint, no objection is raised to the siting of this facility, which is very convenient for Valletta.
<i>GN03,04,</i>	
<i>GT05,06,07,08,09,14,</i>	
<i>GV08,18,27,</i>	
<i>GF05,16,</i>	
<i>GM09,15.</i>	

However, the design adopted will be required to resolve a number of issues. The existing station mixes pedestrian and bus movements in a very unsatisfactory and potentially dangerous way, looks unsightly, and results in poor environmental conditions for what is the main approach to the 'World Heritage City' of Valletta. The revisions should:

- enable pedestrians to circulate at ground level in a well landscaped area free from traffic of any description;
- provide main drop off and pick-up points for passengers, and driver facilities, below ground level;
- ensure that buses do not 'lay-over' in the immediate vicinity of the bus station, or in any prominent position obscuring the bastions;
- allow for the eventual introduction of a rapid transit system probably utilising the former railway tunnel;
- encourage and be capable of integration with the eventual redevelopment of City Gate itself;
- facilitate pedestrian links to the Public Office Enclave area, and
- take account of the Sunday open air market by either making provision for it on site or else securing an acceptable alternative location.

GV08

Pedestrianisation Of Valletta

In conjunction with Valletta local council, an extensive area of pedestrianisation will be introduced in the centre of the capital. This will greatly improve safety, conform and amenity, for those that live, work, and shop in Valletta.

Streets will be pedestrianised, as shown on Figure 8, removing all traffic, except service and emergency vehicles. Surface treatments will be improved, landscaping will be introduced, and more attractive street furniture will be installed. Alternatively, streets will be designated as pedestrian priority. In this case vehicles will still be permitted access, but the street design and control will be changed to favour pedestrians.

In the pedestrianised area, activities, which encourage street life, like café seating areas and shop displays will be encouraged, but they must not obstruct pedestrian movements and essential service operations.

Relevant policies:

*GN04, GH06,
GT07, 09, 14,
GV04, 05, 06, 07, 09, 10,
GV19, 20, 21.*

The size, scale and historical attributes of Valletta, as well as the compact, level nature of the central area, make the City ideal for movement and exploration on foot. Currently, conditions for pedestrians are very variable.

Conditions for pedestrians in many parts of Valletta are currently poor, due to narrow pavements, haphazard parking, and conflicts with traffic. The environment is not pleasant, and certainly not consistent with a World Heritage Site.

The fairly recent pedestrianisation of Republic Street shows the benefits that can be achieved by the removal of traffic and the upgrading of the physical environment. However, this, and one or two other streets, is the exception rather than the rule. Only with the introduction of a comprehensive network of pedestrian streets will the character of the capital change to one that reflects its historical, cultural, and social importance.

Service vehicles will be permitted access to pedestrianised streets, but this may be limited to certain periods (to be determined by the local council) and access routes will be defined. The electric mini-buses to be used for the proposed P&R operations will also penetrate some of these streets.

In the designated pedestrian priority streets, general vehicular access will still be permitted, but conditions for pedestrians will be improved by:

- a) Widening and upgrading pavements.
- b) Introducing traffic calming
- c) Limiting or removing parking
- d) Providing safe crossing facilities
- e) Removing obstructions, like traffic sign poles.

Pedestrianisation will provide greater opportunities to increase street activity, and this will be encouraged, provided that signs, tables, displays etc do not obstruct the free movement of people and servicing.

GV09

Pedestrian Routes/Heritage Trails/Public Art

A comprehensive network of pedestrian routes and heritage trails will be developed in Valletta linking the shopping area, places of historical interest, viewpoints, and other facilities. These trails will be signposted, route marked, and will include interpretation panels giving information at appropriate points. Where appropriate, private organisations will be encouraged to assist in the provision of the latter in respect of premises which they occupy. The commissioning and siting of public works of art will take into account the heritage trail network, and may allow for the involvement of private organisations.

Relevant policies:

*GN04,
GH03,06,
GT09,
GC01,
GV04,05,08,10,
GV19,20,21,
GF12.*

As mentioned, Valletta is of a size, scale and intimacy well suited to movement on foot, and many parts of the City can only really be appreciated by the type of guided walking tour popular with visitors. There is no reason why individuals should not follow their own itineraries, which would be assisted by the introduction of specific heritage ‘trails’ with signposted directions, and ‘waymarks’ for guidance (for example, metal studs set into the pavement or walls).

It is also important to provide appropriately designed plaques identifying and explaining the nature and history of features along the route. In this way, a network of different trails could be developed, with visitors encouraged to explore lesser known parts of the City. It might, for example, be possible to restore the bridge connecting the Valletta Breakwater (given that the required safety precautions are taken), so that this feature would once again be made accessible to pedestrians, becoming a feature in a circular trail around the waterfront, or linked to the redevelopment of Fort St. Elmo. Another example includes the linking of the Siege Bell memorial to the Lower Barrakka gardens, which link used to exist before the opening of the existing, lower level road.

Generally, wide scope exists for the involvement of the private sector in sponsoring plaques and signposts, or undertaking minor works involved in restoring or presenting historic buildings and features. This is not to advocate rampant commercialism, but rather to emphasise that the maintenance and display of the historic heritage is a matter for all, and should not rely solely on government intervention.

It would also be appropriate to develop a ‘public art’ programme, the idea being to introduce or commission works of art for display in public, open air locations. These could include, for example, sculpture, murals or ‘mobiles,’ related to, and complementing, their immediate surroundings, and need not be on a monumental scale. The programme could provide additional opportunities for local artists and craftsmen, would lend itself to sponsorship, and could be a real tourist attraction, encouraging the development of small businesses in parts of the City hitherto unfrequented by tourists and casual visitors.

GV10

Pedestrian Movements, Castille Place

Reorganisation of traffic movement in Castille Place will be undertaken to enable easier pedestrian movement at this important entrance to the City; in particular, better facilities for pedestrians walking from/to Triq Girolamo Cassar will be introduced.

Relevant policies:

*GN04,
GH06,
GT04,09,14,
GV04,05,06,08,09,28.*

Castille Place, as well as being a main entrance to Valletta and the setting for the Auberge de Castille, the Office of the Prime Minister, is also a place of pedestrian/vehicular conflict. This problem detracts significantly from what should be a very pleasant area which is capable of being experienced at leisure on foot.

People walking up Triq Gerolamo Cassar, particularly the east side, find it very difficult and potentially dangerous to cross Castille place towards South Street, since the pavement ends abruptly and pedestrians are forced on to the carriageway. The presence of the Castille Hotel, other government offices and the former parcel sorting office, with the entrance to the Upper Barrakka nearby, all generate considerable pedestrian flows. The Lascaris War Rooms (entrance off Triq Gerolamo Cassar) are also being developed as a tourist attraction. Often, diplomatic vehicles park in and around Castille Place, which at the moment functions more as an (inadequate) traffic roundabout than as a dignified landscaped urban space acting as a gateway to the City.

The proper treatment and management of this space, taking into account pedestrian 'desire-lines' rather than simply accommodating traffic movements, needs urgent attention. Valletta Rehabilitation Project has already renovated the steps leading up to the Auberge de Castille, and the pavement in front of the main entrance is to be renovated, using more sympathetic and appropriate materials. The opportunity should be taken to widen the scope of this exercise to include all of Castille Place.

GV11

Residents' Parking

A residents parking scheme will be introduced in conjunction with Valletta Local Council, initially in those residential areas subject to excessive parking demand. Such a scheme will designate parking spaces specifically for Valletta residents and will eventually be extended to include the whole of the zone, mostly residential. Spaces reserved for other uses will also be considered after taking into consideration the location, size, and importance of the particular use, the overall amount of available spaces, and the implementation of other policies in this Plan, as long as their amount and location do not prejudice the aim of this policy.

Relevant policies:

*GS05,
GT10,
GV02,04,12.*

In most parts of Valletta, parking space is at a premium and residents often find themselves displaced from their own areas by the influx of vehicles during the day. Improvement of the public transport system, and the deterrence of private parking outside limited car parks, will be linked to specific provision for residents - particularly important if the City is to flourish once again as a housing area.

In view of the Valletta Council's excellent local knowledge and contacts, it is considered that the Council should be involved in the regulatory function of a residents' parking scheme. A residents' parking scheme is probably best carefully evolved in relation to an area of heavy parking demand on an experimental basis in a selected area, and subsequently applied, modified as required, throughout the City.

GV12

Car Parking

No new public car parking provision will be allowed in Valletta with the exception of operational parking, which will be constructed in association with the Opera House redevelopment below Freedom Square and at Fort St. Elmo (as part of a wider redevelopment scheme). An underground car park will also be allowed beneath Palace Square. No parking will therefore be allowed in Palace and Freedom Squares once the underground parking is operational. This will allow for the proper landscaping of the square.

In conjunction with the operation of the Park-and-Ride Scheme from Crown Works Area, a programme for an increase in pedestrianised zones, as well for the widening of existing pavements will be commenced. In formulating a new parking strategy for Floriana and Valletta account also needs to be taken to the viability of a fully developed parking facility at the M.C.P. site in Floriana.

All remaining public parking spaces (on-street and off-street) will be restricted by means of time-controlled parking discs for non-residents, to discourage parking by long-term users. Other parking regimes will be considered in order to refine the parking system.

Relevant policies:

*GT10,
GV04,11,26,27,28,29.*

The strategic transport planning policy relating to the Valletta/Floriana peninsula, as set out in the Structure Plan (policies TRA4; RDS7; TEM10; PTR4; PTR10) can be interpreted as generally restrictive towards the encouragement of additional parking for private cars. This is linked to the need to provide efficient, pollution free alternative public transport, such as a circular electric vehicle transport system.

A number of car parks already exist, including the new M.C.P. multi-storey facility. It is not envisaged therefore that substantial further provision will be necessary, apart from the locations mentioned and, in one instance, in association with a redevelopment scheme. The proposed parking beneath St. George's Square is aimed at removing the cars which presently park in such a square, and such a car park can also form part of the Connections project which facilitates access in Valletta, as long as it does not attract additional vehicles to the City.

GV13

Urban Conservation Area

All of Valletta, including the waterfront zones, is designated as an Urban Conservation Area. Developments will only be approved if they respect this status and include it as an important consideration in their proposals.

Relevant policies:

*GN05,
GH01,
GV14,15,16,17.*

Encouraging good design is considered important whatever the context, but this issue assumes a major significance in the case of Valletta, already identified as a 'World Heritage City'. All development applications will therefore be expected to take this aspect into account. The question of what constitutes 'good design' is invariably subjective to some extent.

Less room for debate exists, however, when a firm and pleasing architectural context is already in place or where, often through local building practices unrelated to formal or academic design concepts, a strong vernacular tradition has developed which is visually pleasing.

Urban Conservation Areas are intended to indicate where this tradition is particularly strong and where context should influence building design. This does not mean following slavishly the architectural language of the area, but rather considering the design of the building in a wider context. The Planning Authority will need to be assured that such a contextual analysis is apparent in the design of any new development, and in the repair and restoration of existing buildings. In Valletta, of course, a strong precedent for building and design control already exists; the Valletta Commission, dating back to the Order of St. John in the 16th century, enacted a series of regulations covering key aspects of development, which have resulted in the form and layout of the City today.

Since Valletta was conceived as a whole, the Urban Conservation Area boundaries have been drawn accordingly and encompass the site of the City in its entirety.

GV14

Urban And Architectural Design

Valletta instills a unique sense of place. In order to maintain the positive characteristics of the City, all new re/development schemes will be expected to observe the following design requirements:

- **the discipline imposed by the existing street and building block grid should be maintained;**
- **the context of existing, adjacent building heights, and the relationship to the ‘skyline’ prospect of the City will strongly influence acceptance of the project. The ‘skyline’ view will however be paramount;**
- **massing, fenestration and ornamentation should respect the street and townscape context, based on a dynamic dialogue with the surrounding urban context;**
- **there will be a presumption against bridging of streets;**
- **in most instances, use of traditional materials will be required. This will apply without exception where a building follows an archetypal design approach. In the rare case where a ‘contemporary’ solution is accepted by the Authority, other materials may be introduced by agreement and as long as this does not result in a dissonant contrast with the surroundings;**
- **major development schemes should incorporate accessible spaces and enclosures for the benefit of the general public; and**
- **pedestrian access arrangements should have priority over vehicular.**

Relevant policies:

*GN05, GH01,
GV13, 16, 17, 19, 20, 21,
GV22, 26, 27, 28, 29.*

It is not the intention of the Authority to inhibit good design, or to impose unreasonable conditions on development proposals. However, it is important to consider the context, and architectural design solutions should be sensitive to the unique historical significance of the City.

Persons or organisations wishing to undertake development projects in Valletta do so in the knowledge that the city is an Urban Conservation Area and a World Heritage City, derived partly from the unity of approach determined by the Knights. This places an obligation on the Authority, and on developers, to observe urban design and architectural ‘good manners’ in relation to the rest of the urban fabric when undertaking development or redevelopment schemes. The policy attempts to formulate the main considerations, whilst leaving some scope for an individual approach. Any new development should aim at consolidating and enhancing even further the City’s architectural heritage.

GV15

Building Heights

In the consideration of applications which include changes to existing building heights, the Planning Authority will adopt a flexible approach which will take account of the following criteria:

- the Urban Conservation Area status;
- the streetscape through a consideration of the buildings on the same facade and those on facades on the opposite side of the street/s concerned;
- the general massing of the building;
- the roofscape;
- the skyline when seen from outside the site area;
- the topographical features and consideration of the sloping nature (including buildings in the background);
- any other relevant planning consideration.

<i>Relevant policies:</i> <i>GH01, GV13.</i>
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Due to the historic nature of Valletta, and the marked differences in storey heights between old and new buildings, it is considered a very difficult task to try and give a blanket height for the City. The approach adopted in this instance is to determine requests in changes in heights on an individual basis.

This assessment, however, has to consider all the relevant planning issues, including those mentioned in the policy, and other relevant planning guidance already issued by the Planning Authority. The stepped nature of the blocks between the waterfront and the central area will be maintained.

GV16

Advertisements

Advertisement design and display in the Urban Conservation Area will be strictly controlled, in accordance with the Planning Authority's adopted guidance - Policy and Design Guidance - Billboards and Signs (May 1994). Applications which do not meet the requirements of this policy will be refused.

In particular, illuminated box fascia signs, naked 'pencil' neon lights, lights of a flashing or intermittent type and internally illuminated projecting signs will not normally be permitted. In the vicinity of the Auberges, the bastions, all Grade 1 and Grade 2 Listed Buildings and within the main shopping area, special attention will be given to the quality and appearance of all advertising signs.

Relevant policies:

*GN05,
GH01,
GV13,14,17.*

Advertising is an important component of the built environment and can have a major impact, sometimes negative, on the way in which an area is perceived. This is particularly the case in historic areas. Since, as indicated, the whole of Valletta has been declared an Urban Conservation Area, the display of advertisements needs to be examined in this context, and a rigorous approach adopted in order to ensure that historical and architectural features are not obscured by aggressive advertising displays. The Authority will wish to examine the appropriateness of existing advertising, where no permit has been granted, and to scrutinise carefully any advertisements which are proposed.

GV17

Shopfront Design

Particular attention will be given to the design of shopfronts in the main shopping area in line with approved guidance - Policy and Design Guidance - Shopfronts (May 1994). This scrutiny will also extend to other parts of Valletta, especially where the street scene is historical and largely unchanged. Where shopfronts have been altered without obtaining necessary development permission, they may be subject to challenge by the Authority, and reinstatement of the original design required.

Relevant policies:

*GN05,
GH01,
GV13,14,16.*

Shopfront design is a critical factor in establishing the character of the City, and the unsympathetic introduction of modern, badly designed shopfronts, or the unnecessary removal of traditional features, can have a powerful detrimental impact.

It is therefore considered important to conserve traditional shopfronts, and where good reasons exist for change, introducing modern replacements which, by their design and materials, indicate a respect for context and tradition. In considering applications, the Authority will have regard to the design guidance which has been issued separately on shopfronts, and which is available from the Authority.

GV18

Underground Space

The Planning Authority will ensure that in granting permits involving works below street level, suitable survey and monitoring procedures are adopted so that no damage to possible historic underground spaces occurs. Existing spaces which have already been identified will be similarly protected.

The Museums Department, in collaboration with other interested organisations, is also encouraged to initiate a comprehensive survey in order to identify existing tunnels and other underground spaces in Valletta. Their restoration, linkage and appropriate reuse is also promoted.

Relevant policies:

*GH04,05,08,
GD11,
GV07.*

During the preparation of this Local Plan, it has been mentioned in various articles that an extensive network of tunnels exists below Valletta. Some of these tunnels, together with other underground spaces have already been identified and are being used for infrastructural services, and for touristic related projects.

Other spaces are illegally used, misused, or as yet unidentified. It is suspected, therefore, that many of these spaces are still undiscovered. When and if identified, their potential to become

a unique attraction would be enormous. The Museums Department, as the body responsible for such historic items, is therefore encouraged to initiate a process of identification of these spaces. Local help from other public, voluntary and private organisations, together with foreign help especially in relation to funding will be expected and appreciated.

On its part, in line with the provisions of General Development Order, No.2, 1997, the Planning Authority will also help in the conservation of identified and potential spaces by ensuring that proper surveys are carried out and works are monitored when these involve operations below street level. Special reference will be made to works below street level which include excavations and/or structural alterations.

GV19

Town Centre

The Planning Authority has designated a Primary Town Centre for Valletta as identified on the Valletta Inset Map (Figure 7). (Refer to General Policy GD06). The Primary and the Secondary Retail Frontages are also identified on Figure 7.

Relevant policies:

*GN05,
GD06,
GV02,08,09,14,24.*

The policy seeks to show the Authority's attitude to retail development in the city centre, and to reinforce the importance attached to this activity in the economic and social life of Valletta. It is considered that retailing is fundamental to the City when located at ground floor level and it should not become diluted by the introduction of other uses which could equally as well function in nearby locations.

This policy is aimed at directing non food shopping to the Town Centre, and ensuring that other uses are complementary to it. The policy attempts to retain and reinforce the primary shopping zone upon which the vitality and viability of Valletta as a Town Centre is so heavily dependent, whilst at the same time acknowledging that other land uses also have a legitimate place in the city centre. However, there is a danger that, without adequate scrutiny, the nature and character of the Town centre may be subtly changed, resulting from the cumulative effect of apparently minor decisions.

GV20

Street Markets

The present street market in Merchants Street will be supported, but upgraded in terms of both layout, and size and design of stalls.

Consideration will also be given to the establishment of additional sites for specialised street markets on selected days, to be regulated by Valletta Local Council and the Ministry for Economic Services / Police in consultation with the Valletta Rehabilitation Project and the Planning Authority. These should be sited within the Town Centre boundary.

Relevant policies:
GV08,09,14.

Street markets are important elements in towns, and the markets in Merchants' Street on weekdays, and outside the bastions on Sundays, provide an important service for residents and visitors. They are also very significant in attracting tourists, and giving an overall feeling of liveliness and bustle to the City.

The weekday market is considered to need more attention due to a number of reasons, mostly however its location in the historic capital city. Presently it gives the impression of disorganisation, looks very shabby in character, and the overall feeling can be described as negative. It is important, therefore, that stalls are properly upgraded and presented in an orderly manner. The part of the market using Old Theatre Street should be relocated in order to give back this street its character. Additional space is to be made available as shown in the Inset Map, including the square in front of the food market. The possibility of changing the hours of operation to include some evening hours should be considered.

Many towns and cities overseas have also developed specialised markets selling, for example, antiques, books, paintings and drawings, stamps, coins, and many other goods outside the normal range of most street markets. Such specialised markets frequently become internationally well-known, and are promoted in tourist literature. They can also provide an established yet inexpensive outlet for locally produced craft and artwork, and with careful siting, they can encourage visitors to explore less well-known parts of a city. In this way, they may also act as a trigger for the upgrading and redevelopment of property in 'fringe' areas.

Applying this line of reasoning to Valletta, several locations would be appropriate for the introduction of specialised markets. It is important to note that the development of any market should be properly regulated to avoid problems to residents, and any abuse by traders themselves, and it is proposed that the most apt bodies to deal with these issues are Valletta Local Council and the Ministry for Economic Services / Police, in association with the Valletta Rehabilitation Project and the Planning Authority.

GV21

Development Of Sitting-out Areas

The development of sitting-out areas will be encouraged in the pedestrian zones identified on Figure 8 which include the site beneath the House of Four Winds. Any approved sitting-out areas will however need to leave adequate space for pedestrian movement along pedestrian routes, and for the appreciation of monuments in the streets and squares of Valletta. Design of hard and soft landscaping, including chairs and tables to be used, will be expected to complement the historical characteristics of the area.

Relevant policies:
*GC01,
GV08,09,14.*

A key element of the Local Plan is to assist in the rehabilitation and expansion of Valletta as a focus of cultural, social and economic life, in keeping with the City's role as the national capital. To achieve a fundamental improvement will mean action on a wide range of matters, but one of the most important is what might be termed the general amenity of the Capital, especially with regard to the public realm - the condition of buildings, footpaths, roads, planting areas, advertising sites, and the standard and location of street furniture and incidental features.

Malta's climate supports and encourages a convivial 'outdoor' approach to living - one of the joys of the country for many tourists, and a feature taken for granted by residents. This ambience does however require that some attention is paid to sitting-out facilities for the

public, their detailed design, materials used (for example, exclusion of plastic chairs and tables) and that these should be sited in the most appropriate locations. This policy also sets out other features which the Planning Authority regards as important in this context, and to which it is expected attention will be paid whenever proposals for street works, embellishment schemes, traffic management projects and the upgrading of infrastructure take place in streets which are predominantly devoted to the needs of the pedestrian.

One of the most appropriate areas for such a facility is the site beneath the House of Four Winds. The area is designated as a total pedestrian zone, and offers spectacular views of the harbour.

GV22

Entertainment, Tourist And Recreational Facilities

Permission for entertainment, tourist and recreational facilities in Use Classes 3, 4, 6 and 9 of the Development Planning (Use Classes Order, 1994 as amended) will normally be acceptable within Valletta, subject to policy GV23 and Structure Plan policies BEN 1, 2 and 3. Discotheques, clubs, hot food take-aways and other similar types of use will only be considered if they are located in sites which will not cause annoyance to neighbouring residents. Where lacking, and in order to encourage better use of such recreational facilities, limited catering facilities will also be favourably considered in public gardens.

<i>Relevant policies:</i>

<i>GN04,</i> <i>GC01,</i> <i>GD10,11,</i> <i>GV14.</i>

As already mentioned, major aims of the Local Plan in respect of Valletta are to optimise the tourism potential of the city, and to make the Capital a more lively and attractive place outside normal shopping and business hours. One method of doing this will be to encourage a wider variety of land uses to locate here.

This policy makes this point explicitly by indicating the classes of use which will normally be acceptable, providing there is no conflict with the relevant Structure Plan policies. Care will need to be exercised, however, to ensure that no uses develop which are likely to be disruptive to the residential function of the City, the expansion of which is also an objective of the Plan.

GV23

Tourist Accommodation

The Planning Authority will encourage the improvement in standards of existing tourist accommodation facilities and hotels.

Proposals for new tourism accommodation, or for the intensification or increase in the number of beds in existing hotels in Valletta will also be considered in line with the need to inject more all-day activity in the Capital. Each proposal will be assessed on its own merits, an important aspect of which will be the contribution that such proposals will be making in terms of regeneration and rehabilitation, and their complementarity to permitted activities and to other policies in this Plan.

Relevant policies:
GN04.

The existing number of hotels and guesthouses in Valletta is considered to be very close to the capacity of the area. This should be seen in the light of the objectives for the area and the general policy of trying to encourage and confirm Valletta as a residential area.

Oversupply of tourist accommodation projects may result in a further reduction of the residential component in the City. However, there is still room for improvement in standards of existing facilities. The Plan therefore tries to encourage existing hotels to improve their rating through improving their service and the facilities which they offer to tourists.

Proposals which increase the number of tourist beds in Valletta will also be considered. Their impact on the Capital City will however be thoroughly investigated, and it is expected that for such development to be permitted, it will have to complement the aims of rehabilitation and regeneration, especially if located in the lower parts of the City. Large properties might be more difficult to use as residential units and the conversion of some of these into tourist accommodation facilities could be a means of securing their upkeep and reuse, and of injecting much needed economic activity in these lower parts of Valletta.

GV24

Office Development in Valletta

Development of new office space within Valletta will only be permitted during the Plan period if such a proposal meets the specific requirements as described below for the different areas as defined in Figure 7 of this Plan:

(A) Within all four distinct areas of Valletta (Town centre, Waterfront, Residential and Housing Improvement Action Areas) as defined by this policy, provided:

- (i) the office space is intended to form part of a Ministry or Government Department; or**
- (ii) the proposed office involves the conservation, through adequate rehabilitation and reuse, of a historic building already scheduled under Grades 1 and 2 according to Structure Plan policy UCO7, or a building which merits to be so scheduled subject to the proviso in the latter case that the applicant consents to its scheduling; or**
- (iii) the proposed use is for a national office of a registered, non-profit, philanthropic organisation or where the proposed use is the administrative function of a national public organization or entity which can satisfactorily demonstrate that it is essential for it to be located in Valletta by reason of its function.**

(B) Within the Town Centre Area, the proposal meets the following criteria:

- (i) the proposed development results from the relocation of an established office use in Valletta, as long as:**
 - the original office use has a permitted development consent; and**
 - if being relocated from the residential area, a private legal agreement is entered into with the Planning Authority renouncing the current established use of the building or the part of a building from which the use is being relocated.**
- (ii) complies with conditions in Policy GV02 for office development within the Town Centre.**

(C) Within the Waterfront Area, policies GD09 and GP04 of this Plan shall apply;

(D) Within the Residential Areas and Housing Improvement Action Area, the proposal falls within one of the following categories:

- i) the proposed office would result in the utilization of an existing tenement having a floor space of not more than 50sqm, or**
- ii) where the proposed office is :**
 - **Located in an apartment block of two or more residential units which are partly or fully vacant; and**
 - **cumulatively the proposed office space does not exceed 50% of the floor space of the apartment block where the block consists of up to two units and 1/3 (one third) of the floor space of the apartment block where the block consists of more than two units; and**
 - **preferably the office space is provided with a separate access from the residential units; and**
 - **proof is provided that the unit being converted has been vacant;**

planning gain is provided, as applicable in the circumstances, in the form of:

- **making the edifice structurally sound;**
- **an unoccupied dwelling is made available for habitation, and**
- **rendering the edifice accessible (preferably through the provision of a lift, even if it means the loss of some floor space for the provision of the lift shaft).**

Relevant policies:

*GD09, GV02,
GF15,
GM15*

Structure Plan policy COM 2 is very clear in controlling further private office development in Valletta and Floriana, and relates this control to an improved transport situation.

The Park & Ride Proposal and the Transport Strategy (including new parking regime for Valletta) will address the traffic access problem for Valletta, and given that both actions have been endorsed by Government this policy is providing relaxation on the previous controls of new office space in Valletta.

Residents still complain that they are unable to find parking places, commuters complain that no suitable parking facilities exist, and most importantly, improvements in public transport have not been sufficient to offer an alternative to the use of the private car. This situation is being addressed through a number of initiatives such as the Park & Ride Proposal for which an Action Plan aimed at facilitating its implementation has been approved, and the adoption by Government of a Transport Strategy.

Public transport improvements are also necessary to sustain public sector offices, which cause the same, if not worse, transport problems than private offices. With the increase in public sector offices envisaged in the Public Office Enclave in Floriana, in line with the general recommendations of policy COM 1, approval of further public sector office space in Valletta is therefore generally discouraged.

This policy, however, does provide for exceptions to this prohibition, which will aid in the achievement of other objectives in this Plan or in the Structure Plan. The first instance relates to the provisions in policy GD09, which permits offices related to port uses which need to be located in this area. The second exception concerns Ministries which, in accordance with Structure Plan strategy, need to be located in Valletta. Registered, philanthropic organisations serve a valuable social function, and may require a central location. Offices for these organisations are similarly considered as an appropriate exemption from the prohibition.

Office development can also be a vital source of investment necessary to upgrade and conserve historic buildings which otherwise would remain dilapidated.

Thirdly, permission for office development may also be granted in the Primary Town Centre and the Residential Zone and the Housing Improvement Action Area provided strict criteria are met. Office location in Valletta is contributing to the decline in the residential population, and so as to reduce further residential displacement, this policy protects the Residential Zone and the Housing Improvement Action Areas as identified in FIG 7 of this Plan by strictly controlling further new offices here.

GV25

Vacated Public Office Buildings

Unless required for other public purposes, buildings vacated through the relocation of public offices will be considered favourably for mixed use development. The following or similar uses will be positively considered: specialised housing such as single person, student, and old people's accommodation; and for other educational and/or cultural activities such as language schools and craft schools. Important historic buildings like the Auberges will be expected to be used to accommodate government Ministries in line with Structure Plan policy.

Additional parking provision will normally not be necessary, unless these can be accommodated, so as to encourage new investment into Valletta.

Relevant policies: GV02.

Those buildings currently occupied by government departments and eventually to be vacated as other accommodation becomes available, will require very careful and restrained conversion to a high standard. Examples include the development of aged persons' accommodation.

The development of housing by conversion in these circumstances should be regarded as the chance to demonstrate the very high quality which can be achieved working to a well specified brief, and should serve as an example of what is quite possible in similar circumstances elsewhere on the Islands.

Besides housing, other uses could include those relating to education (including public library), tourism, and even medical activities or an appropriate combination. Parking provision will also be necessary. At this stage, these uses are given merely as ideas to illustrate the breadth of possibilities available. Normal development control assessment will still be required.

GV26

Sites For Redevelopment

Key sites are identified and indicated on the Valletta Inset Map. On these sites the Planning Authority encourages the initiation of redevelopment projects :

- **City Gate/Freedom Square area;**
- **The Opera House site;**
- **Fort St. Elmo;**
- **Evans Buildings.**

Relevant policies: GN01,03,04 GH01, GT10, GD10, GV02,12,14,27,28,29.
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These key sites represent areas of great potential and opportunity. They have significant development potential and their redevelopment could lead to a marked improvement in the urban fabric.

Any proposals which are put forward for individual parts of these areas will therefore be considered by the Planning Authority in the light of the wider development context as formulated in the Master Plan for the entrance to the City, as approved by the Planning Authority. The Master Plan comprises the area which includes the Opera House site, St. James Cavalier, Freedom Square, City Gate, the land front ditch, and the bus terminus area.

GV27

City Gate And Freedom Square

The Planning Authority will support the redesign of both City Gate and Freedom Square provided:

(a) Bus Terminus Site

- (i) The project includes a bus terminus below the existing level subject to detailed surveys which demonstrate that the remains of the historical fortifications and the ex-railway tunnel shall, where possible, be considered and integrated with the proposed development;**
- (ii) The use of the spaces within the bus terminus building shall be limited to uses which are ancillary to the operation and functioning of the terminus. These may include small kiosks, coffee shops, waiting rooms, ticket sales, information bureau, operational offices and public conveniences. The design of the building should not exceed the height of the original fortifications, and shall be determined by accurate studies which take into consideration the “line of fire” view from the upper levels of the City’s curtain walls over the finished level of the proposed building and onto the ex-glacis of the fortifications;**
- (iii) Vehicular access arrangements to and from the Bus Terminus will be determined following an accurate study into the operational requirements of the Bus Terminus, demand for public transport, and the possibility of reorganising schedules to reduce the need for buses stopping for long-periods of time in the Bus Terminus.**

(a) Freedom Square Development

- (i) The proposals for Freedom Square include an underground car-park (not exceeding 400 spaces), enclosure of plaza with a building fronting Republic Street, demolition of existing arcades to expose façade of St James Cavalier, the demolition and reconstruction of portico on left hand side of the entrance to Valletta;**
- (ii) The proposals for Freedom Square include cultural / entertainment / leisure orientated uses. Retail shall not exceed 20% of the total net commercial floorspace. No office development will be allowed.**
- (iii) The proposed development shall take the following into consideration – the preservation of the existing ex-railway station, bridge and platform, the possible future utilisation of the ex-railway station in the provision of a light rapid transit system to the outskirts of Valletta, and the possible future creation of a covered pedestrian link to the Bus Terminus building.**
- (iv) The public open place at ground floor level shall be designed in a manner, which is conducive to public enjoyment providing informal seating areas, which compliment the design of the large open staircases leading to the main entrance of St. James Cavalier.**

The developer shall be required to submit a Traffic Impact Assessment of the proposed project as per terms of reference established and issued by the Planning Authority.

Detailed restoration method statements shall be submitted for the approval of the Planning Authority prior to the issuing of Full Development Permission for each phase of the development. The method statements shall include all contents listed in the Planning Authority's Policy and Design Guidance for Development Control within Urban Conservation Areas.

A detailed landscaping scheme for the open spaces should be submitted with the full development permit application. The materials, colours, and design of the scheme should take into consideration the historical context of the site and its former use as a defensive outpost. The layout of the public open spaces should be conducive to leading the visitor into the City and should allow pedestrians to enjoy full views onto the fortifications. Should the Tritons fountain be retained, this should be carefully dismantled for the duration of the construction period, and should be restored to its original form.

Relevant policies:

GN01,03,04,05, GH01,
GT04,10,14,
GV07,12,14,26,28.

The present setting and design of both City Gate and Freedom Square do not give the message that one is about to enter or has entered an important site in the most important city in the Maltese Islands.

This feeling is underlined by the discordant proportions of the existing large open space, improperly used as a car park, which does not take account of the axis presented by Republic Street. The architectural treatment of both the Gate and the Arcade is in dire need of improvement, and the square should, through building and/or landscaping between the square and Republic Street be reduced in size to respect more the human scale.

Besides these issues, the redesign of the spaces has to take into account the historical setting. This does not mean that projects of redesign have necessarily to be a copy of the baroque architecture of the past, but the Urban Conservation Area and World Heritage City status of Valletta must be respected. Any redesign also has to take into account the adjacent schemes which include the Opera House Site, the Arts Centre Project, and the Bus Terminus improvement, especially in terms of vehicular and pedestrian access, and parking.

The approved Master Plan for the entrance to Valletta addresses these aspects in a holistic manner through being part of an integrated design regarding the approach to the City. Parking will be removed from Freedom Square, and provision will be made underground in accordance with policy GV12, through alternative access arrangements.

GV28

Opera House Site

The Arts Centre at St. James Cavalier and the proper reuse of the Opera House Site accords with the strategy to improve Valletta's role as a cultural capital. The latter will include a multi-purpose theatre as part of a redevelopment project which predominantly includes a cultural use. Other limited commercial (except for non-related offices) and recreational uses, preferably with a cultural orientation, will also be permitted.

During the interim period until the Opera House Site project is implemented, the Planning Authority will encourage the use of the site for other cultural activities as long as these do not compromise the original objectives. It will also give more detailed guidance on what is expected on the site which will take account of the following criteria in its formulation:

- a Traffic Impact Statement;
- an evaluation of projects adjacent to or having an impact on the site;
- parking provision underneath Freedom Square; and

- the World Heritage City and Urban Conservation Area status.

Although it would be inappropriate to prescribe a specific architectural style, the new building on the Opera House Site should be treated as a strategic landmark within the entrance to Valletta. The architectural treatment would have to respond to the challenge of providing a contemporary statement befitting the twenty-first century, whilst respecting the historic legacy of Valletta as a former city of the Order of St. John.

Relevant policies:

*GN01,03,04,05,
GH01,GT10,14, GD10,
GV10,12,14,26,27.*

The first phase of transforming St. James Cavalier into an Arts Centre is complete. The second phase is envisaged to comprise the development of the former Opera House site and Freedom Square.

The project itself is considered to be one of the most important and government is encouraged to use it in order to give a clear message about the future role of Valletta as a cultural capital city. Due to its potential impact, however, it is important to ensure a co-ordinated approach to development, and proposals have to take account of other schemes in the vicinity of or having effect on the site. Therefore, other policies in this Plan which have a bearing on Valletta are relevant.

It is also important for the traffic impact of the project to be thoroughly assessed, and impacts on access anticipated. As the probability is that the centre's peak time would be in the evenings, this would help the overall aim of increasing activity in Valletta at the most desired times. There might also be an opportunity of having the car park underground, below Freedom Square. This would also cater for commuters when spaces are available in the mornings.

GV29

Fort St. Elmo and Evans Buildings

The Planning Authority will require the preparation and approval of a Development Brief for the two sites identified on Figure 7 (Fort St Elmo and Evans Buildings Site). The Brief will give detailed guidance on the appropriate land-uses, design, access, parking, servicing and planning gain in the form of restoration and public open space.

The Planning Authority will favourably consider any of the following uses or a mix of these uses: cultural, touristic and educational. Other uses such as offices (including software development) residential and retail (speciality shopping) will be assessed in relation to other policies in this plan. The brief must ensure that free public access to the outer parts of the Fort.

Relevant policies:

*GN01,03,04,05,
GH01,02,04,05,08,
GT10,14,
GD10,11,
GV02,12,14,26.*

The present state of this historic Fort means that extensive restoration works are needed to ensure proper conservation. It is important, therefore, that any proposals take account of the costs involved in restoration, and ways of securing the needed funds. It is foreseen that this project will take the form of a public/private partnership, as any one actor on his own will probably not bring the project to fruition. Given the Fort's important historical role from a European and international aspect, it can be justly argued that it is also the responsibility of international bodies like the UNESCO to contribute to its restoration.

The main use of the Fort will be related to tourism, culture and educational. The location, views, historical setting, and the proximity of complementary existing facilities all indicate the tremendous potential that exist for the reuse of the Fort as a touristic and cultural experience. Enshrined in this basic concept, however, should be a requirement for free and unhindered access to the outer parts of the Fort during normal public hours to enable appreciation by the general public. This does not mean free facilities, but simply emphasises the fact that this is a national monument and everyone should enjoy a right of access sufficient to confer an adequate understanding of the role of the Fort. Subject to safety considerations, it may also be possible to consider re-instatement of the St. Elmo bridge which formerly linked to the breakwater, enabling the latter to be reopened to the public.

There could also be the possibility to include a luxury, upmarket hotel at the current Evans Building.

Another idea which could be developed is the inclusion of a crafts centre, where visitors could be shown how old items used to be made. This should not take an industrial form, but would simply be a showcase to demonstrate activities.

The area could also include a War Experience which embraces the War Museum; together with some other related audio-visual display and/or actor type of guiding around the upper parts of the Fort. The project could also be linked by ferry to both Sliema and Cottonera, and could include a night time experience of the fortifications in the Grand Harbour.

The lower part of Fort St. Elmo is the most difficult part when it comes to identifying a use, which has to: preferably include an evening type of activity; be financially viable, inward looking, respects the historical aspect, complementary to the uses on the other parts of the Fort, and in accordance with other policies of this Plan. These parameters are all important and the problem is demonstrated by its present use and condition. This policy tries to be flexible towards the use of this part of the Fort by giving the parameters to be considered rather than specifying which use or combination of uses it should be.

As all the above suggested uses are attractors of traffic, a traffic impact statement is expected to be carried out to assess the proposals' impact on access and parking. The strategic location of Fort St. Elmo on a promontory midway between Tigne' Point and Fort Ricasoli, both of which are the subject of development proposals, also suggests the possibility of some novel way of linking these sites.

The overall aim of the project would therefore be the establishment of a magnet at the lower part of Valletta which would also serve as the stimulus to help in the latter's regeneration drive. This should also be linked to the proposals for the Evans Building site, indicated by the policy which is an integrated part of the development brief and can act as a supporting facility, including a hotel, for Fort St. Elmo and the Mediterranean Conference Centre.

GV30***Old University Building***

The Planning Authority will consider proposals for development at the Old University building provided they are intended to enhance the viability of the structure for educational use and they respect the principles of good conservation in line with policy GV 14 of this Plan and any other relevant design and conservation guidelines.

This building has been in use for educational purposes for an extended period of time and the Planning Authority intends to protect this established use by prohibiting any change in its use from education. Its location within the residential area assists in the regeneration efforts since it is a low intensity use but still attracts visitors to the area and hence increases its vitality.

The need to retain the building in use as an educational establishment must be balanced with the importance of protecting the historical and architectural heritage of Valletta. The Planning Authority will ensure that any interventions on the fabric of the building are in conformity with the principles of good conservation and restoration practices.



AWTORITA TA' L-IPPJANAR
PLANNING AUTHORITY

Key

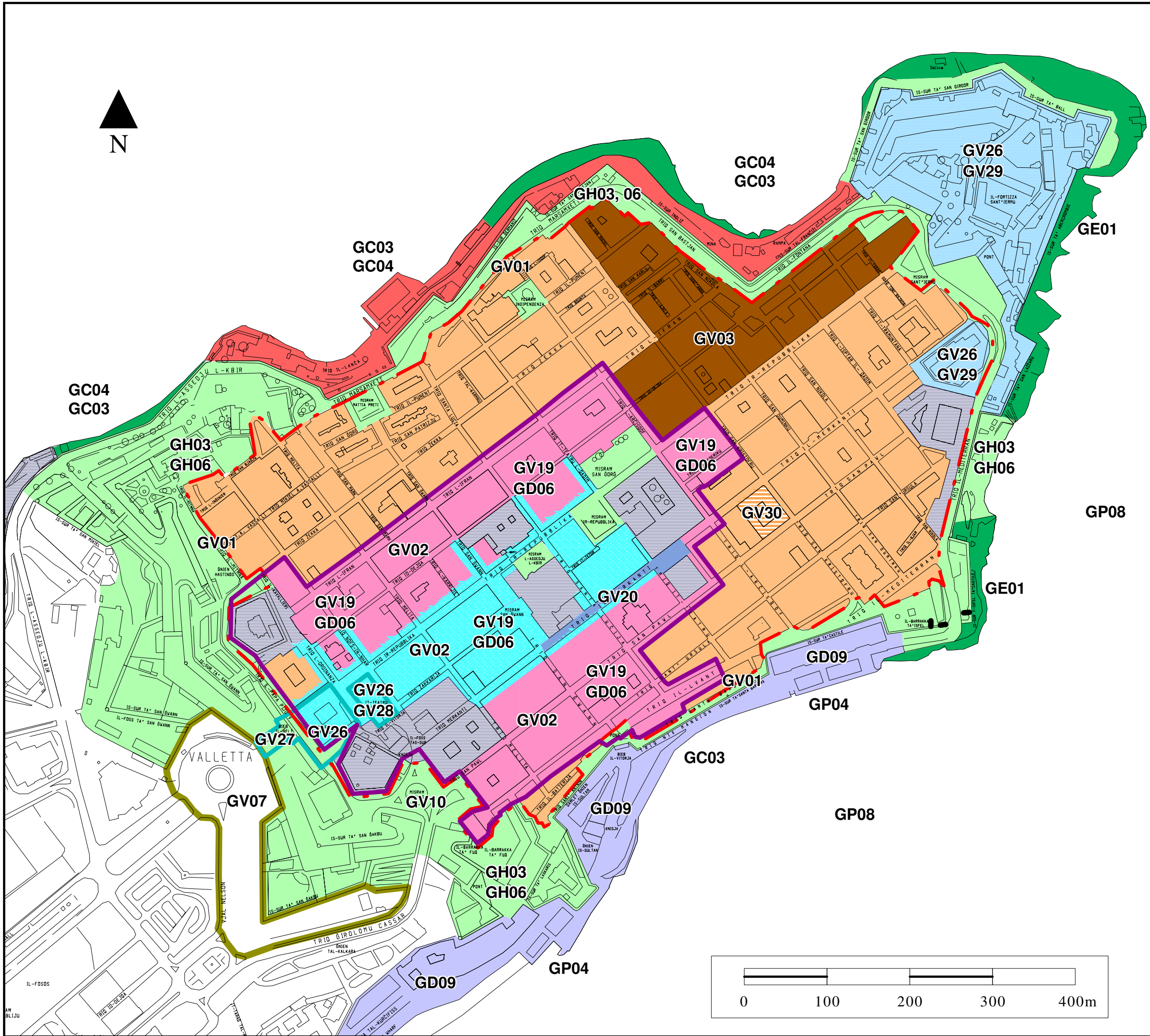
- Development Brief
- Sites for Redevelopment
- Primary Town Centre
- Primary Retail Frontage
- Secondary Retail Frontage
- Retention of Existing or more Environmentally Friendly Uses
- Transport Infrastructure Upgrading
- Street Market
- Residential Zone
- Housing Improvement Action Area
- Old University Site
- Maritime Related Uses
Use Class 10 (Use Classes Order, 1994 as amended)
- Light Port Related Uses
Excluding Use Classes 12 to 16
(Use Classes Order, 1994 as amended)
- Areas of Open Space
(to retain open space character)
- Site of Scientific Importance /
Area of Ecological Importance
- Pedestrian Bridge
- Urban Development Boundary

Valletta
Inset Map

Scale : 1:4500
Date : April 2002
INDICATIVE ONLY
Not to be used for direct interpretation.

Figure :
7

Base Maps - 1988 Survey Sheets (Updated)
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GRAND HARBOUR LOCAL PLAN



AWTORITA TA' L-IPPJANAR
PLANNING AUTHORITY

Key

- Local Access Road
- Pedestrianised Zone
- Pedestrian Priority Area
- Junction Redesign
- Traffic Direction
- Two Way Traffic
- Service Routes

Note: The traffic management measures shown on this map are indicative and may be subject to change following detailed examination.

Valletta Transport Strategy

Scale :	Date :	Figure :
1:4000	April 2002	8
INDICATIVE ONLY Not to be used for direct interpretation.		
Base Maps - 1988 Survey Sheets (Updated) Copyright Mapping Unit, Planning Authority		



AWTORITA TA' L-IPPJANAR
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Key

P Existing Parking Areas

Sites for new operational parking

Freedom Square

Part of Fort St. Elmo

Palace Square (Misrah San Gorg)



Valletta
Parking Strategy

Scale : **1:4000** Date : **April 2002**
INDICATIVE ONLY
Not to be used for direct interpretation.

Figure :
9

Grand Harbour Local Plan

Approved Plan

April 2002

General Policies

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1.0 Background

- 1.1 The Grand Harbour Local Plan has been the subject of considerable discussion and research. It builds upon the groundwork laid by the Structure Plan, and other initiatives of national significance. It takes account of the social, economic and environmental concerns of the community, and interprets them in a manner which gives a basis for deciding upon the most appropriate use of land.
- 1.2 The underlying philosophy of the Plan is the need to reconcile development pressure with that of conservation and environmental considerations. The Plan tries to strike a balance between these two important elements. In some areas, identified in the Plan, it is appropriate to make allowance for large scale or far - reaching development proposals; in others, radical change is not acceptable, and maintenance and improvement of the existing environment are sought.
- 1.3 This draft Plan gives members of the public the opportunity to comment on the overall strategy and the detailed policies intended to support it.
- 1.4 Preparation of the Grand Harbour Local Plan has taken full account of the Structure Plan, and sectoral commitments by parastatal and other bodies, deemed to be in the national interest. It is intended that the Local Plan should be consistent with the provisions of the Structure Plan. Together they represent the planning guidance against which all development proposals will be assessed.
- 1.5 An effort has been made to keep the Local Plan a succinct document, so that the main thrust of its approach can be more easily understood and appreciated. It cannot, in any case, be exhaustive, but rather it attempts to deal with main issues. Explicit detail on a 'street by street' basis should not be expected and is not given. However, adequate guidance is available through the development plan system - the combination of the Structure Plan, the Local Plan and good development control practice - to enable assessment of individual development applications to be made. However, the Local Plan does not normally repeat the policies of the Structure Plan, and that document should still be consulted, particularly in respect of those matters which have a strategic bearing.
- 1.6 The Planning Authority has already issued formal planning guidance notes on a number of matters and may from time to time supplement these further. The Local Plan should be read in association with such guidance. Where development briefs are specified, it is intended to undertake these as resources permit, either in advance of development proposals being received, as proactive implementation projects, or when their consideration becomes necessary, prompted by development interests. Outline information will however be included in the Plan.

MAP 1

2.0 Introduction

- 2.1 The Grand Harbour Local Plan deals with the Port area and those towns and industrial areas immediately surrounding and related to the Grand Harbour itself. For planning purposes, it therefore includes the water area and shoreline. The landward areas are Valletta, Floriana, Marsa (including Albert Town), Kordin, Senglea, Cospicua, Vittoriosa, and Kalkara (including Ricasoli). Although each has its own characteristics and problems, they are nevertheless all commonly associated with the Grand Harbour, historically the most significant part of Malta, and of course the principal port.
- 2.2 The area of the Local Plan covers some 930 ha, of which the land area is about 728 ha, and the water 202 ha. The total population is in excess of 38,000. As well as the historical and cultural heart of Malta, the Local Plan also includes densely populated residential areas, significant greenery and open spaces, and heavy industrial uses, notably the Power Station at Marsa, and Malta Drydocks and Shipbuilding. The latter two alone account for a workforce of over 3400. Of great importance too are the many maritime-related activities which occur around the Harbour.
- 2.3 Thus, because the Local Plan deals with an area which is so important in strategic as well as local terms, it has been necessary to adopt a twofold approach, preparing a strategy which relates to wider issues of importance in the whole of the Harbour area, and bringing forward more detailed policies and proposals for individual localities.

3.0 Methodology

- 3.1 The approach is reflected in the methodology adopted in preparing the Plan. An exhaustive consultation programme was undertaken to try and ensure that all organisations and groups likely to have an interest in the Plan area were given the opportunity to discuss issues and problems and get involved in plan preparation. In parallel with this task, a detailed consideration of the policy background was derived from the Structure Plan. Other strategic factors, involving questions of national interest, were also examined where these were likely to result in land use implications. The results were set out in a document, 'Grand Harbour Local Plan: Policy Background', produced separately.
- 3.2 The strategic issues were isolated and considered in relation to the local concerns which became apparent during the initial consultation process. Strategic issues and local concerns were then used to evolve a Planning Strategy Framework for the Local Plan. The Framework consists of a series of aims, based on an assessment of the Local Plan area, its positive and negative characteristics, and the scope and opportunity for planning related initiatives and action. Essentially, the process might be summarised as the preparation of planning policies based on the reconciliation of strategic and local factors. Throughout the whole process, the importance of a careful balance between development aspects, and those of the environment, was acknowledged. Where possible, therefore, reference has been made to the environmental capacity of the area.
- 3.3 Two sets of policies have been evolved. The first set covers the whole of the Local Plan area and puts forward policies dealing with issues relevant to that area generally, where they are not considered to be covered by the Structure Plan at all, or sufficient detail is lacking. Most of these policies are also indicated on the General Proposals Map. They also include policies that can be easily applied to other local plan areas. These are policies, therefore, of which the next revision of the Structure Plan should take account. They are termed Strategic Policies and follow similar lines to those in the already published Marsaxlokk Bay Local Plan. The second set consists of area specific policies. The Grand Harbour has been sub-divided into individual localities, and policies have been prepared relevant to the particular locality. Each locality also has its own Inset Map. It is intended that the general policies will provide a basis for the more specific area policies.

4.0 Problems of the Grand Harbour Local Plan Area

- 4.1 Before examining the intended aims of the Plan, in the context of a long-term ‘vision’ for the area, it is worthwhile re-stating briefly the main problems which exist here. These reflect basic ‘structural’ changes linked to the evolution of Maltese economy and society as a whole over the last 20 years, as well as pressures peculiar to individual localities.
- A continuing decline in the local resident population, coupled with an ageing population structure;
 - deterioration in the fabric of many urban areas, symptomatic of inadequate investment;
 - traffic and access difficulties, particularly in Valletta and Floriana and between the Three Cities and Valletta;
 - inadequate provision for the pedestrian/cyclist;
 - the spread and coalescence of settlements and their gradual loss of identity;
 - lack of adequate community facilities, especially open space and play provision;
 - poor maintenance and presentation of historic buildings and artefacts;
 - increasing office development in residential areas;
 - inefficient use of industrial land;
 - shopping areas in need of improvement;
 - the presence of pollution and threats to natural assets;
 - insensitive interventions, deterioration and incompatible uses in rural areas, the coastal zone and valleys;
 - pockets of deprivation - poor quality housing, residents with social problems;
 - pressure for development of open space and greenery in some peripheral areas;
 - the general decline of Valletta and the Three Cities;
 - the present “dormitory town” feeling in Cottonera;
 - the future role and requirements of the Grand Harbour as a port;
 - the overlooked potential for tourism development; and
 - a general tendency towards poorly prepared development proposals, giving insufficient or no consideration at the outset to matters such as contextual design, access for people with special needs, parking, landscaping and planting, and energy efficiency.
- 4.2 The next section of the Plan sets out the broad framework for dealing with these problems.

5.0 Vision and Aims of the Plan

- 5.1 Given the extent and depth of the difficulties present in the plan area, what approach should the Planning Authority adopt, and what should be its role? It is considered that, in the context of the Plan, the Authority's principal task should be directed towards securing the economic and social revitalisation and regeneration of the Grand Harbour area in a fitting environmental context, with an emphasis on conservation.
- 5.2 Because the Local Plan is a land use based document, and the Authority has similarly limited powers and responsibilities, the Plan cannot represent a comprehensive treatment of all of the aspects involved. Nevertheless, it indicates, in planning terms, the approach which should be adopted, which might be summarised as:
- the proactive stimulation, encouragement and support of sound development ideas;
 - improvements through the modification of schemes;
 - a firm stand against negative proposals; and
 - a clear policy of environmental protection, through improvement and better management..
- 5.3 The Plan is thus intended to show to the public, parastatal agencies, private organisations and others who have an interest in the way land is to be used or developed, what the Authority wishes to achieve and how it intends to go about this process - based on a long term 'vision' or view of the Grand Harbour. In other words, the Plan seeks to remove uncertainty over issues of land use wherever possible, so that decisions can be taken within an established framework. Moreover, in this way, it is hoped that the Plan can provide a context for the more objective assessment of certain public investment decisions, which require an appreciation of the wider, as well as the local, setting.
- 5.4 At the heart of the Authority's approach to the Local Plan area is an acknowledgement of the historical and environmental importance of the Grand Harbour, and also a concern for its vitality as a residential and a working area. It would be easy, however, to over-emphasise one aspect at the expense of another. Hence, the Plan must adopt a view that gives recognition to all of these factors which are, at the moment, clearly out-of-balance - as evidenced, for example, by population changes and areas where the building fabric is clearly suffering from under-investment.
- 5.5 In development terms, a strategy of encouraging development, improvement and re-use of land has been adopted, but related firmly to the concept of environmental capacity. The latter can be described simply as an 'acceptable limit to growth,' but is much more difficult to define precisely. That is why it is considered important for the final version of the Plan to decide, through consensus, where there is scope for major change, to give an indication of the type of change which is acceptable, and thereby establish the parameters within which development can occur. It will be evident, for example, that certain requirements will remain. The area's supply of sports related open space is considered the minimal provision, which should ideally be increased. There may be scope, nevertheless, for change in terms of where that open space is located. Clear examples of circumstances in which this principle might arise are the case of the Xaghra in Floriana, and on the fringes of Bormla, with respect to a sports complex currently under consideration to serve as a 'regional' centre. Emotive arguments about the loss of a facility to development should be replaced by the principle of overall retention of pitch provision, and detailed consideration of the acceptability or otherwise of local alternatives.

- 5.6 Also important in the Local Plan's approach is the retention and strengthening of the positive characteristics of each area - the sense of place and identity that they each possess. This approach emphasises the inter-related importance of aspects like strengthening the local community by reversing out migration - which in turn will require a wider range of and improved housing; better shopping; attention to the quality of the public domain; and more job opportunities. It demands an integrated approach and is likely to involve certain measures outside the scope and competence of the Local Plan, for example, the possibility of appointing a town centre manager where necessary. Where such measures are nonetheless relevant, they are introduced for action at the appropriate higher level. Initiatives such as implementation work on commercial and housing improvement action areas are considered to be very important after the Local Plan is approved.
- 5.7 Unlike so many other parts of Europe, unemployment is not seen in a national context as a major problem. If anything, the job market in Malta is characterised by a shortage of labour, particularly in certain skills. But it would be a grave oversight to be complacent. A reduction in Government and public corporation employment is inevitable, and the private sector is likely to face increasing competition with closer links to Europe. Especially in the Three Cities, opportunities for diversification of employment, particularly where re-training is provided, should be targeted.
- 5.8 Two other particular development points should be underlined. One is the absolute need for Valletta to flourish in a 'rounded' way - not simply as a business centre, but as a residential community and the cultural and artistic focus of the Islands. As the capital city, Valletta has an international symbolism and importance, and for this reason, it demands special attention.
- 5.9 The second relates to Marsa Park (see area policies), identified in the Structure Plan COM 4 as a Primary Development Area, a controversial decision at that time because of its apparent implication of loss of character, open space and perhaps sporting facilities. However, the detail of this proposal was not fully expounded, and the Local Plan has an obligation to take this issue further. Marsa Park is dealt with at length in the Local Plan and it is considered that there is a clear opportunity for a development of a high standard which would satisfy both Structure Plan aspirations and local concerns.
- 5.10 The general task of regeneration has been broken down into a series of aims, based upon the Structure Plan's key goals of resource creation, management and protection. These provide a framework for more specific and detailed area-based policies.
- Containment and more efficient use of the urban areas in the context of a settlement hierarchy;
 - reversing population decline mainly by rehabilitation and redevelopment;
 - maintaining and enhancing the positive characteristics of the Local Plan area, especially in relation to heritage and urban design aspects;
 - enabling the port function of the Grand Harbour to flourish;
 - reducing the impact of industry generally and on residential areas in particular;
 - improving access and public transport facilities;
 - developing social and community facility provision;
 - reinforcing the vitality and viability of Valletta as the nation's capital;
 - encouraging tourism, especially in the Three Cities;
 - strengthening the retail hierarchy, in the interests of consumer service;
 - assisting industrial efficiency through the supply of land and sites; and
 - expanding upon Structure Plan policies in respect of Marsa Park.

Although these aims are explained in more detail in the ‘Grand Harbour Local Plan: Policy Background’, it is useful to reiterate the main points.

5.11 Containment and more efficient use of the urban areas in the context of a settlement hierarchy.

The need to use land and buildings more efficiently is a major goal of the Structure Plan. It is also important to deter wasteful duplication of services and facilities, and to halt the sprawling expansion of the urban area which would result in the loss of identity of the historic towns around the Grand Harbour. A clear view of the functions of the various towns is therefore important to enable a more ordered approach to be taken towards their future planning.

5.12 Reversing population decline mainly by rehabilitation and redevelopment.

Most of the plan area has consistently lost population over recent years, with the exception of Kalkara. The population loss reflects the many problems which the area faces, particularly poor quality accommodation in several places, and the increasing gap between people’s expectations regarding a better lifestyle, and what is actually available. This is leading to a long term ‘spiral of decline,’ especially in those locations where no incentive exists to improve property because of current rent laws. Strong and concerted efforts are therefore required to overcome this situation, to provide conditions which will encourage residents to remain.

5.13 Maintaining and enhancing the positive characteristics of the Grand Harbour Local Plan Area, especially heritage and urban design.

This aim highlights the need for a conservation-oriented approach. Not only does the plan area include many individual towns, townscapes, buildings and fortifications of great historical and architectural interest, but these occupy a ‘linked’ setting around the Grand Harbour, itself of great natural interest.

5.14 Enabling the port function of the Grand Harbour to flourish.

In terms of economic activity, the Grand Harbour is first and foremost Malta’s principal port serving the domestic market, and the location of associated maritime related undertakings. The Plan therefore needs to take into account this factor which is of national significance.

5.15 Reducing the impact of industry generally and on residential areas in particular.

Inevitably, in an area as complex as that of the Plan, the effects of industry, in particular as regards conflicts with established residential areas, are bound to occur. However, the task of the Local Plan is to minimise such conflict when there is a clear land use dimension to the problem over which planning policies can have some influence.

5.16 Improving access and public transport facilities.

The Plan area is a focal point for traffic. A number of arterial routes pass through here, with most of the ‘regional’ traffic between the north and south of the Island channelled through Marsa. Valletta and Floriana are, of course, major destinations themselves, and the maintenance of good accessibility to the Capital is an essential requirement. The Local Plan therefore needs to consider traffic problems at two levels - strategic and local - and with a strong bias towards improvement of public transport.

5.17 Developing social and community facilities provision.

Discussions and surveys have revealed an under supply of facilities which would normally be found in a complex urban area. Some parts of the Grand Harbour are also characterised by social problems. It is not possible for a land use based plan in isolation to solve these difficulties - that require concerted action over a wide front - but the plan can help to introduce relevant policies which may assist in meeting social goals, for example by positively encouraging particular types of development or restricting others.

5.18 Reinforcing the vitality and viability of Valletta as the nation’s capital and administrative and commercial centre.

Valletta is of key importance in the life of the nation. It is the seat of government, a focus of business, the arts, commerce and tourism. Despite a decline in population over the years, it remains an important residential area, although the increasing imbalance in its functions has led to a ‘deserted’ appearance in late evenings. In some places the building fabric is in poor condition, and the appearance and upkeep of streets and open spaces demands more attention.

The planning strategy adopted turns on three important points

- measures to strengthen Valletta as the nation’s capital;
- encouraging economic and socio-cultural regeneration; and
- seeking environmental improvement.

This approach will involve better access to Valletta, based on improved public transport; enlivening the city in the evening; regeneration of lower Valletta (see area policies); and improving the shopping environment. Careful consideration will need to be given to the development of key sites, and more opportunities made available for housing improvement and the provision of particular types of housing, for example, single persons’ accommodation.

5.19 Encouraging tourism, especially in the Three Cities.

Whilst Valletta is well known as a tourist attraction, that is less true of other parts of the Grand Harbour, and in particular the Three Cities, whose tourism potential is considerable but for the most part remains relatively unexploited. Tourism development, carefully managed, should also assist in meeting other aims of the Plan. At least the relatively undeveloped nature of tourism and tourist facilities here does confer one advantage, in that growth can be carefully directed and controlled in a sensitive way which acknowledges the historical legacy of the Three Cities but also pays due regard to the fact that this is a vibrant, working community.

5.20 Strengthening the retail hierarchy, in the interests of consumer service.

A principal strategy of the Plan has been described as the containment of settlements and the retention of their individual identity and character. This is closely related to the shopping service which they provide, and the threat to such established centres posed by the growth of other forms of retailing, particularly in ‘out of town’ locations. Care has to be taken not to inhibit the consumer’s right of choice, but this should not be at the expense of accelerated urban decline caused by diversion of trade. In the Plan area, retail provision appears well balanced and is related to the needs of the local community, although Valletta, of course, has a ‘national’ role in the shopping hierarchy. Yet it is evident that many centres have scope for improvement. The position taken in the preparation of the Local Plan is that major retail expansion outside these centres should not be undertaken at the expense of the wider socio-economic benefits that are being sought.

5.21 Assisting industry through the supply of land and sites.

The Local Plan area has been very significant in industrial location terms, with proximity to the port, ease of access and the presence of the most heavily urbanised part of the Island nearby encouraging industrial growth. Nevertheless, information derived from survey indicates that the supply of sites appears to be in excess of demand, with about 21 ha out of an estimated 131 ha of industrial land undeveloped or used inefficiently. It is not considered therefore that additional land should be allocated for industrial use, but rather that efforts should be made to use existing land more efficiently, ensuring that it is ‘recycled’ rather than left derelict.

Because of the importance of the Grand Harbour as a port, provision should be made to ensure that those types of port-related industrial and commercial undertakings which by their nature need to locate in the vicinity of the waterfront are enabled to do so.

Finally, attention also needs to be given to the needs of ‘local’ industry, whose primary market is Malta and whose export component is small. Priority on estates is often given to export oriented industries, so it is important to ensure that sites are available for industries in the important domestic sector of the economy.

5.22 Expanding upon Structure Plan policies in respect of Marsa Park.

The Structure Plan makes specific reference to the development of Marsa Park as a ‘multi-use area in a woodland setting’. The detail is left for the Local Plan to resolve, although certain aspects are identified, linked to measures to improve the overall attractiveness of the landward end of the Grand Harbour. The scale of change envisaged here is likely to be significant and will require a holistic approach to development planning.

5.23 Policies have been prepared on the basis of both national requirements and local concerns. The first part of the Plan deals with overall policies relating to the whole of the Plan area. The second part puts forward policies for individual areas into which the Plan has been sub-divided. Hence the next section of the Plan deals with policies under appropriate topic headings. That is followed by maps and specific policies relating to individual areas.

6.0 General Policies

6.1 Strategic Policies

Strategy

There are instances where general policies applicable to the Grand Harbour Local Plan area could also be used on a more strategic, national level. These policies are not meant to replace those in the Structure Plan, but rather to expand further and stress their importance.

Approach

As with the already approved Marsaxlokk Bay Local Plan, this part of the document contains policies regarding various topics. The spirit of these policies should be considered for adoption in the next revision of the Structure Plan.

GN01

Government Estate Management

In accordance with Structure Plan requirements (Section 19), the Planning Authority will encourage and help Government to set up a professionally managed estate agency for government land and property with the aim of making the most efficient use of it in line with the overall goals and objectives of this Plan and its general and area policies.

<i>Relevant policies:</i>

<i>GH03, GE06, GD03, GV26, 27, 28, 29, GF14, 16, 20, GM16, 17, GI04, 08, 09, 10, GB09, 11, 12, 13, GL14, 15, 16, GG15, 17, 18, GK12, 17, 18, 20.</i>
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Survey work carried out during the plan preparation period, and as a result of meetings carried out with specific organisations including the Local Councils, indicate that this Local Plan area incorporates substantial areas of government land and property which are inappropriately used. This increases the demand for more land and adds to the pressure for further release of greenfield sites to the detriment of both the urban and rural environments. The aim of this policy is therefore to improve the output of these valuable resources - land and property - and to eliminate the notion that government land resources are infinite.

GN02

Public Utilities

The Planning Authority will require early consultation on the siting, design and screening of operational equipment specified for public utility purposes by the responsible utility agencies where such equipment will involve the submission of a development application. Applicants will be expected to include adequate land within the site to allow for satisfactory screen planting, or to enable other screening methods to be used. Attention is drawn to Structure Plan policies on undergrounding of services.

<i>Relevant policies:</i>

<i>GF20, GK03, 24.</i>

Supply of sewerage, electricity, water, and fuel may require sub-stations, pumping stations, valve-houses and the like to be located in prominent positions for operational reasons. Early consultation with the Planning Authority will be necessary to avoid abortive work and achieve an acceptable solution well in advance of orders for equipment or detailed design.

GN03

Surface Water Run-off And Collection

The Planning Authority will cooperate with entities responsible for the provision of infrastructure services in order to enhance such services in the Local Plan area.

All new major building or development schemes and the construction of new road schemes will be required to make adequate provision for the collection, storage and use of surface water run-off.

Waterfront development, in particular, has to take account of its impact on infrastructure services.

Relevant policies:

*GT02,03,
GD04,
GV05,07,26,27,28,29,
GF05,09,16,20,
GM15,17,
GB11,13,
GK12,16,23.*

In view of the general shortage of fresh water on the Islands, and the cost of providing fresh water from sea water, it is prudent to utilise all possible sources of supply. This may be difficult or impractical in the case of small schemes, but in large developments, particularly those which include substantial areas of impervious surfacing such as car parks or carriageways, the marginal cost of providing a storage cistern or reservoir is low.

The Planning Authority will therefore want to be satisfied that this aspect has been taken into account in development schemes and that positive measures are also being introduced to utilise this ‘secondary’ quality water source e.g. to maintain landscaping schemes, for flushing or cleaning purposes.

Where initiatives are taken on a national level, these must consider other aspects related to the central issue. Examples include effects on and by the sewerage network, minimisation of negative environmental effects especially related to valleys, and also issues related to future management of the improvements and developments proposed.

Where waterfront development is considered, whether for leisure, residential, commercial or industrial purposes, the impact of such development on infrastructure services has to be assessed, especially related to water supply and disposal of sewage.

GN04

Access For All

All new or rehabilitated public buildings and public areas, or buildings which are expected to attract the public on a regular and frequent basis, will be expected to make provision for access by people with special needs, including wheelchair users.

Relevant policies:

*GH03,06,08,GT02,09,
GC01,03,04,05,06,
GV06,07,08,09,10,22,
GV23,26,27,28,29,
GD12, GF12,16,20,
GM05,15,16,
GB09,11,13,
GL07,14,16,
GG05,15,17,18,
GK08,12,13.*

It is important that people with special needs, such as the disabled, old, or mothers with young children are not ignored in considering planning proposals. This policy accepts the ‘Access For All’ Guidelines (November, 1995) already published, and underlines the Planning Authority’s determination to ensure that access needs are considered at the earliest possible stage. Such needs, including dedicated car parking, must be taken into account in the design of public transport facilities, road schemes, pedestrian areas, pavements and buildings.

MAP 2

GN05

Shopfront Design

The Planning Authority will require proposals for the development of new, or modified shopfronts, to be of a high standard of design, which should complement and enhance the character of the building frontage and streetscape. These should be in line with the document 'Policy and Design Guidance - Shopfronts' (May 1994). If vending machines are included in the proposals, then the contents of 'Policy and Design Guidance - Vending Machines' (May 1994) will also have to be considered.

In addition, within Urban Conservation Areas, the use of traditional, or sympathetic materials will be required, and visible wiring and air-conditioning units will not be allowed. The Authority's design guide 'Development Control within Urban Conservation Areas (July 1995) should be consulted prior to the preparation of any scheme of this nature seeking a development permit.

Relevant policies:

*GH01,06,GC05
GD06,07,08,11,
GV13,14,16,17,19,27,
GV28,29,GF10,12,19,
GM10,GB06,07,09,11,
GL10,12,14,GG12,14,
GG15,17,
GK09,10,12.*

This policy emphasises the Authority's determination to improve the standard of shopfront design. This is particularly important in this Local Plan area where most shops are located in Urban Conservation Areas. This principle applies also to the location of air-conditioning units, which should be located and designed in such a way as not to detract from the visual quality of the street.

6.2 Settlements

Strategy

The strategy adopted seeks to reverse population decline, to retain the character and ‘sense of place’ of settlements, to avoid ‘coalescence,’ and to promote the containment and more efficient use of urban areas. The importance of other elements, such as the retention of open space, will of course remain.

Approach

The encouragement of rehabilitation and conversion of property to provide residential accommodation is required. An emphasis on the inclusion of housing units in redevelopment and infill schemes is also appropriate. Innovative design approaches, which seek to maximise the use of existing sites to provide a high standard of accommodation, will be supported. The fundamental importance attached to the maintenance of the historic townscape is reflected in the declaration of conservation areas. The overall functional hierarchy of the main settlements is acknowledged and retained.

GS01

Map Interpretation And Zoning

All maps shown in this document should not be used for direct interpretation. Inset Maps show the zoned layouts for the different areas concerned. These indicate the *PRIMARY USE* of these areas shown. When uses different from the primary use are considered, in the opinion of the Planning Authority these have to be complementary to the indicated primary use.

Applications for development involving the construction of buildings within the urban settlements should comply with the maximum building height limitations indicated in the relevant Building Height Limitations Maps for the particular settlements. Currently, the Planning Authority is undertaking an exercise to identify individual buildings, groups of buildings and areas having special architectural, urban and cultural or historical value. These heritage assets would be then proposed for protection either by listing or scheduling. Development affecting these buildings and areas would be regulated as provided by relevant policies in the Structure Plan or Local Plans. Building heights would not apply for buildings, which are listed or scheduled.

<i>Relevant figures:</i> 7,10,12,15,16, 17,19,21,23.

It is both undesirable and impossible to produce large scale maps of the localities being covered by this Plan at this stage of the local plan preparation process. Larger scale maps have to be drawn for this purpose following the approval of this Plan. These will contain more detail, be at a larger scale, and give the necessary interpretation of the maps in this document.

Regarding the Inset Maps included, the system adopted is to identify the primary use of the different areas. This does not mean that this is the only permitted use. Other uses are permissible and this zoning policy should not be interpreted in a rigid manner which excludes all other uses in the particular zone.

On the other hand, it should not be assumed that because of this flexible approach, all uses are acceptable everywhere. Other uses can be permitted only if the Planning Authority is

satisfied that the primary use is not jeopardised both by a specific project or incrementally by a number of small developments. Development permission will not normally be given if aspects of good neighbourliness are not addressed; or specific provision for the particular use is made elsewhere in the Plan; or the use is excluded from the area; or there is more detail given in the policy context.

Also in the Inset Maps, this Plan indicates important open spaces. However, given the scale of these maps, it is impossible to define and show all of these areas in the locality. The presumption should therefore be that all open spaces within the Urban Development Boundary are to retain their open character and only developments which guarantee this situation may be approved here.

The building height limitations for settlements have been reviewed and the Planning Authority has established new maximum building heights for Marsa and Kalkara. In such cases, the local plan has given consideration to the size, scale of surrounding buildings and the likely effect on strategic and local views. The Planning Authority has lately undertaken an exercise to identify various aspects of local cultural heritage. For the Planning Authority, apart from fine architecture of historical significance Maltese heritage also encompass rural, vernacular, military, industrial, maritime and engineering features, buildings and areas from all periods up till recent. These best representatives from this comprehensive list would be proposed for scheduling. Development of these assets would be mainly geared towards their restoration and re adaptive use following established policies and good practice in conservation.

GS02

Urban Development Boundaries

Urban Development Boundaries are defined on the Inset Maps as appropriate. Development will not be permitted outside these boundaries unless indicated otherwise in this Plan. It will only be considered if in the opinion of the Planning Authority and in accordance with Structure Plan policies SET 11 and SET 12, the site is essential for the development proposed.

<i>Relevant policies:</i>	
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<i>GD07, GV01, GF01, GM01, GB01, GL01, GG01, GK01.</i>	
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	The Local Plan area is characterised by established settlements in a dense urban part of Malta. It is also characterised by sites outside the main cities/towns/settlements which, although not part of the settlement in a morphological sense, are still seen as part of the urbanised zone. Examples include some fortifications and adjacent land. Urban Development Boundaries exclude new development from the latter zones unless the particular sites are earmarked for specific uses or for redevelopment purposes by this Plan.
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The only exception where this problem does not occur is Kalkara, where the limit to development is already defined and gives way directly to the countryside which mostly has Rural Conservation Area status.

GS03

Residential Improvements In Areas Of Open Space

Minor improvements to existing, legal residential units forming part of a development covered by the necessary permits and located in areas of open space as shown on the relative Inset Maps will be permitted unless these are in conflict with the aims and objectives, and other policies in this Plan or any other guidance issued by the Planning Authority.

<i>Relevant policies:</i> <i>GS05,06</i>
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There exist instances where past decisions have permitted residential use and development to be located in areas which in this Plan are now shown as areas of open space and which therefore are to retain their landscaped and/or open character.

It is acknowledged that although further development is not desirable and therefore will not be permitted, minor improvements to existing dwellings will be allowed, provided that they will not compromise the status of the area concerned.

GS04

Plot Ratios

Proposals for terraced development within the designated Residential Zones of the Inset Maps will be built on a land coverage index of between 50% minimum and 80% maximum, provided that other building laws (including sanitary law) are observed. A certificate from the land registry where applicable will be required. Areas shown for semi-detached development will be built on a land coverage index of between 40% minimum and 50% maximum.

<i>Relevant policies:</i> <i>GS05,06</i>
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It is considered that the lack of guidance on the ratio of the amount of built space relative to the whole site is resulting in cases where large plots are used for low density development in areas where higher densities are expected. In line with the need for the efficient use of land as promoted in the Structure Plan, this policy tries to correlate the designation of the area with what is actually built on site. It therefore lays out the ratio of development footprint to total site area acceptable for the residential development.

GS05

Development For Residential Use

Approval will normally be granted for change of use and redevelopment of vacant, derelict and underused property and sites within built-up areas for housing, provided that, in the view of the Planning Authority:

- the location is suitable and can be sufficiently improved to give a satisfactory living environment;
- the development conforms to building and sanitary laws;
- lift provision is included in multi-storey buildings where possible;
- standards of amenity and services are appropriate to a residential area; and
- if the building is listed or forms part of an Urban Conservation Area, every effort is made to retain the original structure.

<i>Relevant policies:</i>

The Structure Plan contains general policies designed to safeguard ‘good-

GS03,04,06,
GV02,03,11,
GF02,03,07,
GM15,
GB02,
GL02,
GG02,
GK02,03.

neighbour' considerations and these must be met in all developments. However, policy GS05 is intended to underline the importance which the Authority attaches to redevelopment and rehabilitation, by actively inviting the submission of this type of scheme. The approach adopted here is that, notwithstanding that care will be needed in view of conservation requirements, the submission of rejuvenation schemes will be acceptable in principle.

Relating to minor alterations like lift provision for residential use, this policy sees such changes as fundamental, and the appropriate authorities are encouraged to initiate action in this regard. Relating to redevelopment schemes, the question of basic negotiation on this point should not therefore arise (except where individual buildings are of national importance, like in Grade I and II buildings). This should allow the applicant to proceed and ensure that energy is devoted to ensuring a good scheme, rather than having to justify redevelopment from 'first principles.' The policy does however include an important rider that the location should be suitable for housing. Where this is conspicuously not the case, then applications may be rejected. The point of this clause is to deter frivolous applications in areas which are clearly unsuitable for housing, and where future residents would then be subject to annoyance from legitimate existing uses. Redevelopment and rehabilitation for housing are sought, but not at any price.

GS06

Effect Of Site Factors On Housing Layouts

In considering all residential development proposals, the Planning Authority will take into account factors including the viability of more difficult sites, urban locations where tighter arrangement of buildings may be appropriate, and innovative or ingenious layouts which demonstrably ensure privacy by design rather than distance.

Innovative/novel housing layouts and design will be favoured as a means of creating more acceptable residential layouts, in particular the more economical use of space in infill schemes.

Relevant policies:

GS03,04,05,
GV02,03,
GF02,
GM15,
GB02,
GL02,
GG02,
GK02,03.

The pressures on land generally in Malta, mean that the Structure Plan and the Local Plan rightly lay great emphasis on the efficient use of land. This means that the expansive plot, dwelling and room sizes that have come to be accepted as a norm may not necessarily be appropriate in intensely urban locations such as those often found in the Plan area. The Authority therefore reserves the right to assess development applications having regard to the way space is utilised, and may reject applications where available space is 'squandered' or used profligately. It is for this reason that emphasis is placed on good design to achieve acceptable living conditions.

GS07

Industrial Development

Where permission is sought for any form of industrial development, even within established industrial complexes, the Authority will have special regard to the processes involved and the likely effects on any residential areas in the vicinity. Permission will be refused if, in the opinion of the Authority, the impact on residences is likely to be unacceptable. Such applications will only be reconsidered on the understanding that mitigation measures will be introduced to deal with any problems likely to be caused.

Relevant policies:
*GD01,02,
GM15,17,18,19,20,21,
GM22,
GI01,02,03,04,
GB14,
GG22,
GK19,20,21,22,23,24.*

Although it is accepted that some of Malta's oldest established heavy industry is to be found in the Plan area, and that necessary industrial processes should not be unreasonably hindered, this does not absolve the Authority from ensuring that potentially negative effects are kept to a minimum. For that reason, any proposed industrial development will be carefully scrutinised and mitigation measures may be required - which could include physical works or operational changes - prior to the granting of a permit.

GS08

Development In The Absence Of Specific Policies

The Planning Authority will determine the acceptability of development permission applications on land, which is not covered by policies in the Local Plan, in accordance with

- i) the zoning conditions and building alignments as indicated in the Temporary Provisions Schemes (1988) or such revised schemes as provided in this Plan,
- ii) Development Control Policy and Design Guidance 2000
- iii) other relevant approved policies and design guidance;
- iv) Structure Plan policies and
- v) any other relevant material planning considerations relating to the site and to its context.

Relevant figures:
*7,10,12,15,16,
17,19,21,23.*

It is impractical to attempt to indicate an appropriate range of land use for every potential development or redevelopment site in the Local Plan area. To give guidance therefore, unless otherwise specified, it can be assumed that proposals which are compatible with the Temporary Provisions Schemes (1988), with DC Policy and Design Guidance 2000, and all the relevant policy and design guidance and the Structure Plan will be acceptable. The PA may also have regard to pre 1988 schemes where these give guidance (particularly on building alignments) and to other material considerations relevant to the site and to the type and form of development proposed.

GS09

Action Areas

Where the Planning Authority considers it necessary, Action Areas are identified for improvement measures to be initiated and an indication is given on the types of improvement being sought.

- Such areas will be accorded a high priority in the provision of publicly-funded infrastructure works;
- Development permission will be granted for development, including changes of use, consistent with the aims of the Action Area;
- Development permission will not be granted to intensify or extend existing uses which are causing environmental or amenity problems, or which would prejudice positive redevelopment proposals. The Planning Authority is prepared to advise on the relocation of such uses; and

A special category of Action Area is a Housing Improvement Action Area. These may be declared to encourage the redevelopment of property to provide a better standard of accommodation.

Relevant policies: <i>GC03,</i> <i>GD05,</i> <i>GV03,</i> <i>GF03,19,</i> <i>GB02,</i> <i>GG02.</i>	Certain parts, mainly in the urban area, are clearly in need of improvement. In some cases, this may be of a relatively minor nature, such as road surfacing. In others, the improvements necessary are more fundamental and will require both public intervention and the co-operation of private individuals, for example the provision of new streets, improvements to buildings and open spaces, and the amelioration of problems caused by ‘bad-neighbour’ uses.
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Where this wider approach is necessary, designation of action areas should help to indicate priorities for public sector investment and give guidance to the public on improvements, how it is intended these should be achieved, and what type of new development is being sought.

Parts of the Local Plan area, indicated more specifically in the area policies sections, include pockets of poor housing in need of urgent and fundamental improvement. The policy is designed to draw attention to these areas and, subject to acceptance by government, seek a range of fiscal as well as planning measures to ensure that their improvement is put in hand. Measures could include: tax rebates or exemption on specified repair works; direct grants for certain repairs; ‘soft loans’ for adaptation or improvement works; Housing Purchase Assistance Grants; fiscal relief on other specified taxation requirements. All fiscal measures would of course be subject to agreement with the Ministry of Finance. It would also be appropriate in such areas to give priority to general improvement works and infrastructure projects, and, with the co-operation of the Housing Authority, target these areas for government housing schemes.

This Housing Improvement Action Area policy is a positive policy and should not be used to exclude other uses from such areas. Indeed, other uses, such as commercial uses, which can be accommodated in such areas will be also encouraged, provided that they do not present problems of bad-neighbourliness

GS10

Opportunity Areas

Opportunity Areas are identified and indicated on the Inset Maps as appropriate. Guiding principles, or a more detailed development brief, will be prepared as required.

Relevant policies: <i>GD05,</i> <i>GF20,</i> <i>GM15,17,</i> <i>GL17.</i>	In the Local Plan, opportunity areas are defined as those where significant development or regeneration potential exists. Thus individual planning proposals need to be considered in a wider development context - taking into account the overall potential of the area.
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This context will be set out either in the form of guiding principles covering land use, form of development and design, or a development brief which considers the development potential in more detail. Development briefs are more likely to be prepared where:

- the Planning Authority has a very clear view on the type of development it is seeking in order to meet wider planning objectives; and
- the opportunity area in question is physically capable at the outset of accommodating such development without serious difficulty.

Designation of opportunity areas is a way of focusing attention on, and providing guidance for, those localities where the Authority is especially anxious to promote positive and

significant change, through development or redevelopment, in a way which should have far-reaching benefits.

6.3 Heritage

Strategy

The strategy adopted seeks to establish an improved attitude towards our cultural heritage. This implies a better understanding of, and an improved respect for, issues of historical importance, whether relating to an individual object, a building or a line of fortifications.

Approach

The emphasis is on conservation as opposed to preservation only; and on reuse for compatible reasons rather than for no use at all or for illegal and/or uncomplimentary uses. Therefore the policies try to achieve a sense of balance between the need to safeguard our heritage through using it and the need to protect it from incompatible uses. A modern attitude and a proactive approach are needed at this stage.

GH01

Urban Conservation Areas

Urban Conservation Areas are designated, the boundaries of which are shown on the respective maps. Development proposals within Urban Conservation Areas will be required to preserve and enhance the character of the area, and will have to follow the approved guidance ‘Development Control within Urban Conservation Areas’ (July 1995).

Relevant policies:

*GM10, GN05,
GV13,14,15,16,17,26,
GG18, GV27,28,29,
GF10,11,12,18,19,20,
GB06,07,08,09,10,11,
GL10,11,12,13,14,
GG12,13,14,15,16,17,
GK09,10,11,12.*

Urban Conservation Areas consist of important historic and/or architectural elements which are fundamental in establishing the character of settlements, and which must be maintained. To ensure that the positive features are kept, to strive for the removal or upgrading of existing unsightly buildings and features, and not least, to require a high standard of new development, will necessitate the Planning Authority adopting a consistent approach to planning applications in these areas.

The design guidelines mentioned in the policy, published separately by the Planning Authority, have to be considered by those proposing to undertake work on buildings in the Urban Conservation Areas. It gives further policy detail, information and advice on the features considered by the Planning Authority to be important, and which the Authority will take into account in considering development applications.

Given that the scheduling process has not been finalised before the adoption of this Plan, the Planning Authority will review these areas as necessary once this is done, and may decide to change any such boundaries after performing the procedures established by law.

GH02

Listed Buildings

A full list of buildings graded as being of historic or architectural significance is currently in the course of preparation. Extensive Urban Conservation Areas have already been declared, which provide some measure of protection. In the meantime, until the definitive listing is complete, careful consideration will be given to proposals in development schemes to ensure that heritage assets with potential for listing or which have been listed are protected. For guidance on what work may be carried out in respect of listed

buildings generally, the guidance given in the Authority's publication **Development Control within Urban Conservation Areas (July 1995)** is applicable.

Relevant policies:
*GH03,04,05,06,08,
GV06,29,GF12,20,
GI09,GB11,
GL13,14,15,
GG09,17,20,GK17,18.*

Because of its historical associations, the Plan area boasts a wealth of buildings of historical and architectural importance. A task of the Authority is to secure their identification and safeguarding. This policy is designed to ensure that, in view of the ongoing nature of the listing task, no potential listed buildings are overlooked.

GH03

Bastions Improvement And Reuse

The Harbour fortifications have been lately scheduled as a complex of fortifications and as an Area of High Landscape Value. This was done in the light of the late submissions to UNESCO of this extensive asset proposed to be incorporated as a World Heritage Site. The Planning Authority will support initiatives to restore the fortifications, clear unauthorised and/or uncomplimentary uses, and maintain the fortifications in a suitable setting. Reuse of the bastions for activities which respect and are complementary to their historical setting will be encouraged.

Relevant policies:
*GK18, GN01,04,
GH02,05,06,08,
GV06,09, GF12,GI09,
GB09,10,GL13,
GG15,16,20.*

In many parts of the Plan area, extensive sections of the bastions, relating to the original fortification measures for the various settlements, remain basically unaltered. However, some lengths are in need of attention, illegal and inappropriate uses have taken over in places, alterations have been made, and various temporary structures have been added.

Valletta Rehabilitation Project, Cottonera Rehabilitation Project and Restoration Unit and the various local councils are all actively involved in attempting to restore, upgrade and reuse the fortifications. The Planning Authority can assist by taking enforcement action where appropriate, suggesting suitable alternative locations for certain uses, and scrutinising very carefully any proposals for, or in the vicinity of, the bastions. These fortifications are among the best in Europe and they are a vital part of the national heritage. Their restoration, reuse and appropriate presentation would also give a major boost to tourism, one of the key objectives for the Plan area.

GH04

Monument Protection

The Planning Authority acknowledges the important role of structures considered as national monuments (including the bastions), in the social and historical spheres of the Local Plan area. No development which adversely affects such monuments will therefore be allowed in their vicinity, or where it will reduce or compete with the importance of the monuments of the Plan area, except as specifically provided for in other policies of this Plan and of the Structure Plan, and as long as the proposals are acceptable from the urban design and heritage aspects.

Relevant policies:

*GH02,05,07,
GV18,29,
GB10, GF20,
GI09, GL13,
GG16,20,
GK17,18.*

It is recognised that the Local Plan area has a large abundance of national monuments an example of which are the bastions, and the aim of this policy is to offer them maximum protection. This protection may be needed where structures near the monuments are proposed and therefore their value may be compromised. An example of the latter is the use of the Bastions for farming and fireworks purposes.

Uncomplimentary uses, which can pose a serious physical threat, will therefore not be permitted on or near these monuments. The issue is also relevant from an aesthetic point of view, with the aim being to safeguard the prominence of such monuments.

GH05***Restoration Of Monuments***

The Planning Authority will encourage initiatives for the restoration of monuments, listed properties and other buildings of national importance in the Local Plan area. It will take a proactive role in liaising with national and voluntary organisations to encourage this restoration process.

Relevant policies:

*GH02,03,04,06,07,08,
GV18,29,
GF12,20,
GI09,
GB09,10,
GL13,15,
GG15,16,20,
GK18.*

The importance of national and other monuments is reiterated in this policy. The Planning Authority sees the restoration of the Bastions as an important tool in the upgrading of the area, especially on the Cottonera side. Special attention has to be given to gateways and main entrances, and the early implementation of their restoration will be sought. This will reflect their importance as focal points. The floodlighting of the bastion walls is also important, which should not simply be restricted to the seaward vista, but also to extend to the landward side of the fortifications.

It is realised that restoration work is very expensive to carry out and responsible organisations should embark on a funding plan rather than carry out works on an *ad hoc* basis. For this reason also, the Planning Authority must ensure that the techniques used for restoration are the best ones, and that the quality of restoration will not be affected by the lack of funding. If not done professionally and in the correct manner, restoration techniques can themselves be a threat to the monuments that they are trying to protect. It is imperative that this scenario does not occur. It is also important to emphasise that any preservation work carried out on listed buildings needs development approval according to Section 46(iv) of the Development Planning Act 1992. This will also apply to those structures with a potential for listing.

MAP 3A

MAP 3B

GH06

Bastion Trails

In conjunction with other organisations which have an interest in historic assets like the fortifications, the Planning Authority will encourage the designation of Heritage Trails wherever possible.

Provision of interpretation facilities will be supported subject to sensitive design considerations and other policies of this Plan.

Relevant policies:

*GN04,05,
GH02,03,05,
GF12, GV09
GB09,10,
GG15,16, GL13.*

Currently people cannot experience the real significance of the fortifications in some areas. Many parts of the fortifications are inaccessible, either because they are in a neglected state, or because they are leased to private interests, or illegally used by squatters. There may even be cases where part of the land is actually owned by private concerns.

Steps will need to be taken to liberate these sites for public use. The touristic significance cannot be stressed enough here, especially since this mostly applies to areas in need of economic regeneration. Two main trails can be identified, one for the Valletta/Floriana area and another for the Cottonera side of the Grand Harbour. These trails should link the various viewpoints, making them the main attraction. Adequate signposting, landscaping and lighting are important elements for the success of these trails.

The Planning Authority will collaborate with Lands Department and other agencies to better manage these fortifications, taking into consideration land use, property ownership, tenancy and future adaptive use of this public property.

GH07

Areas Of Archaeological Importance

Areas of Archaeological Importance are shown in the appropriate map as applicable. The Planning Authority will take all the possible measures to protect existing and potential sites from harmful developments. Where large earth moving operations are required, archaeological assessment and monitoring will be carried out. No development will be allowed which will adversely affect these sites.

Relevant policies:

GH04,05.

This policy draws attention to the sites and their categorisation within the Local Plan area and invokes the protection under the Structure Plan and other statutes in the event of threat by development.

The archaeological stock of sites in the Grand Harbour area is not large, given the extent, strategic importance and antiquity of the Plan area. A possible explanation is that sites either remain undiscovered, or else have not been reported to the Authorities when private developments are taking place. Much has been lost with extensive maritime and industrial development. Since there is a rich heritage in the area, an effort should be made to protect all archaeological assets. Where present, therefore, these sites will be protected, upgraded, and made more accessible. The sites which are most at risk are those which as yet have not been discovered. It is therefore important to monitor large operations as these are the ones which could reveal more information on potential archaeological sites.

GH08

Developments In Historic Buildings

In respect to historic buildings, and depending on the grading of the particular building, the Planning Authority will adopt a sustainable conservation philosophy by allowing compatible and adaptive use. Such development may be permitted if by so doing the restoration and future existence of an historic building would be secured. All such proposals will be considered on their own merits, but bearing in mind the overall strategy of the Plan and other established policies where relevant.

Relevant policies:

*GN04,
GH02,03,05,
GV18,29,
GL15,
GG20,
GK18.*

To encourage modern conservation objectives relating to conservation areas, historic buildings or sites of archaeological importance, the Planning Authority may occasionally need to be flexible and allow uses which from a preservation point of view, traditionally could be considered inappropriate to a particular building or location. This situation places more emphasis on the socio-economic needs which prevail, but is likely to arise only rarely, and only if there would be no detrimental impact on the immediate vicinity or neighbouring communities.

6.4 Transportation

Strategy

One of the most important aspects of the Grand Harbour Local Plan is that of transportation. This importance emanates from the fact that this area is one with national significance, and therefore the Local Plan, although catering for a ten year horizon, has to take account of the longer term implications of strategic importance. The strategy will therefore be to maintain Valletta's accessibility while improving that of Cottonera and the Harbour area itself; to reduce the need for journeys where possible; to encourage the use of public transport and reduce the dependence on the Valletta terminus; to improve north-south links; to promote safety aspects in transportation; to seek the protection of the environment whilst safeguarding the transportation requirements of new schemes; to reduce extraneous traffic, particularly from residential areas; and most importantly, to improve conditions for the pedestrian and the cyclist.

Approach

Following directly from the above analysis, the approach adopted in the Local Plan has been to consider transport from two aspects, the improvement of the strategic provision, and more detailed consideration of local problems, which are mostly dealt with under the respective area headings of the Plan.

It is important to stress that the role of implementation agencies in this aspect, and details of schemes have to be agreed with such agencies, including the Traffic Control Board and the respective Local Councils.

In strategic terms, the basic concept is to channel traffic according to a 'hierarchy' of routes, and to concentrate upon improvements according to that hierarchy. Improvements here mean not just in relation to traffic flow, but also with regard to the relationship of the road and its surroundings - the corridor through which the road passes. A corollary of this approach is that through traffic should be deterred from penetrating residential areas - and causing environmental problems - by the introduction of local traffic management measures.

Giving greater priority to public transport is important and the relative map shows a possible route of a long term transport system. This is only an initial indicative attempt and deeper studies are needed in accordance with policy PTR4 of the Structure Plan into an appropriate future high speed public transport system. Giving priority to buses is also important by means of the introduction of traffic and parking schemes, and a closer examination of the traffic consequences of developments, with appropriate action where necessary, will be required. Aside from a long term study to consider options for other transport systems, a serious effort should be made to promote alternative forms of transport like the more extensive use of ferries (coupled with better connections to overcome changes in level) and taxis (if the service is provided at an affordable rate), and other forms which could be introduced relatively cheaply like cycling.

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

Improvement Priorities

- **Addolorata Junction;**
- **December 13 Junction;**
- **Realignment of Triq Aldo Moro (near Match Factory);**
- **'Match Factory' Junction; and**
- **Various junctions in association with the South Harbour Link Road.**

<i>Relevant policies:</i>

<i>GT02,03, GV04,05,GF04,05, GM03,07,13,GI05, GB04,05, GL05, GG04, GK05,06.</i>

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.

The improvements specified above relate to assisting traffic flows, highlighting development opportunities, and in anticipation of the construction of the South Harbour Link Road.

MAP 4

GT02

Junction Improvements

The main traffic circulation system includes major junctions of national importance as part of the arterial network. The Planning Authority 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 General Proposals Map and 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.

Relevant policies:

GN03,04,
GT01,03,05,06,
GF05,09,
GM07 GB05.

Policy GTO1 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 emphasised 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.

GT03

South Harbour Link Road

As indicated on the General Proposals Map, a new arterial road will be constructed on the southern fringe of the Local Plan area, from Paola Hill (Vjal il-25 ta' April 1958) to Kalkara (Triq il-Missjoni Taljana). This road will be given a high priority for early implementation. No development approvals will be given for any projects which in the opinion of the Planning Authority could prejudice the construction of this road.

Relevant policies:

GN03,
GT01,02,
GE02,
GB04,05,
GG03,GK05.

Access to the southern part of the Plan area is generally poor. The routes pass through the centre of residential areas, and are subject to frequent congestion. This fact was recognised in the Structure Plan, which proposed a strategic link through the area, although it was left to the local plans to elaborate upon a more precise route.

The route chosen attempts to avoid property and reduce environmental damage. In this respect, care must be taken to minimise any environmental damage in the Wied Blandun area. The road will also provide a satisfactory spine serving the Three Cities, Kalkara, Ricasoli, Fgura, Zabbar and Xghajra. In the case of Fgura, it should act as a by-pass and assist in removing through traffic from the main street, Triq Haz-Zabbar. By providing improved access to the southern part of the Grand Harbour, in association with other junction improvements, it should also assist in meeting other Local Plan objectives, notably the encouragement of tourism in the Three Cities area.

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GT04

Traffic Calming

Working with the local councils and the Roads Department, the Planning Authority will seek the implementation of traffic calming measures on selected distributor roads, local access roads, and access only streets.

Relevant policies:

***GL06, GV04,05,10,27,
GG06,07,17, GF06,19
GM0406, GB11, GK12***

The acceptance of a road hierarchy enables the logical introduction of other traffic control and management techniques, to help improve the safety of roads.

Priority will therefore be given to:

- areas suffering from unacceptable levels of through traffic which should be encouraged to divert to other routes;
- areas suffering from significant road-safety problems, especially involving pedestrians and cyclists;
- areas proposed for improvement or redevelopment (Opportunity Areas, Action Areas, Conservation Areas) in which traffic control measures can play an important role; and
- incorporation of traffic calming measures as appropriate in the design of new road infrastructure, especially where related to housing development.

The types of measures used in any situation will depend on the local circumstances, including the status of the road in the road hierarchy. Generally, traffic calming measures will be more stringent at the lower levels of the hierarchy. Careful consideration will be given to the measures adopted to avoid interfering with the efficient operation of buses, or the requirements of emergency vehicles. The Planning Authority's published guidance 'Traffic Calming Guidelines' (April 1995) will be used in advising upon or considering traffic calming proposals.

GT05

Road Improvements And Public Transport

Road improvement and construction works will be examined taking into account the scope for re-routing of buses to provide a better service. The Public Transport Authority will be consulted on these schemes.

Relevant policies:

***GT02,06,07,08,12,
GV05,07,
GM09,15,
GL08,
GG08,
GK07.***

The Local Plan is intended to assist in the provision of better bus services. In some instances, these can only be achieved through related road improvements. The Planning Authority will liaise with the Roads Department of the Works Division and the Public Transport Authority on this aspect. Detailed schemes are indicated in the appropriate area headings later in the Plan.

GT06**Measures To Assist Public Transport**

Measures will be taken to assist public transport operations by giving precedence to bus movements on congested routes, in town centres, and by promoting improvements to public transport facilities.

Relevant policies:

GT02,05,08,12,
GV04,05,07,GF04,06,
GM03,04,09,
GK05,06,07, GB03,04,
GL04,05,08,
GG03,04,07,08..

It is important to promote and increase the attractiveness of travel by public transport, thereby reducing the adverse effects of the motor car. This means positive discrimination in favour of buses wherever possible, and giving greater priority to passenger facilities. Details of measures proposed are indicated in the appropriate area sections.

GT07**Park And Ride System**

In addition to selected direct bus services, the development of a 'Park and Ride' system to serve Valletta, Floriana and possibly Hamrun is planned within the Crown Works and Horn Works area, as defined in the relative approved Action Plan. This will provide significant parking spaces and will be served by a shuttle service to ensure an efficient transfer of patrons to and from the above mentioned areas. Consequently, works or projects requiring development permission will follow the guidance provided for in the Crown Works / Horn Works Action Plan.

Relevant policies:

GT05,08, GV07,08,
GF20.

The Park & Ride is planned in conformity with Structure Plan policy PTR10 as part of the Transport Study for Valletta/Floriana, and the approved Crown Works / Horn Works Action Plan.

The overall transport strategy envisages a switch to a more convenient and better standard public transport system, including the provision of a park and ride system. It is essential that the accessibility of the peninsula is maintained and improved. The availability of a park and ride system, based on a good, secure parking and a very fast and frequent shuttle service to Valletta, using new technology including the Euro 5 standard (zero emission) midi electric buses is promoted as a viable alternative. This policy seeks to secure land available for the park and ride system, providing for approximately 950 parking spaces.

GT08**Long Term Public Transport Measures**

No permission for development will be given for proposals which in the opinion of the Planning Authority might prejudice the long term development of a rapid transit system serving the Inner Harbour Region as indicated in the Rapid Transit Route Map.

Relevant policies:

GT05,06,07,12,
GV07,GB03,
GL04, GG03 GK05.

Although the development of a rapid transit system is outside the scope of this document and beyond the timeframe (ten years) over which the Plan is intended to apply, it is important to bear in mind the long term validity of such a system and to avoid prejudicing its implementation.

Hence, major development proposals will need to be carefully assessed to ensure that they do not, because of location or constructional requirements, irrevocably prejudice future transport possibilities. This might be the case, for example, in respect of reconstruction of

parts of the existing bus station, or in connection with the former railway tunnel under part of Valletta.

The Planning Authority will collaborate with the Transport Ministry and the Public Transport Authority to study the transport problem in the Inner Harbour Region in the longer term. It is important to identify and check the technical, financial, environmental, social and aesthetic impacts of available options.

GT09

Providing For Pedestrians And Cyclists

The needs of pedestrians and cyclists will be given priority when considering all transport and development issues. This will also apply to schemes to be implemented at the detailed, local level. Where appropriate in the Inset Maps, Pedestrian Areas and Pedestrian Priority Areas have also been defined.

Relevant policies:

*GF20, GN04,
GV04,05,07,08,09,10,
GF04,05,06,09,16,18,
GM03,04,05,06,07,15,
GI05,06,09,11,
GB03,04,05,11,12,13,
GL04,05,06,07,14,
GG03,04,05,06,07,17,
GG18, GK05,06,08,12.*

Many development and road improvement schemes tend to overlook the importance of providing adequate pedestrian and cyclist facilities, and the standard of accesses, pavements, crossing points, refuges and bus shelters is not high, causing problems especially for those people with disabilities. This policy seeks to draw attention to the importance of providing proper facilities, and serves notice of the Planning Authority's intention to ensure that this aspect is considered fully in examining development applications.

At the local level, the Inset Maps indicate both Pedestrian Areas and Pedestrian Priority Areas. The difference lies in the fact that, during the hours of pedestrianisation, vehicular traffic is totally prohibited from entering Pedestrian Areas; whereas Pedestrian Priority Areas indicate zones where, although vehicular traffic is allowed, the pedestrian always has priority over the vehicle. These concepts should be supported by good design and use of appropriate paving materials.

GT10

Car Parking

The general approach to car parking - standards adopted, areas of 'restraint' - follows the Structure Plan requirements. As an additional requirement, however, and in view of the sensitive nature of much of the Plan area, the level of car parking provision will be related not only to the type of development proposed and the capacity of a particular location to accommodate stationary vehicles, but also to the need to maintain satisfactory environmental conditions. The ability of a proposal to satisfy required car parking standards may therefore not be enough to secure development permission if environmental considerations are not satisfied.

In the Three Cities, which are earmarked as areas where initial investment needs to be encouraged, the Planning Authority may relax its parking standards until it is satisfied that the regeneration process in the area has actually gathered momentum, after which time it will reapply the standards as applicable.

Relevant policies:
*GT11,12, GV05,06,11,
GV12,26,27,28,29,
GF07,08,16,20, GK12,
GM14,15,22, GB11,
GL14,GG10,11,17.*

This policy is intended to introduce an additional factor into the consideration of car parking provision, related directly to the concept of environmental capacity which underlies the Plan. It should not be assumed that mere availability of space for parking will be satisfactory and acceptable to the Planning Authority.

If the proposal generates unacceptable traffic levels, or else the presence of parked vehicles, or the operational use of the parking area, significantly detracts from the amenity of the vicinity (taking into consideration elements such as dust, fumes, noise etc.), then the proposal may have to be revised or may be refused, notwithstanding that parking requirements can be met by the development proposed.

In the Three Cities, where initial investment is needed to start the regeneration process, the Planning Authority may relax its parking standards if it considers that the overall benefit derived from any particular project will contribute to the initial regeneration process. Once the Planning Authority is satisfied that such a process has gathered momentum, the application of such relaxation in standards will be halted.

GT11

Commuted Parking Payment Schemes

The Planning Authority in accordance with provisions in the Structure Plan, and particularly policy TRA 4, and in consultation with the Local Councils concerned, will sustain, improve or establish Commuted Parking Payment Schemes in zones and localities suffering from traffic congestion. Particular emphasis will be given to the areas of Valletta and Floriana.

Relevant policies:
GT10.

Occasions may arise where it is impossible, or undesirable for a particular development proposal to meet the established full parking standards for the locality.

If the development is acceptable in principle after having been assessed against the provisions of the Structure Plan and this Local Plan, the developer will be asked to contribute a fee in relation to the shortfall in parking spaces provided, as part of the Commuted Parking Payment Scheme for the particular zone. These funds will eventually be used to alleviate parking problems within that locality.

The Planning Authority is in the process of issuing new guidance on such a system, and the fees and procedure adopted will therefore be in accordance with these methods when approved. Valletta and Floriana are the primary areas in the Local Plan which will be immediately affected, but this does not exclude that the scheme be extended to cover other areas in the future.

GT12

Ferry Landing Points

In order to facilitate access across the Harbour areas, and to promote these principles as highlighted in the Connections Project Development Brief, the increase in ferry services as one of the measures to improve the public transport system will be encouraged. Possible future ferry landing points are identified as follows and as indicated on the General Proposals Map:

- **Valletta - Marsamxett Ferry Landing; Customs House Quay;**

- Senglea - Triq ix Xatt /Triq it Tarzna;
- Vittoriosa - Maritime Museum; Post of Angleterre; and
- Kalkara - Triq Marina; Fort Ricasoli Breakwater Area.

These sites will be protected from development which will prevent the introduction of a service and related facilities.

Relevant policies:

*GT05,06,08,10,
GP04,05,
GV06,
GB11,
GL14,
GG09,18,
GK12,17.*

In accordance with the Plan's objectives to maintain and improve the accessibility of Valletta and the Three Cities, and to give greater emphasis to better public transport, it is considered important to encourage the introduction and use of ferry services. This would involve the re-establishment of the Grand Harbour services, and perhaps, once Manoel Island/Tigne Point are developed, the intensification and extension of routes in Marsamxett Harbour.

These recommendations have been taken up as part of the Connections Project, aimed at facilitating access between Valletta/Floriana, and the Three Cities and the Sliema area. Measures which encourage the use of ferries will be encouraged, including the consideration of a sea level tunnel through Valletta/Floriana, an idea emanating from the Connections project, given that environmental considerations are also taken into account.

It is accepted that for such schemes to succeed, measures will be necessary to overcome changes in level near disembarkation points on the Valletta side, in particular. However, ferry services are also closely linked to the expansion of tourism. It is therefore essential to ensure that no development occurs in or close to the waterfront zones which would prevent the introduction of a service.

GT13

Effects On Vehicular Traffic

In considering applications for development in locations near to or in public roads, the Planning Authority will examine their effect on the motorist. Permission will be granted if the Authority is satisfied that the proposal will not:

- **distract the motorist,**
- **restrict the width of the carriageway or footway,**
- **interfere with visibility along the carriageway (especially due to inappropriate landscaping schemes), or**
- **otherwise affect the free and safe flow of traffic, thus leading to the possibility of a traffic accident.**

Relevant policies:

*GE02, GV05,
GF05,09, GM13,
GB05, GL06,
GG06.*

There exist many instances where bad design of the development layout and details, or badly placed items like advertisements, monuments, or any other type of development reduces the safety for both motorists and pedestrians, by significantly distracting the motorist's concentration from driving or through bad design as mentioned in the policy.

This often leads to car accidents with the possibility of serious injury, both to the driver, any passengers, or even pedestrians who happen to be on the pavements or crossing the road. The Planning Authority will therefore refuse permission to any application which does not keep these considerations in mind.

GT14

Road Rehabilitation Works And Improvements

In considering applications for development which relates to upgrading, resurfacing or paving works, usually associated with traffic calming measures and pedestrianisation schemes, the Planning Authority will ensure that the national public utility agencies are consulted to confirm that any necessary utility works which would be needed at a later date (not necessarily related to the project) would not be jeopardised in the process and that such works would be possible without damaging the project being approved.

Relevant policies:

*GV05,07,08,10,27,28,
GF05,06,08,09,16,20,
GM04,05,15,
GB05,11,13,
GL06,07,14,
GG05,06,17,18,
GK12,18, GV29.*

It is very common to notice public utility works in areas which have just been improved or repaved. The result usually is that such works damage materials in the original project, rendering such rehabilitation schemes ineffective, or drastically reducing their lifespan. This happens due to various factors, but maybe most importantly due to lack of consultation between such agencies, and the use of wrong detailing techniques and inflexible materials in the original project.

This policy ensures that the Planning Authority plays its share in solving this problem by at least being satisfied that two main causes of the problem are addressed. The first is lack of co-ordination between implementation agencies (like Local Councils and government departments) and public utility agencies (like Water, Electricity, Sewerage corporations); and the second is the standards used in the original project, which need to take such factors into account in choosing the type and characteristics of materials used.

6.5 Environment

Strategy

The Local Plan puts great emphasis on environmental considerations, in particular the concept of environmental capacity. Concern for environmental aspects is implicit in and fundamental to a proper planning approach. However, it is also useful to emphasise some points through the application of specific, more detailed policies.

The Local Plan tries to assist the area to become a more attractive place in which to live and work, and to visit. Therefore the strategy strives for an improved environment, which is healthier, will attract visitors and investment, and will help to create employment.

Although much of the south-eastern periphery of the Plan area contains land uses which are characteristic of the rural/urban fringe, the topographical and vegetation changes present can nevertheless create areas of high visual amenity and nature conservation interest close to other locations in need of reclamation and general improvement.

Parts of the outer shoreline also contain features of scientific and nature conservation interest. The Harbour waters themselves are subject to a variety of potential contaminants, which need where possible to be dealt with at source. Moreover, the value of parts of the Harbour as a recreational resource is largely unrecognised and for the most part untapped.

Approach

The objectives identified below seek to guide change by protecting the best features of the environment and encouraging improvement elsewhere. Two separate but interrelated strands are therefore pursued, relating to measures to protect and enhance areas and features of significance; and to seek the physical improvement of other areas by dealing with problematic land uses, supporting tree planting programmes, and extending the network of open space. The overall aim of environmental improvement is of course taken into account in all parts of the Plan and not just in this section, and this theme shapes and pervades many of the policies and proposals put forward.

Specific objectives are to:

- improve townscape and landscape, and protect and conserve environmental, agricultural, natural or historic features and areas;
- set high environmental standards and reduce pollution;
- minimise environmental impact of national infrastructural projects;
- maintain extensive areas of open land around the urban area;
- rehabilitate derelict/despoiled land for appropriate beneficial use;
- establish a network of open space within the urban area; and
- protect and enhance the amenity of the coastline and of the Harbour.

GE01

***Valleys, Areas Of Ecological / Geological Importance
And Sites Of Scientific Importance***

Valleys, Areas of Ecological / Geological Importance and Sites of Scientific Importance are defined and indicated on the appropriate Inset Maps. The major areas are near Ricasoli/Kalkara. In these areas, development of any description which could prejudice the unique natural characteristics of the areas or adversely affect individual sites will not be permitted.

Relevant policies:

*GM11,
GG19,
GK03,15,16.*

Reference is made to the Structure Plan and its Explanatory memorandum. In policy RCO1, Areas of Ecological Importance and Sites of Scientific Importance are Rural Conservation Areas. Hence, references in the Structure Plan to Rural Conservation Areas are also applicable to these areas. Structure Plan policies RCO 28 and RCO 29 also give special protection to valleys.

GE02

***Environmental Improvements To
Main Road Corridors***

The Planning Authority will seek improvements to the immediate visual corridors of main roads, especially arterial roads and the proposed South Harbour Link Road, which must be designed taking into account landscape concepts as well as traffic flow requirements.

Relevant policies:

*GT03,13,GP06,
GF05,09,
GM12,13,15,
GB05, GG07,GK05.*

The Local Plan area has a concentration of main routes, which must be considered in terms of the impression they give of the area (the view from the road) and their visual relationship with adjoining locations. This is an important issue of amenity for both local residents and road users.

The Structure Plan draws particular attention to the route from the Airport to Valletta via Marsa, but the same requirements apply elsewhere. Improving the visual corridor can be undertaken by:

- tree and shrub planting;
- maintaining open spaces alongside roads and conserving existing vegetation (except those with destructive roots);
- ensuring signs and advertisements are erected only where appropriate and are carefully designed; and
- assessing any development proposal against its visual impact on the corridor, and refusing to allow development where its effect would be detrimental; or alternatively, requiring modifications to the design.

The policy therefore envisages positive measures being taken over time to improve the visual corridor, and the control of development to ensure that no deterioration occurs. No arbitrary distance or width of corridor is being imposed - an inflexible limit is clearly unrealistic, since not all areas of land within the immediate visual field of the driver are of equal importance or value. The main point of the policy is to highlight this aspect of landscape improvement, emphasising that sites should be assessed in relation to this landscape concept as well as on their individual merits.

GE03

Areas Of Open Space

Areas of formal and informal open space (both public and private) located within or outside the built-up area, and which add significantly to the amenity of the locality, will be protected from development. There would therefore be a presumption against development in such areas, especially development which would remove or adversely affect these spaces.

Relevant figures:
7,10,12,15,16,17,19,21,
23, Policy GK04.

The Planning Authority is anxious to sustain and enhance the vitality of the settlements in the Plan area, encouraging a return of population.

Within built-up areas, regeneration and redevelopment are not however synonymous with 'town-cramming' - the use of much of the available open land for development purposes. The Authority will be guided by the need to maintain a reasonable balance between redevelopment needs and protection of open land.

The Planning Authority, in considering development applications on hitherto open areas, including afforestation zones, will have regard to the incidence, use and visual qualities of existing open space, and should refuse applications which would result in the reduction of such qualities.

GE04

Afforestation

For amenity, recreational and landscape improvement purposes, a programme of afforestation in the form of structural planting will be undertaken. This requirement will be particularly relevant:

- **on the edge of existing settlements;**
- **adjoining main transport corridors;**
- **in the vicinity of extensive sports/recreational areas;**
- **where large edge of settlement sites are proposed; and**
- **along long distance footpath routes and heritage trails where appropriate.**

Relevant policies:
GC07,
GP07,
GD04

The introduction of more tree and shrub planting on a large scale is important in a number of ways. On a global scale, the cumulative effect of such programmes is to counter pollution and the effects of greenhouse gas.

In local terms, additional planting has aesthetic appeal, helps to increase recreational and play opportunities, provides shade, and helps to sustain wildlife. For maximum effect, it is essential that schemes are put in hand as early as possible. It should be pointed out that the Planning Authority will routinely require the submission of landscaping and planting schemes from developers as a normal feature of development applications, whether or not structural planting measures are also required or are being pursued in the vicinity by public bodies. It is expected that indigenous species, selected to suite the particular growing conditions and for their ability to provide screening, shade, form and colour, will be used.

GE05

Scrapyards

Scrapyards will normally only be permitted within industrial areas where their environmental impact can be minimised and absorbed without detriment to other development and uses, and where they will be required to treat/recycle the scrap. They will therefore not serve as storage/dumping sites, and environmental impact requirements will be specified according to already published Policy and Design Guidance - Environmental Impact Assessment in Malta (May 1994). Landscaping schemes in accordance with Structure Plan policies RCO 31, 32 will form part of such projects.

Relevant policies:
GK16.

Scrapyards are required to be waste recycling facilities, not merely repositories for dumping material. Recycling is necessary, and such facilities perform a valuable function, but can have an adverse environmental impact if not carefully sited, with appropriate containment measures.

Prominent sites in open areas, such as the one located near Kalkara, are unsuitable for scrapyard use. The issue of existing scrapyards is a national issue and action is needed by the responsible authorities to change these yards into the commercial concerns which treat waste as described above. On existing scrapyard sites, including those outside the local plan area, any unauthorised use will be checked and enforcement action taken as required. New development of this type will only be permitted within a suitable industrial area where any impact can be minimised and monitored. Environmental Impact will be studied according to guidance already published by the Authority.

GE06

Derelict And Despoiled Land

The rehabilitation of derelict and despoiled land will be pursued. It is the Authority's intention to seek government assistance to ensure that a programme of derelict land rehabilitation work is carried out. The Planning Authority will also seek to prevent future dereliction or contamination by imposing restoration and aftercare conditions on appropriate development permissions including those for industrial structures which would not be adaptable to other uses.

Relevant policies:
GN01,GP02,03,05,07,
GD03,04,GM15,17,
GI01,04,08,10,
GB11,12,13,
GL16,GG18,
GK13,15,16,19,20.

Derelict land in this context generally refers to more extensive areas and might be defined as being land so damaged by industrial or other development as to be incapable of reasonably beneficial use without further treatment. This policy is essentially designed to encourage the recycling of land. Scope may exist for private sector involvement related to the 'after-use' of the site.

The Planning Authority will need to anticipate the potential for dereliction or contamination when considering planning applications, and when relevant, seek to minimise the possibility of this happening by imposing conditions relating to restoration and where appropriate aftercare.

GE07

Ricasoli Tank Cleaning Installation

The Planning Authority will support measures to reduce the impact of the Ricasoli Tank Cleaning Installation. In the long term, the removal of this installation will be pursued.

Relevant policies:

*GP01,05,07,
GD05,13,
GK13,16,18,19.*

The tank cleaning facility at Ricasoli is an essential operation to enable ships to enter the Harbour in a ‘gas-free’ condition, and thus for repair work to be undertaken. No feasible alternative to the current location seems likely at the present time.

If the restoration and re-use of Fort Ricasoli is to be carried out, then some measures to ameliorate the impact of the installation will be necessary, especially in relation to the oil storage tanks; together with safeguards to ensure that it presents no unacceptable risks to users of the Fort. However, in the longer term, a serious review of the future of the installation in relation to the current site, and to its operation generally, should be undertaken.

6.6 Social And Community Facilities Provision

Strategy

Provision of social facilities across the Local Plan area is very variable. This has rendered certain areas, like in Cottonera, as dormitory towns, where locals travel out of their locality in order to make use of such facilities. It is acknowledged that such facilities play an essential part in community development. A land use plan such as the Grand Harbour Local Plan cannot of itself provide a solution to questions of social provision. This requires a concerted effort with the initial impetus coming directly from the relevant government ministries and voluntary organisations concerned. What the Local Plan can do is to co-operate with these other agencies to ensure that opportunities are available for facility provision, and to assist in safeguarding those facilities that already exist, making allowance for improvement and expansion requirements. The Plan will also try to introduce the concept of efficient use of these facilities, together with better management provisions. It does not make sense to have the same facilities in every locality, and this problem can only be solved through this approach.

Approach

The Plan will therefore tackle the question of facility provision in two ways. Firstly, by ensuring that community provision needs are not overlooked in the allocation of sites for development or redevelopment. This may involve the reservation of particular sites for community purposes, or, where a development brief is to be prepared, ensuring that community requirements are specified in the brief. Secondly, the encouragement of 'dual use' and improvement of existing facilities will be supported. It is also recognised that existing facilities are often prone to being displaced by other uses of greater economic or other importance. The policies therefore try to ensure the consolidation of what exists and the promotion of other facilities.

GC01

Provision Of Sports/Recreation Facilities

The Planning Authority will support the efficient use of existing and proposed sports and recreational facilities on government owned land. Development permission will normally only be granted if the Planning Authority is satisfied that maximum shared use is made of existing facilities identical to the proposed project in the neighbouring areas and localities.

<i>Relevant policies:</i>	It has been noticed that various existing facilities on government land are either not used, or else are under-utilised through their control by one club/school/organisation only. This is a waste of a valuable resource - land - due to mismanagement. As an example, it is not acceptable to have two football pitches near each other solely because one pitch is run by one club or local council and the other is run by another. The catchment area has to be assessed, and if one facility is enough, the other site could be developed for some other type of sports or recreational activity. Mismanagement is not considered as a good justification for the construction of similar facilities.
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<i>GN04,</i>	It has been noticed that various existing facilities on government land are either not used, or else are under-utilised through their control by one club/school/organisation only. This is a waste of a valuable resource - land - due to mismanagement. As an example, it is not acceptable to have two football pitches near each other solely because one pitch is run by one club or local council and the other is run by another. The catchment area has to be assessed, and if one facility is enough, the other site could be developed for some other type of sports or recreational activity. Mismanagement is not considered as a good justification for the construction of similar facilities.
<i>GC02,03,04,05,06,07,</i>	
<i>GP04,05,GD13,</i>	
<i>GV09,21,22,</i>	
<i>GF12,13,14,17,20,</i>	
<i>GM11,14,15,</i>	
<i>GI10,11,</i>	
<i>GB09,11,12,13,</i>	
<i>GL14,16,17,</i>	
<i>GG15,17,18,</i>	
<i>GK08,12,13,16.</i>	

GC02

Relocation Of Sports Facilities

The Planning Authority recognises the fundamental importance of sports facilities within the Local Plan area. Therefore, permission will not normally be granted for development which will result in a loss of such facilities.

However, it is recognised that in exceptional circumstances, the benefits derived by the local community from the proposed development may warrant a departure from this policy. Permission may be granted by the Planning Authority where it can be clearly demonstrated that:

- the applicant made genuine efforts to find a comparable, environmentally acceptable, alternative site both for his development as well as the sports facility being threatened; and
- the benefits of the proposed development outweigh substantially the disbenefits from loss of the facility.

Relevant policies:

*GC01,
GF17,GM11.*

The Local Plan area is intensively developed and the number of sports and recreational facilities is limited. The Plan expects an increase in facilities as well as the protection of existing ones.

The requirement to provide a suitable alternative site for facilities affected by development is therefore introduced. Evidently, however, under exceptional circumstances, there may be instances where no alternative site is found and where the benefits derived with respect to the local community are greater than the potential loss. In these circumstances, a permit may be issued, but any case for approval will carry more weight if an alternative site can be provided which is convenient to, and can be used by, the local community.

GC03

Recreational Use Of The Waterfront

The Planning Authority will encourage investments from both the private and public sectors for improvement and embellishment of the urban waterfront and the provision of appropriate facilities for recreation in accordance with the zoning and use guidelines contained in this Local Plan, together with Structure Plan policies on access and coastal areas, particularly CZM 3. Particularly for Valletta, it will prepare an Action Plan for the entire waterfront, from the entrance to the Great Ditch on Marsamxett side, to Lascaris on the Grand Harbour side.

Relevant policies:

*GN04,
GS09,GC01,04,05,
GP04,05,
GV06,
GB11,
GL14,
GG09,15,17,18,
GK12,13,15,16.*

The extensive waterfront is one of the most impressive features of the Local Plan area, contributing enormously to its amenity and atmosphere. Whilst accepting that along some commercial parts of the Grand Harbour, public access will be inappropriate for security and safety reasons, much of the rest of the waterfront would benefit from improvement and represents a potentially very important resource in terms of recreation. That potential is currently far from being realised, and together with other specific area policies, this policy attempts to underline the Authority's approach to the issue.

GC04**Marsamxett Waterfront**

The Planning Authority will support the upgrading of the Marsamxett waterfront for public use on the Valletta stretch, and for the retention of existing uses on the Floriana stretch, namely as an inter-island ferry terminal, for military (Armed Forces of Malta) use and for leisure uses. Other policies in this Plan and in the Structure Plan will need to be respected.

Relevant policies:

GN04,
GC01,03,
GV06,
GF08,09.

The Marsamxett Waterfront is presently used for activities which in the Plan period indicate a need for upgrading. Starting from Sa Maison, the Gozo ferry terminal presently creates problems for motorists using the adjacent road network. It is expected that this situation could be resolved by some land reclamation to increase and improve both the site area and berthing facilities.

Its next door neighbour, the Naval base also indicates the need for intensification of use, and its location is consolidated in this Plan. The rest of the Floriana waterfront (Hay Wharf zone) can be used for leisure and education related activities, including water related users such as the existing Nautical School, yachting facilities, and similar activities.

Beyond the Excelsior Hotel on the Valletta waterfront, an active programme of improvements to the area should be pursued, and could include open air, sitting out areas served by water related sports activities like waterpolo, sailing, and diving. The rocky beaches in the area will be protected and structures should be minimised, preferably kept to what already exists. Ferry landing points also need to be safeguarded and upgraded. No constructions will be permitted below Fort St. Elmo.

GC05**Cottonera Waterfront**

A promenade will link the whole of the Cottonera waterfront from Senglea point to Kalkara. Other private and public, leisure related facilities will be encouraged. These proposals will be subject to Structure Plan policies on the Coastal Zone, particularly CZM 3.

Relevant policies:

GN04,05,GC01,03,
GP05,GD13,
GB11,GL14,
GG09,17,18,
GK12,16.

The use of the waterfront as a recreational space is an important element leading to the regeneration of the area. Cottonera is characterised by the presence of a long, undulating, and natural waterfront which is currently under-utilised, misused, and/or inaccessible.

This situation needs to be rectified if Cottonera is to improve its image as a recreational, cultural zone. Due to the lack of recreational facilities in Cottonera, public access to the waterfront needs to be safeguarded in accordance with the Coastal Zone policies of the Structure Plan.

GC06

Recreational Footpath System

The Planning Authority will promote the development of a recreational footpath system based on routes on the north and south sides of the Harbour linking to Marsa and thence to the more rural areas further west. Where appropriate these routes will incorporate tree planting schemes and picnic areas.

Relevant policies:
*GN04,GC01,
GM11,15,GI11,GB09,
GG09,15, GK08,12,13.*

Both within and on the fringe of the Plan area, opportunities exist to develop a recreational footpath system, away from traffic, linking areas of greenery, extensive fortifications, open vistas and viewpoints.

The development of a managed footpath system for simple recreational use, including picnic spots, shaded areas, and where necessary interpretative facilities, would be a simple yet very significant contribution to the enjoyment of local people and tourists.

GC07

Existing Afforestation Zones

The Planning Authority will seek the improvement of afforested zones within the Local Plan area. It will encourage the responsible authorities in developing the potential of these zones into well managed, picnic and recreational areas with a woodland setting.

Relevant policies:
*GE04,
GC01,
GF14,
GB12.*

The Local Plan area contains tracts of land which include large areas of mature trees. These areas are usually neglected, leading to anti-social practices. With this in mind, and the need for more recreational spaces, this policy aims at encouraging a better use of these spaces. This could be done by the provision of hard landscaping, lighting or even fencing where appropriate. If developed in the right manner, these areas have the potential to serve as well landscaped, wooded urban parks.

6.7 The Grand Harbour Port Function

Strategy

The Plan recognises the fundamental and continuing importance of the Grand Harbour itself as Malta's principal port for the import of goods and raw materials and the export of finished products. This role is complementary to the development of the Freeport at Marsaxlokk as a container 'hub' for onward transshipment. The Plan must therefore assist the primary role of the Grand Harbour to be discharged in an efficient and effective way, and at the same time, allow other appropriate commercial enterprises requiring strong maritime links to flourish. However, where a fundamental conflict of interest is likely to occur, then in the national interest, priority should be given to the primary role of the Grand Harbour as Malta's principal port. Other important functions of the Harbour for which provision must be made are:

- the development of cruise ship berths and facilities;
- the continuation of the shipbuilding/ship repair industry;
- areas predominantly (but not exclusively) for leisure and tourism; and
- its role as a residential location.

This economic strategy has nevertheless to be set within an appropriate environmental context, an approach which underpins the whole policy framework of the Plan.

Approach

To integrate the economic and environmental aspects, the Harbour has been sub-divided into functional zones which define broad land use areas. It would be unrealistic to expect that such a zoning could be rigidly established, but nevertheless, it would be inappropriate to consider substantial deviation from this pattern. Where the opportunity arises, existing 'non-conforming' uses - particularly those causing problems - will be encouraged to relocate to the zone most suitable for their particular operation. An overall landscape framework will also be related to these functional zones.

Three broad functional zones have been identified. These are:

Zone A - The Inner Harbour - Commercial, Industrial and Dock Areas

The Inner Harbour has a water frontage of approximately 7km and industrial and residential areas are firmly separated, although areas exist where this is not the case. The current role of this area is well-established, appropriate and necessary, and the Local Plan must ensure that it can continue. Preference must however be given to port related uses which require, for operational reasons, to be located on or close to the waterfront.

Scope exists throughout the zone to utilise land more efficiently, particularly through the rationalisation of site boundaries and the provision of better access. Where necessary, action needs to be taken to assist in bringing land into productive use; to improve the efficiency, operating conditions and appearance of industrial areas, and to provide a better environment for workers.

This can be achieved through direct government intervention in the provision of essential infrastructure; the establishment of fiscal incentives; the co-ordination of public works; the acquisition/sale of land by Government, where necessary ; or any combination of the above. Fiscal incentives are necessary to encourage the preparation of sites for industrial development (including land assembly), and for the repair or

restoration of industrial buildings (including routine maintenance). Provision of improved access, loading or unloading arrangements also apply.

The Inner Harbour also represents the heart of ship repair activity, a use which may contract in land use terms with increases in efficiency, but which is unlikely to be replaced in view of its importance in social and economic terms. It is therefore expected that, during the Plan period, only limited changes in land use will occur here, with the major part of the water frontage continuing in ship repair use.

Whilst ship repair and related engineering operations are acceptable in this area, any intensification or extension of use which may adversely affect adjacent housing areas would require careful consideration and the introduction of steps to ameliorate any problems. Safeguarding of the marine environment will also be necessary.

Zone B - The Valletta/Floriana Waterfront - Passenger and Related Services, Leisure and Tourism

This section deals specifically with the immediate waterfront which extends for some 2km. The waterfront has a unique character deriving from its important location adjacent to both Valletta and Floriana, and thus its attraction and development as a 'prestige' berth for passenger ships, cruise liners and super yachts. Growth of this trade is encouraged, as it provides important economic benefits both nationally and locally. With increasing expectations by sea passengers that a wide range of facilities will be available at points of arrival and departure, scope exists for a mix of uses in this area, including specialised retailing.

The outer tip of Valletta (about 1km) below the Mediterranean Conference Centre is relatively inaccessible from the landward side. No particular development is envisaged here, except that related to Fort St. Elmo. The foreshore however, has to be safeguarded.

Zone C - The Cottonera Side - Residential, Leisure and Tourism

Some 6km of water frontage includes or has potential for residential, recreational and tourism uses. Development for industrial purposes is very restricted. Because of limited formal open space in the settlements, the waterfront represents an important public asset which must be retained and to which, as far as possible, the public should have access.

The zone also includes historic buildings; complex fortifications; and magnificent panoramas based on the interplay of water and urban form. It is also a zone of considerable, untapped tourist potential. Several of the historic sites include features in need of restoration, unused buildings, and parts to which public access is difficult or restricted. A carefully managed tourism development programme could not only assist in the restoration of these features, but also help to improve the local economy, encouraging diversification in a way which should directly benefit local people.

There are already indications that certain localities are beginning to attract foreign residents. This process of gentrification may nevertheless have certain disadvantages in restricting access to the housing market for local people by bidding up the prices.

MAP 5

Provision is made in the Local Plan to ensure that local housing needs can be addressed.

In summary, the Outer Harbour divides easily into distinct localities and planning policy will be directed towards enhancing the positive characteristics of these areas and promoting appropriate improvement schemes. Such schemes will relate to residential, recreational and tourism uses. Industrial activity, beyond limited, low-impact, maritime related undertakings will not be permitted, and the maintenance of public access to the waterfront will be a key consideration in dealing with any development applications.

GP01

Overall Use Guidelines

Proposals for development along the Grand Harbour waterfront will conform to the appropriate zoning as specified above in the Approach, as indicated on the Grand Harbour Waterfront Map and according to the specific policies that follow.

Relevant policies:

*GV06, GE07,
GP02,03,04,05,06,08,
GM17,18,20,22,
GI04,GB09,11,
GL03,14,15,16,
GG09,15,17,18,
GK12.*

The Harbour area has been sub-divided into three land use zones, in order to assist in the orderly development of the Harbour as a port and to ensure that its use for maritime activity is not compromised. These are:
Zone A (The Inner Harbour) - Commercial, Industrial and Dock Areas;
Zone B (Valletta/Floriana) - Passenger and Related Services, Leisure and Tourism;
Zone C (Cottonera) - Residential, Leisure and Tourism.

GP02

The Inner Harbour

In the area identified on Figure 5 as the Inner Harbour (Zone ‘A’), development permission will be restricted to uses or structures ancillary to the continued operational use of the waterfront for ship repair, cargo handling, cargo distribution, warehousing and supporting facilities to the main use such as maintenance workshops, garages for cargo handling equipment and fuelling stations or any other port or ship repairing related use, and as specified in the area policies.

Relevant policies:

*GE06,
GP01,07,08,
GM17,18,20,22,
GI04.*

The Inner Harbour is the heart of the port area and its continued use for cargo handling and other marine activities is essential. This policy is designed to support the long term prosperity of the port by safeguarding land which is essential for cargo handling and its related distribution or export, and land which is necessary for undertakings whose work is directly relevant to functioning of the Harbour.

GP03

The Dockyard

The shoreline along French Creek will be reserved for ship repairing and related marine engineering and manufacturing activities. Development permit applications will still be subject to normal development control and environmental assessment, in particular, in relation to any possible adverse effects on nearby housing, or on marine life and ecology, including water quality.

Relevant policies:

GE06,

French Creek has developed as the centre of the specialised ship repairing industry and substantial, comparatively recent investment has been made

*GP01,08,
GB09,11,
GL03.*

here. During the Plan period, it is unlikely that any major reduction in the area dedicated to ship repairing will occur, and it is logical to retain facilities here.

Should there be any contraction in the land required for ship repairing itself, then related ship repair/marine-related engineering activity will continue to be acceptable here, provided that nearby residential areas are not adversely affected, and no untoward effects on marine life will occur.

GP04

The Valletta/Floriana Waterfront

The Valletta/Floriana waterfront as identified (Zone ‘B’) on Figure 5 is the area with greatest potential in relation to cruise passenger services. An outline development permit for such facilities has already been approved by the Planning Authority, reflecting the importance that is given to this sector in the economy of the Port. This includes ferry and cruise terminal facilities; and proposals for the restoration and rehabilitation of the prestigious eighteenth century Pinto Stores and other historic buildings along the waterfront. Uses include a wide range of commercial, recreational, and cultural activities. Other uses may also include specialised retail, office and other consumer facilities related to the use and expansion of the Port for passenger services, provided that required development control criteria are observed, and taking into consideration the policies in the Structure Plan and in this Local Plan.

Relevant policies:
*GT12, GC01,03,
GP01,08,GD09,
GF15, GV06,24,GM18*

This approach reflects the growing importance of the passenger sector to the economy of the Harbour as a general port. This policy supports this concept, especially if related to the appropriate reuse of Pinto stores.

In this context, rerouting of the existing road fronting Pinto Stores to pass through the space between the bastion walls and the back part of Pinto is supported. The road should be at grade, even though this might mean that some trimming of the rear end of the existing buildings may be required to ensure sufficient width and other road design considerations. This rerouting will liberate the waterfront and allow for the creation of a water esplanade here, lined with a promenade instead of the existing road that would be freely accessible to the general public.

The passenger cruise terminal concept also needs to be in context with other more specific objectives, including the need to revitalise Valletta and forge stronger links between the harbour side and Valletta/Floriana. It should be noted that retail uses located here should complement the main shopping activity available in Valletta, and is not aimed to encourage its unrestrained development in this location.

GP05

The Cottonera Waterfront

The development of ‘mixed uses’ will be acceptable in the Cottonera Waterfront area (Zone ‘C’) as identified on Figure 5, but all activities must be compatible with its generally restrained residential/town centre character.

The entire waterfront of Dockyard Creek between Il-Ponta ta’ L-Isla and Fort St. Angelo is designated as the ‘Cottonera Waterfront Revival Area’ where public access to the waterfront in the context of tourism development will be promoted.

The Planning Authority will seek the removal of the industrial use of Dock No.1 and will support the opening up of the site for tourism, residential and other community related uses. Development permission will not be given in this zone for activities which are likely to prejudice any residential or desirable leisure or tourism uses.

Relevant policies:

*GT12, GE06,07,
GC01,03,05, GP01,
GD13, GB09,11,
GL03,14,
GG09,15,17,18,
GK12.*

The phrase ‘mixed uses’ in this context refers to housing, leisure activities and tourism, with other commercial undertakings (including offices and retail) being secondary in nature and preferably limited to providing local services, or traditionally associated with the area. Again, all proposals will be subject to the normal development control procedures, and it should not be supposed that, because a proposal accords with the overall zoning, development permission will automatically follow.

The reuse and redevelopment of the No.1 dock site is essential to the regeneration of Cottonera as a whole. Subject to the detailed requirements of the development brief, some commercial element is likely to be necessary in the project, e.g. some offices and retailing, to help offset the relocation costs or to assist in long term maintenance.

GP06

Access

Improved access to the Grand Harbour area will be sought, including better connections to the arterial road system and measures for better peripheral movement along the shoreline. This will include pedestrian access. New developments on or near the waterfront will be expected to take these requirements into account in their design and layout.

Relevant policies:

GE02,GP01.

Maintaining and improving access to and within the Harbour area is vital if it is to function efficiently. This covers not just access to the arterial road system, but also movement throughout the Harbour area, and pedestrian access for the public to the water’s edge where this is possible. It will therefore be necessary to ensure that development which might affect access makes appropriate allowance to comply with this requirement.

GP07

Overall Landscape Requirements

The Grand Harbour is sub-divided into landscape character areas which relate to the functional zones. The Planning Authority will consider development in terms of its impact on the character areas as well as in relation to other planning factors.

Relevant policies:

*GE04,06,07,
GP02.*

In addition to assisting the efficient and harmonious functioning of the Grand Harbour as a port and residential area, it is important to retain its essential visual characteristics which make it a unique experience and help confer a sense of place to individual localities. The key landscape elements are considered below.

The Inner Harbour

These are essentially working areas, and industrial structures such as cranes, gantries, tanks, chimneys and pipe work are common features. In many ways, these features are indicators of the economic vibrancy of this part of the Harbour. Rather than attempt to camouflage their presence, it is preferable that their sculptural qualities should be emphasised and

contrasted with their background. The use of primary colours to pick out such features is therefore considered appropriate, and developers will be encouraged to examine the effect of proposals taking into account the distant prospect of the site.

Also critical in this context will be the views from the arterial roads. The visual corridor of Triq Aldo Moro and the proposed South Harbour Link Road will be very important in this respect.

The Valletta/Floriana Waterfront and the Cottonera Side

The form of the Three Cities and Valletta must be retained. This should be based on emphasising the vertical elements of the buildings and the contrast they provide with the massive bastions, which introduce a strong horizontal feature. Generally, buildings or structures must not obscure or overpower the bastions themselves. ‘Incongruous’ buildings, piercing the skyline in a dominant way, will not usually be acceptable. In specific instances, however, it may be desirable to do this so as to fulfil a necessary, national, prestigious cultural requirement. Such a situation is expected to occur very rarely, if at all. Where the opportunity arises, redevelopment of existing inappropriate or unsightly buildings will be encouraged. The introduction of planting and greenery, particularly in waterfront areas, will be supported.

At Ricasoli, development of the site of the Fort in a way which provides a contrast to the mass of Valletta will be considered. Provided the fortifications are rehabilitated and presented in a sensitive manner, limited new construction may be possible. However, the views of and detailed consultation with the Museums Department will always be sought. It is important to note that no development which might interfere with navigational requirements will be permitted. Generally, development which would penetrate the urban skyline of the critical ridges on the north and south sides of the Harbour will not be acceptable.

GP08

Shipping Movements

In the consideration of applications related to the waterfront and to moorings, the Planning Authority will ensure that shipping movements and ship manoeuvring practices are safeguarded. Development permission will not be granted for developments which might affect the navigational requirements of ships in the Harbour.

<i>Relevant policies:</i> <i>GP01,02,03,04.</i>	
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	The natural shape of the Grand Harbour makes it sometimes difficult for large ships to manoeuvre in the water area. In certain parts, this also applies to smaller ships. Quayside developments, especially those which include reclamation works, must ensure that this situation does not regress, thus making the movement of ships inside the port more difficult.
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6.8 Local Economic Development

Strategy

The Grand Harbour has developed as a ‘traditional’ centre of industry and warehousing in Malta, for reasons of centrality, distribution links, proximity to the main port, and economies associated with industrial agglomeration. Although these locational factors have lost some of their importance, the Local Plan area as a whole still retains a strong attraction as a convenient location for business development, particularly since the growth of the domestic market has continued. A planning strategy must be adopted which will enable this tradition to continue, although with appropriate safeguards. Areas presently considered as lacking investment, and which as a consequence have become dormitory towns (as in Cottonera) will be earmarked for new initiatives and projects.

The Local Plan area also contains some 130 ha of industrial land, about 20 ha of which remain in an abandoned or semi-derelict condition. The strategy adopted by the Plan is to promote recycling of land where this will not exacerbate environmental problems.

Also important is the need to lift the standards of existing industrial development making it more attractive, efficient and environmentally friendly. This is common practice abroad and has been the strategy of some European port-cities which were at the forefront in successful attempts to integrate industry, high environmental standards, and public access and recreation. There is no reason why this philosophy should not be followed here, and thus a strategy of industrial improvement is being proposed. Where small industries have developed in residential or sensitive historical areas, and are creating ‘bad-neighbour’ problems, then this issue will also need to be tackled.

In relation to shopping, the vitality of existing centres depends upon a strong retailing component. The Local Plan accepts that there may be the need however to enable new forms of shopping to develop in the interests of the consumer. Such shopping may not be capable of being accommodated within the traditional centres, or if it can, may cause problems such as traffic, as well as pressure for changes in building form which may not be desirable. Thus, development on the fringe of centres may be acceptable, whereas sporadic development in isolated ‘out of town’ locations almost certainly is not.

In tourism terms, the potential of the Grand Harbour is very significant. Valletta is a major attraction, but even here, the tourism experience - the complete environment in which visitors are immersed - requires upgrading. This demands action on the widest front and is one reason why the Local Plan policies have the carefully regulated expansion and improvement of this sector as a major objective. In the Cottonera area, the impact of tourism, beneficial or otherwise, has been small, and the area remains largely undiscovered. This does present the opportunity to encourage tourism development in a gradual, orderly fashion, and to integrate policies, initiatives and programmes on a wide range of other relevant matters with those of tourism expansion.

Approach

Mention has already been made of the need to promote land reclamation as an aid to recycling of land. This could also be linked to an active programme of industrial improvement areas, where it is envisaged that the public and private sectors would co-operate in the carrying out of improvement works.

To fulfil the strategy of removing industrial ‘nuisances’ - mainly small, bad neighbour garage uses - it will be necessary to have an alternative site and premises available where such uses can be undertaken in properly constructed and managed premises without creating problems for adjoining occupiers. Again, small industries face many difficulties in achieving growth and development, including lack of a proper financial assistance programme. M.D.C. should be given special responsibility and funding for this task.

Policies will also be introduced to protect the shopping function of existing centres, and a cautious approach to new forms of retailing will be adopted, with ‘edge of centre’ locations generally preferred in the absence of a town centre position being available. The approach adopted towards shopping provision - introducing measures to strengthen the role of town centres - is aimed at enhancing the level and quality of the shopping service and ensuring the centres continue to be the main focus of retail provision.

The Local Plan recognises the importance of tourism as a potential catalyst for economic and social development within the area - if properly managed and co-ordinated with other activities. Clear linkages are evident between tourism growth and the fundamental concern of the Plan to seek urban regeneration, involving aspects like the conservation and maintenance of the historical heritage, better employment opportunities, improved social facilities, improvements to the public domain, and more efficient public transport. Thus, the overall approach is to welcome the expansion of tourism here, but to temper this with a carefully modulated response to the type of facilities proposed, and to seek an integrated, gradual increase in provision.

In Valletta/Floriana and Cottonera, the emphasis is on the development of limited, small scale, quality accommodation; seeking the re-use of redundant/underused buildings. Facilities which encourage tourism activities in the evenings will be encouraged, subject to other Local Plan policies which seek to protect amenity. In Cottonera, an integrated approach to tourism is vitally necessary, concentrating on a series of linked and complementary attractions, rather than each settlement attempting to compete. The waterfront lends itself to this type of approach and a development brief for this area, including proposals for No.1 Dock, is a central feature of the adopted approach.

Given the need for initial injection of economic activity in the area, the Planning Authority will support such initiatives and be flexible in the application of development control requirements in Valletta, Floriana, and Cottonera. This may include the relaxation of normal requirements related to, for example, parking provision, tourist accommodation rating requirements, size of tourism establishments, and any such standard requirement which may hinder the initial investment. Once economic activity in these localities increases, such relaxation will be reviewed.

GD01***SME Workshops In Residential Areas***

No further permissions will be given for the development of workshops or any other industrial uses in the residential areas identified on the Inset Maps except for the provisions of Use Class 11 of the Use Classes Order (1994, as amended).

Relevant policies:

*GS07,
GD02,
GI03,
GB14,
GK22,23.*

An increasing problem throughout the residential areas is the growth in activities of an industrial nature which have an appreciable detrimental effect on nearby residents. In some cases, these activities have expanded into adjacent, former residential accommodation. Not only is the housing stock diminished, but great inconvenience is often caused to residents.

Although Structure Plan policies are available which require ‘bad neighbour’ effects to be taken into consideration, these are to some extent subjective and susceptible to debate and argument. To make the position quite clear therefore, it is not intended to allow any further uses of this type in the residential areas. Where applications are received, applicants will be advised to seek a site or building in a properly constituted industrial area. This includes applications for the expansion and intensification of existing uses. Advice will be available on the appropriateness of other sites.

GD02***Sites For Small And Medium-sized Enterprise Workshops***

The Planning Authority will encourage the development of commercially operated workshops for small scale industries in contained surroundings. Locations are identified where appropriate on the relevant area Inset Maps.

Relevant policies:

*GS07,
GD01,
GI03,
GB14,
GK22,23*

A current feature of the local economy is the lack of specific provision for small and medium-sized enterprises. Sometimes this is not a problem, where ‘garage’ industries can operate in domestic surroundings without causing a nuisance. Expansion is however usually out of the question, and there may in any case be problems arising for neighbours because of the activities carried out.

Often, the option of moving to an established industrial area is not available or would be inappropriate. Scope also exists for such provision by the private sector. If the initiation and growth of small businesses is recognised as a priority, then the question of acceptable sites and facilities needs to be addressed.

Since the underlying theme of environmental improvement must be met, the Planning Authority would require specific provision of a high standard and would be prepared to issue design guidance on what is being sought. It may be that, in the absence of private sector interest, the Authority should seek the involvement of M.D.C., the Ministry of Finance, the Ministry for Economic Development, Lands Department and other relevant bodies with a view to setting up a pilot project to exemplify what can be achieved.

As important as securing a properly contained site, and buildings of an approved standard, is the question of long term management. The Planning Authority, in granting development permission, would require evidence of a legal agreement binding the owners and/or leaseholders, and their successors in title, to maintain individual buildings and common areas, including landscaping and planting, in good condition. Any legal agreement should also specify obligations and duties in respect of the everyday use (and misuse) of the units and surroundings. The same applies for the garage premises being vacated in the residential

areas due to relocation. If originally they were legally established, it will have to be made clear that this use is terminated and the premises would have to be reused for an alternative non-industrial activity.

GD03

Recycling Of Redundant/Abandoned Sites

In order to encourage the recycling and redevelopment of redundant or abandoned sites, the Planning Authority will normally approve the use for industrial or commercial purposes of a site not previously allocated or used for that purpose.

This does not apply to all such sites, but only to those developments which satisfy all of the following criteria:

- the proposal does not involve the loss of residential use or open space;
- the site is no longer required or suitable for its current use or allocation;
- the development is of a form and scale appropriate to its location, and would not have an adverse impact on the local environment and residential amenity;
- the proposal is acceptable in terms of traffic, noise and other effects;
- the proposal is not in conflict with other policies of this Local Plan.

Relevant policies:

*GN01,
GE06,
GM17,
GI01,04,08,
GK20,23.*

Recycling and efficient use of land is one of the most important considerations of this Plan. The effect of strictly circumscribing the occasions when change of use to industry or commerce is acceptable is to encourage the recycling and redevelopment of redundant or abandoned sites and premises, and to discourage the take-over of residential areas by commercial and industrial development. It may also help to maximise the range of premises and locations brought forward, by removing the ‘easy option’ of attempting to develop greenfield sites or open land in the built-up area or outside development boundaries.

GD04

Upgrading Of Existing Industrial Estates

The Planning Authority will encourage and support the improvement of the existing industrial estates at Kordin and Ricasoli.

Relevant policies:

*GN03, GE04,06,
GI01,08, GK20.*

M.D.C. have a programme of improvement which includes securing boundaries, rationalising and controlling access, and carrying out of other partial redevelopment works, including the introduction of planting.

This is strongly supported in principle by the Planning Authority, which encourages early implementation. ■ Appropriate planting schemes along the boundary of the estates are considered to be a major contribution to improving the environment, both as seen from outside the estate and also for the workers themselves. ■ This aspect will therefore be expected to be a major consideration in upgrading proposals.

N.B. - VIDE GRAND HARBOUR LOCAL PLAN REVIEW - 2007

GD05***Change Of Use From Industry Or Commerce***

Where the use of a site has been for industrial or commercial purposes, and has resulted in an excessively adverse impact on the local neighbourhood or environment, a change of use to other more appropriate purposes will generally be acceptable unless specified otherwise in this Local Plan.

Relevant policies:

*GS09,10,
GE07.*

This policy complements measures seeking the removal of industrial uses having a negative impact on the local population, acknowledging that a 'vacated' site can have considerable value for other uses. Development permission for alternative uses more appropriate to the site will therefore not be unreasonably withheld. This approach is intended to be a positive incentive to the relocation of uses prone to cause 'bad-neighbour' or environmental problems.

GD06***Town Centres***

The Planning Authority designates the following town centres within the local plan area: -

Primary Town Centre – Valletta

Secondary Town Centre – Cospicua

Tertiary Town Centre – Floriana, Marsa, Vittoriosa, Senglea

The acceptable land-uses at ground floor within Primary Retail Frontage of the Primary Town Centre and within all frontages located within the Secondary and Tertiary Town Centres are:

- (i) Retailing use (Use Class 4, Use Classes Order 1994, as amended). (Showrooms within the Primary Retail Frontage will not be allowed and should not exceed 500m² sales and storage area when located within Secondary and Tertiary Town Centres);
- (ii) Financial, professional and other offices (Use Class 5, Use Classes Order 1994, as amended) provided the criteria set out in area policies GV24 and GV02 for Valletta and policy GF15 for Floriana are complied with;
- (iii) Food and drink (Use Class 6, Use Classes Order 1994, as amended);
- (iv) Non-residential institutions (Use Class 7, Use Classes Order 1994, as amended);
- (v) Assembly and leisure (Use Class 9, Use Classes Order 1994, as amended);
- (vi) Access to upper floor uses;
- (vii) Band clubs, social clubs, amusement arcades, tourism accommodation, conference centres;

provided that for uses falling under (ii) to (vii) above, the proposal will not result in the percentage of non-retail uses in each block façade exceeding 25% of its total length.

All uses falling under (i) to (vii) above can be located within the Secondary Retail Frontage of the Primary Town Centre without restrictions on the length of street frontage they occupy.

For upper floors within all Town Centres, the following additional uses together with those identified under (i) to (vii) above will be accepted:

- (i) dwelling units (Use Class 1, Use Classes Order 1994, as amended);

- (ii) residential institutions (Use Class 2, Use Classes Order 1994, as amended);
- (iii) hostels (Use Class 3, Use Classes Order 1994, as amended);
- (iv) education facilities (Use Class 8, Use Classes Order 1994, as amended).

The Planning Authority will support initiatives from public agencies and the private sector which contribute to the enhancement of the external environment of town centres, such as, pedestrianisation/pedestrian priority and traffic management schemes, landscaping of public areas and public transport services which add to their attraction as a retail hub.

The boundaries of each Town Centre are indicated on the relative inset maps.

Relevant policies: <i>GN05, GD07,08, GV19, GF19, GB11.</i>	The Retail Strategy of the Planning Authority defined a primary town centre as a town centre with a regional or sub-regional function for non food shopping.
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A Secondary Centre is a town centre with a significant non food shopping centre serving local residents, or residents of closely neighbouring villages, and used by at least 2,500 people for non food shopping.

A Tertiary Town Centre has a significant non food shopping centre but serving a smaller number of people than a secondary centre.

Non food shopping is to be considered as comparison goods which include clothing, footwear, furniture, household textiles, electrical goods, hardware, chemists goods, jewellery, recreational and other miscellaneous goods.

Convenience goods retail outlets are to be directed towards Neighbourhood Centres which are the appropriate commercial areas for this type of shopping.

Although retailing is a dominant activity in a town centre, the attraction of each centre for the location of other businesses and social and community facilities were taken into account in identifying the range and mix of uses indicated in (i) to (vi) above, acceptable within town centres. The vitality and viability of town centres depends on a varied mix of uses and activities which encourage people to visit the centre whilst ensuring that they remain an attractive place to live in.

The success of town centres as a commercial and social hub depends on a pleasant external environment, adequate public transport facilities and proper management of traffic. The designation of the town centres gives an indication of the urban areas where enhancement and embellishment schemes would be appropriate and encouraged.

GD07

Neighbourhood Centres

An appropriate location for a neighbourhood centre has been identified in Kalkara.

Within the Neighbourhood Centre the Planning Authority will ensure that the retailing use (primarily convenience), excluding showrooms (Use Class 4, Use Classes Order, 1994 as amended) remains the predominant use at ground floor level. Small supermarkets and other shops with a combined sales and storage area of up to 250m² would be allowed in these centres, together with other defined local and community services.

Other ground floor level uses appropriate for the Neighbourhood Centres are:

- (i) **Local Class 5 Offices (UCO 1994, as amended);**
- (ii) **Class 6 – Food and drink (UCO 1994, as amended) provided floor space does not exceed 75m²;**
- (iii) **Access to upper floor Class 1 – Dwellings;**
- (iv) **Band Clubs, Social Clubs.**

Relevant policies: GN05, GS02, GD06,08.

The threshold for small supermarkets and other shops in neighbourhood centres is designed to restrict these locations to provision for the immediately neighbouring catchment area.

A neighbourhood centre is identified as:

- (i) a cluster of shops, primarily selling convenience goods or providing retail services (e.g. hairdresser, dry cleaners, video hire), together with other social and community services for the immediate neighbourhood;
- (ii) easily accessible on foot from surrounding residential areas; and located close to the geographical centre of the neighbourhood that it serves.
- (iii) Small supermarkets and other shops will be allowed provided they do not cause nuisance through noise, smell or other factors.

Access and servicing arrangements together with goods storage will not adversely impact neighbouring residents, businesses, or other users.

GD08

Small Scale Shopping

Small shops which comply with the Local Shops Policy, 1997 or subsequent amendments will be allowed in residential areas, without an automatic requirement for additional off-street parking provision, provided that the proposal will not threaten the residential character or function of the area by:

- (i) **attracting a large number of customers from outside the immediate locality; or**
- (ii) **introducing a building which is not sympathetic with neighbouring residential buildings in terms of building line, height, scale and the design of the façade; or**
- (iii) **visual intrusion of signboards and advertisements (illuminated or otherwise)**
- (iv) **creating nuisance for neighbouring residents through noise, smell, lighting, hours of servicing and operation or other factors**
- (v) **causing local traffic congestion, or jeopardise the safety of road users or pedestrians, through customer parking or access by service vehicles**
- (vi) **encouraging on-street parking on arterial or distributor roads**

Relevant policies:
*GN05,
GD06,07.*

Small shops in residential areas offer a vital service to the neighbourhood. In many locations, there is a continued demand for new and expanded convenience shopping facilities at this level. As a general principle, local provision of such facilities will reduce the need to travel by encouraging shorter shopping trips, often on foot. Many small shops can be accommodated within residential areas without causing nuisance to neighbours. However, careful control of these uses is required in order to protect the residential character of local neighbourhoods, prevent nuisance to neighbouring properties and avoid traffic congestion within residential areas.

GD09

Office Development

The Planning Authority will allow the development of offices within the local plan area in a controlled manner. The need to restrict office growth in these areas must be balanced with the need to upgrade the transport infrastructure (currently underway) of housing provision, rehabilitation of historic buildings and essential public administrative requirements.

A site is being reserved to upgrade and increase public office space at the Public Office Enclave in Floriana.

A major land allocation for private sector offices is a site forming part of the Marsa Park, at the heart of the arterial road network.

Favourable consideration for the location of new offices will also be given within designated Town Centres and Neighbourhood Centres provided criteria set out in Policies GD06 and GD07 are complied with.

Relevant policies:
*GP04, GD09
GV02, GV24,
GF2, 15,16,18,
GM15.*

The Planning Authority acknowledges the important role that the Local Plan area plays in terms of office location and hence the Local Plan strategy is directed at trying to reach a balance between residential and commercial uses, whilst improving these areas.

For the public sector, the Local Plan acknowledges the need to improve, upgrade and make more efficient use of the land in the designated Public Office Enclave on the Marsamxett side of Floriana as established in policy COM 1 of the Structure Plan.

On the other hand, Marsa Park, as mentioned in policy COM 4 of the Structure Plan, can act as a prestigious private office location right on the arterial road network.

The location of office uses in Town Centres act to maintain their vitality and viability and enforce their role as a commercial hub together with other supporting amenities.

For office development along the Valletta/Floriana waterfront, the following are considered to be port-related office uses:

Boat building and repairs, cargo carriers, cargo superintendents, cargo surveyors, clearing and forwarding agents, coastal environmental and geotechnical engineering, cold stores operators, commercial diving contractors, docking and slipping services, ferry services, marine consultants and services,

marine electrical/electronic services, marine repair services, marine surveyors, marine towage services, pleasure cruise operators, port cargo handling, ship building/repairs, ship management services, ship owners, ship surveyors, shipping agents, TIR operators, tug services, underwater services and equipment repair, any other office use which, in the opinion of the Planning Authority falls in the above category.

The restrictive stance of the Structure Plan towards the location of further office space in Valletta and Floriana with the solution of the transport situation is based on the fact that these areas are unlikely to be able to cater for additional parking demands and the importance to restrict the outflow of population from these areas.

In line with the strategy of improving the transport situation in the Valletta/Floriana peninsula, the Planning Authority in collaboration with other entities has prepared a comprehensive scheme for traffic management. This incorporates various measures, including a Park and Ride scheme, as described in Policy GF20 which has now been formally approved by Government.

GD10

Development Of New Attractions And Facilities

Development permission for new attractions and facilities, or extensions to existing ones, especially related to tourism (including local tourism) will be permitted provided that there is no conflict with Structure Plan Policies BEN 1, 2 and 3, and with other provisions in this Plan.

Relevant policies:

***GD11,13,
GV22,26,28,29,
GF20,GM15,
GI10,GB11,
GL14,15,
GG17,18,20,
GK13.***

This policy is intended to establish the generally favourable attitude of the Authority towards tourism expansion, but to draw attention to the importance of observing ‘good neighbour’ requirements. In particular, the following points will be considered: over provision, servicing, proximity to public transport, impact on traffic and pedestrian movement, impact on the reasonable use and enjoyment of neighbouring buildings and land.

GD11

Tourism Development Zones

The principal tourism development zones in the Local Plan area are Valletta/Floriana and the Three Cities. The introduction of facilities in these areas is encouraged, and where necessary normal development control standards will be relaxed. Within the Urban Development Boundaries, development of small scale tourism accommodation, rather than large hotel complexes, will be preferred.

Relevant policies:

***GN05,GD10,12,13,
GV18,22,29, GF12,20,
GB09,11, GL14,15,16,
GG15,17,20, GK13.***

The areas mentioned above are recognised as having the most potential, and being the most appropriate, for tourism development. This does not mean that other parts of the Plan area will be ignored, but rather that activity should be focused where the potential to meet other Plan objectives is at its greatest.

If the Authority considers any tourism related proposal (subject to policy GD12) to be in line with the aims, objectives and provisions of this Plan, and in order to encourage such activity to occur, especially at the initial stages of the regeneration process, the Authority

may even consider to relax established standards (like parking standards) in order to secure the development for reasons of planning gain.

Regarding tourism accommodation proposals, “small scale accommodation” means that development will be of a nature and character which respects the area’s social and physical capacity to accommodate the development, together with its environmental resources and its socio-cultural fabric. It would not require major infrastructural improvements and can be supported by the existing provision. The incremental effects of such development will also be taken into consideration, together with any other material planning consideration.

GD12 Tourism Accommodation In Tourism Development Zones

Valletta and The Three Cities will be promoted for tourism. Proposals which result in the restoration and re-use of buildings of historical or architectural importance will be given preference in the relaxation of standards in line with policy GD11 above.

Other proposals for the development of hotels or guest house accommodation which do not apply to buildings of historical and architectural importance, will also be permitted provided that the following requirements are satisfied together with other provisions in this Plan:

- **the proposal is essential to start the economic regeneration of the area;**
- **the proposal will not result in oversupply of accommodation;**
- **the proposal will not detract from the visual or environmental amenity of the neighbourhood;**
- **the proposal will introduce activity at street level;**
- **road capacity and access arrangements are acceptable.**

<i>Relevant policies:</i> <i>GN04,</i> <i>GD11, 13.</i>
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Whilst there is evidently scope in The Three Cities to initiate and develop tourism to a much larger extent than hitherto, this process needs to be carefully considered. The objective is to encourage tourism which is sustainable, not physically or socially disruptive, and which can assist physically the rejuvenation of the town.
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It is therefore important, especially in residential areas, that tourism activity should be subsidiary to everyday life and not tend to become dominant. Day tourism can be linked to the level and number of attractions in the area, is more easily controlled and avoids problems of ‘imbalance’ of facilities and tourist numbers. It is therefore appropriate to concentrate on this segment of the market. The provision of accommodation on a small scale is feasible and suited to the character of the area provided it is kept within reasonable limits. Although, as indicated, the Authority is sympathetic to improved visitor accommodation, this does not mean that any scheme will be acceptable. For projects outside the Urban Development Boundaries, or which do not make use of buildings of historical and architectural importance, certain requirements will need to be met and these are set out above.

In addition, proposals which contribute to the rejuvenation of listed buildings, or those buildings which are important individual townscape elements, are more likely to gain permission than schemes which ignore the discipline of townscape and fail to display architectural ‘good manners.’

GD13

Cottonera Tourism Approach

The Planning Authority will co-operate with the Ministry of Tourism in the preparation of a detailed tourism development plan for Cottonera, based on the strategy and proposals indicated in the Structure Plan and Local Plan, which will be used to guide and direct tourism growth in the area. The plan will also include arrangements for monitoring and will set out implementation responsibilities.

Relevant policies:

***GE07,
GC01,05
GD10,11,12.***

Both the Structure Plan and the Local Plan provide guidance on the development of tourism in Cottonera, and establish broad principles. However, the comparative lack of tourism development in the past, the opportunities available now, and the historic and physical background of the area make it extremely important to ensure that any development which is promoted is of the right type, in the right place, and to the maximum benefit of the local community.

Tourism cannot be allowed to grow in a haphazard and uncoordinated manner, with possible serious consequences for the area. For these reasons, it is considered important to ensure that full guidance is available to the various organisations and firms who have an interest or responsibility in this field, and that they act with a common, agreed purpose in view. The Planning Authority, Ministry of Tourism and Local Councils share several objectives and it is considered that the best way forward is the joint preparation of a Tourism Development Plan. The plan would indicate the markets to be addressed, identify the most appropriate types of scheme, opportunities for public/private partnership, physical requirements, and arrangements for implementation and monitoring.

MAP 6

NOTE

It is restated for the sake of emphasis that all the above policies are seen as complementary to Structure Plan policies, and that the latter are not repeated here. It is thus the totality of policy which will be used to assess applications. The next section, Part 2 of the Plan, deals with policies and proposals for individual areas, which may also have to be considered in assessing applications, examining development issues, or promoting development projects.

Partial Local Plan Reviews

Valletta

**2015 Revisions to the
Grand Harbour Local Plan of 2002 (Valletta)**

Strait Street and Old Civil Abattoir

Approved

May 2015

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Public submissions on the Revisions with MEPA Responses

MALTA ENVIRONMENT AND PLANNING AUTHORITY

P.O. Box 200, Marsa GPO 01, Malta

Tel: (356) 2290 0000

Fax: (356) 2290 2295

e-mail:

website: <http://www.mepa.org.mt>

1.0 Introduction

- 1.1 This report describes the 2015 partial review of the Grand Harbour Local Plan (GHLP) for Strait Street and the Old Civil Abattoir (Biccerija) in Valletta approved in 2002 which is necessary to take into account Government's V.18 Valletta European Capital of Culture 2018 vision.

- 1.2 The objective of the review is:

to facilitate the rehabilitation and revitalization of this unique site and quarter of Valletta, in line with Government's Vision 2018 for Valletta, by enabling the establishment of a creativity and multi-cultural hub which enriches their cultural value both through new activities and physical interventions.

This objective was published on the 17th of October 2014 and representations were invited from the public until the 31st of October 2014. One submission was received by the closing date of the public consultation exercise and another two submissions were received beyond the public consultation period. These submissions were taken into account in the drafting of the new policy.

- 1.3 The revisions were published for consultation on the 10th of December 2014 and a period of six weeks, up to the 23rd of January 2015, was allowed for the submission of representations from the public. A public meeting was also held at St. Albert the Great College in Valletta on the 12th of December 2014 to provide further opportunity for discussion with stakeholders and any other interested third parties. Six submissions were received by the closing date of this second stage consultation and a description with MEPA responses is included as appendix B with this report. Points raised during the public meeting are also included in the appendix.

- 1.4 The proposed revisions will affect the following maps in the GHLP:

- (i) Figure 7 – Valletta Inset Map

A new policy GV31, with an associated annex, has been added to guide the development of Triq id-Dejqa and the Biccerija. The draft new policy is included in the following paragraphs and is highlighted in bold text followed by the supporting justification. Appendix A contains the annex entitled "Design Guidelines for street furniture on Strait Street". A policy map (Map A) is also attached with this report, the contents of which shall replace those in the map quoted above. All other parts of the 2002 GHLP as further revised, (text and maps) are proposed to remain unchanged.

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

2.1 A new policy GV31 is proposed to be included in the Local Plan as follows:

GV31 - Creativity and Cultural Hub in Triq id-Dejqa and il-Biċċerija

Triq id-Dejqa and the site of the Old Civil Abattoir (il-Biċċerija), as shown on Map A, are designated as a Creativity and Cultural Hub to facilitate the rehabilitation and revitalisation of this unique site and quarter of Valletta into a vibrant 24-hour destination which enriches their cultural value both through new activities and physical interventions.

A diverse range of uses and activities connected to, or in support of, the promotion, teaching and practice of culture and local crafts shall be encouraged on the site of the Old Civil Abattoir and for the properties with frontages on Triq id-Dejqa, in line with the broad framework described below.

Intensive land uses and related street activities, especially those with late night operating times such as bars and music venues shall be directed towards the Core of the Hub between Triq Santa Lucia and Triq San Kristofru. Lower intensity uses such as teaching studios, independent retail and exhibition spaces or in connection with workshops, and tourism accommodation shall be guided to the upper floors (at second floor and above) of the Core and towards the Periphery of the Hub. Artists' studio flats and offices will also be favourably considered on the Periphery.

There may be scope to favourably consider the range of land uses allowed in the Core of the Hub also in the section of Triq id-Dejqa between Triq San Kristofru and Triq San Duminku in the circumstances where a single comprehensive proposal covers a significant proportion of the properties with a frontage on this section of Triq id-Dejqa and the applicant has full control over the same properties to enable straightforward implementation of the comprehensive scheme.

The expansion of established businesses, irrespective of their nature, within the Hub, even if not in general conformity with the above broad land use framework may be favourably considered provided the scale of the additions are not deemed to prejudice the overall objective of the designation of the Hub.

Interventions on the physical fabric and on the public realm shall seek to enhance the conservation value of the individual buildings and/or their context, sustain the objective of quality and strengthen a distinctive character between the Core and the Periphery of the Hub through proper (i) restoration techniques, (ii) design of architectural elements and shop-fronts and (iii) use of signage, lighting, street furniture and paving materials. Specific attention needs to be provided to the restoration and integration in the design schemes of particularly important signs or mural inscriptions/ painted adverts which evoke memory links with the history of the street. Additionally, care needs to be taken to ensure that new activities do not create unacceptable adverse impacts on the residential community of the Hub through excessive noise levels and noise mitigation measures may be required both at development and operation stages. This is of particular importance where there is a high concentration of residents in the Periphery of the Hub.

The Core area is amenable to full pedestrianisation with outdoor dining and exhibition facilities while the stepped sections may be suitable for the introduction of greenery. The free movement of pedestrians throughout the Hub and the flow of traffic through those sections where vehicular access is necessary should not be unduly hindered by street furniture.

This development framework for the Hub should not be considered as exclusive and each proposal shall be assessed taking into account this framework and any other particular

circumstances of the proposal such as the character of the immediate surroundings, the status of the individual building and the history of land uses on the site. The heritage and other relevant policies in this Plan and any other good practice guidance for development, including design of street furniture, in UCAs in general, and in World Heritage Sites in particular, shall also be taken into account in the assessment of proposals within the Hub and on the site of the Old Civil Abattoir, where relevant.

Triq id-Dejqa, as its name suggests, is one of the narrowest streets of Valletta barely reaching 4m in width for most of its 660m length and runs along the longer side of the grid of Valletta (north to south), parallel to Republic Street.

Labeled as “Malta’s most notorious street” and nicknamed “the Gut” by English sailors during the more recent times of its history, the street came alive at night due to the various bars and night clubs which crowded there until the late 1960s, early 1970s. Due to various socio-economic factors and historic events, the area fell in decline and most of the floor space within properties fronting on Triq id-Dejqa is now vacant. The remaining activities today are a number of shops, dining outlets and private sector offices, including a major shopping mall, and large public administrative offices. An embassy of an EU member state has also established on Triq id-Dejqa. A concentration of residential apartments is located within Vincenti Buildings which accommodates most of the 200-odd residents of the street.

In common with other Valletta streets, Triq id-Dejqa has a good number of finely-built and elegant buildings, previously the residences of Knights of the Order and of Maltese notables. A walk down Strait Street from the South Street side, the first house is an imposing building backed on to the church of St Francis of the Conventual Friars. Here lived Fra Gasparo Gabuccini, of the Italian Langue, captain of the galley 'San Nicola' in 1652, and later prior of Capua. A row of seven houses in Strait Street to the rear of the Auberge de Provence (now the Museum of Archaeology) were built by Stefano Ittar, the architect who was also responsible for the building of the Biblioteca in Republic Square. Five houses were the property of the Langue of Auvergne. Other properties belonged to the Bali of Gaspe, Fra Antonio Sans de Lalloze, Bishop Tommaso Gargallo, Commendatore Fra Cristoforo Grainer, and Fra Nicol de Cintray, then of Virgilia Fiocari.

The cultural heritage value of Triq id-Dejqa is also evidenced by the presence of eight Grade 1, one Grade 2 and one Grade 3 scheduled buildings or monuments, although, except for the townhouses on numbers 160-163, it is the back or side elevations which front onto this street. Grade 1 buildings include the Franciscan Priory, the Casino Maltese, La Cancelleria, the Hotel de Verdelin and the Monastery of St. Catherine. Vincenti Buildings is scheduled as a Grade 3 building and lies on the site of the Knights’ Bakery. Equally noteworthy is the location of six protected shop fronts or painted adverts, five of which are located on the stretch of Triq id-Dejqa between Archbishop Street and St. Christopher Street.

In recent years, the public sector has invested in the upgrading of the paving of the whole street and the establishment of a major public institution in one of the historic buildings on the street, even if the latter project was not without its controversies. There also appears to be some interest by the private sector and a major office scheme has been implemented at Palazzo Stiges, a number of dining outlets have been established and an application for a lodging house has also been approved.

However, this is still far from the level of investment required to achieve the ambitious goal set by V-18 of making the street a multi-cultural hub of artistic innovation. This policy is only a part of a much wider process of creative plan-making and project design and implementation. This process must however be completely geared up to address the problem that was identified by Harrison and Hubbard back in 1945 of how to modify a City built to serve the simple needs of the sixteenth century so that it may satisfactorily serve the complex needs of today.

The Old Abattoir is one of Valletta’s earliest buildings, but has undergone many changes since its first use as an abattoir in 1636. Grand Master Jean Lascaris Castellar (1636-1657) built eight

magazines, four on each side of the road leading to the Porta delli Giudei. By 1658 these magazines were passed to the Fondazione Lascaris. Each of these eight magazines had a window with an iron grille and four of the eight had a secondary door opening onto the street at the back. An order was issued stating that all butchering should be done near the old fountain of Valletta. This together with the present street name Triq il-Gendus, confirms the earlier existence of an abattoir. Less than ten years later, by 1667, the eight rooms were each divided into two to form a total of sixteen. By May of that year, each room started to be leased separately. At this time, the access from Old Mint Street was also closed off by a fountain that provided fresh water. Three houses were added, to the side of Auberge de Baviere, each of these being split into three with separate internal staircases.

During the early 18th century, the building was used as soldier's barracks and following that, light industrial uses were introduced, including cotton spinning and bakeries; some of the bakers' ovens still in evidence on site to this day. On the 6th February 1756, Lascaris Foundation exchanged property with the Cottoner Foundation. According to the Cabreo Cottoner, just two years after the establishment of Fondazione Cottoner, Grand Master Fra Nicolas Cottoner (1663-1680), amongst other projects built thirty-five houses on the site of the old slaughter house. This document proves that by 1676, the bucceria had already changed from its original function, and was being termed as 'old'. It also proves that the area adjacent to the bucceria had just been developed. The building was later turned into a naval bakery and this is evident from the soot on the surviving three capping stones of four chimneys.

The Old Abattoir is within an area experiencing a dichotomy between the slow rehabilitation of the housing stock within an environment of sundry commercial and light industrial units. It is this socio-economic mix that makes the building ideal for a 'hub' of activity bridging commercial, industrial and residential uses. An application for the rehabilitation of the building as a centre for voluntary organisations was submitted in 2013 but a decision was never taken.

3.0 Conclusion

- 3.1 The MEPA Board discussed the revisions to the Grand Harbour Local Plan of 2002 during its meeting of the 23rd April 2015 and decided to approve this document and forward it to the responsible Minister for his final endorsement.

Appendix A

Design Guidelines for street furniture on Strait Street

0.0 Preamble

- 0.1 These guidelines draw heavily from the document prepared by the Ministry for Transport and Infrastructure entitled *“Strada Stretta Tables and Chairs. Draft Policy on Street Furniture”* dated November 2014 and is applicable to Strait Street only. They are also intended to complement other design guides on street furniture in the forthcoming Development Control, Design Policy, Guidance and Standards 2014.

1.0 Objectives

- 1.1 The objectives of these design guidelines can be summarised as follows:
- Encourage high quality outdoor seating and standing areas for restaurants and cafes to enhance the safety, amenity and ambience of Strait Street;
 - Ensure outdoor restaurants and cafes do not interfere with the safe and reasonable movement of pedestrians and vehicular traffic, and other street activities.
- 1.2 Well maintained outdoor tables and chairs make a valuable contribution to Strait Street’s public space. They are attractive, interactive, offer passive surveillance of the street and provide opportunities for people to participate in street life. However, the street is culturally significant and therefore only temporary furniture shall be permitted. Fixed and semi-fixed (placed in sockets embedded in the pavement) furniture shall not be permitted and must be removed outside trading hours.

2.0 Circulation and Clearance Distances

Traffic Circulation

- 2.1 The narrow configuration of Strait Street makes the relationship between vehicular traffic and outdoor furniture difficult. The continuous flow of vehicles poses a danger to seating and the pedestrian movement associated with it. This is mainly due to the fact that it is physically impossible to provide adequate clearances for pedestrian traffic in between the vehicular paths and the buildings. The placing of tables and chairs in the areas of Strait Street which are open to traffic shall not be permitted.

Pedestrian Clearance

- 2.2 Pedestrian clearances are required to ensure a clear path wide enough for wheelchairs and prams to pass each other. Outdoor tables and chairs in Strait Street shall be permitted to be placed directly against building facades due to the restrictions imposed by the small width of the lane. When the side of the street where tables and chairs will be placed is changed within the same block, no tables and chairs shall be permitted for a 3.0m section of the street to allow for easy manoeuvring of pedestrians in restricted areas. Tables 1 and 2 and Figures 1 and 2 indicate the minimum clearances required for the pedestrian passages.

Table 1	Minimum Pedestrian Clearances in Strait Street			
	Placement	If tables and chairs are to be placed on both sides of the street	If tables and chairs are to be placed on only one side of the street	When the side of the street for placing tables and chairs is changed
	Minimum Clearance	2.0m central path (1.5m in very low pedestrian flow sections)	2.0m side path (1.5m in very low pedestrian flow sections)	The whole width of the street must be kept clear from tables and chairs for a minimum of 3.0m

Table 2	Minimum open footpath required	Part of Strait Street between
	High pedestrian flow requiring 2.0 metre minimum clearance	Triq I-Ordinanza and Triq Melita
	Vehicular traffic. No tables and chairs allowed	Triq Melita and Triq Santa Lucija
	High pedestrian flow requiring 2.0 metre minimum clearance	Triq Santa Lucija and Triq San Kristofru
	Low pedestrian flow requiring 1.5 metre minimum clearance	Triq San Kristofru and Triq San Nikola

Figure 1

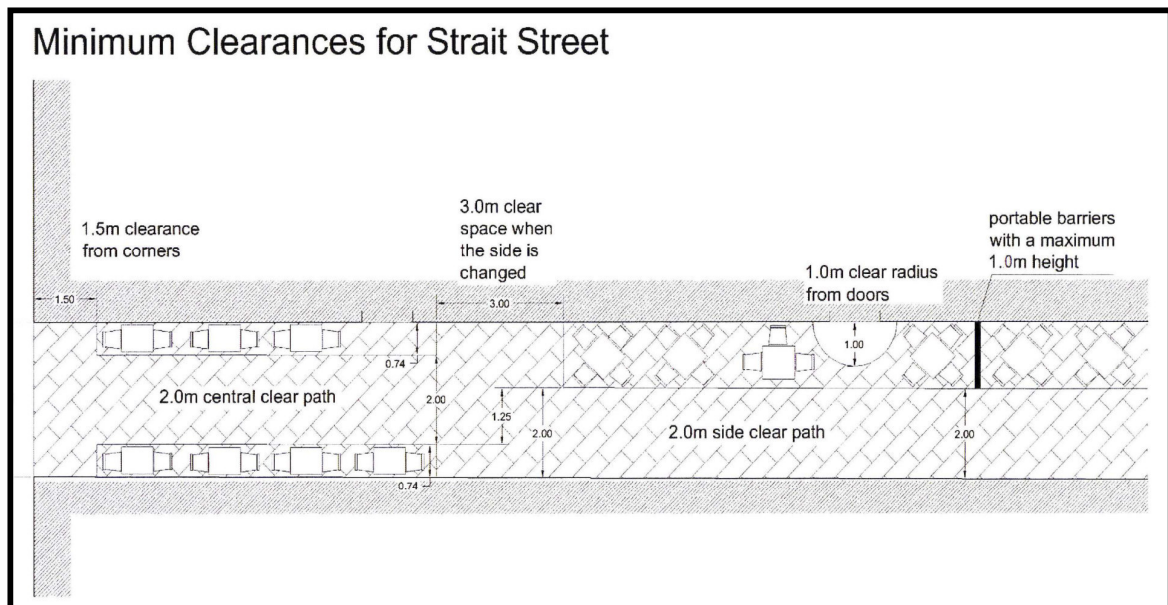
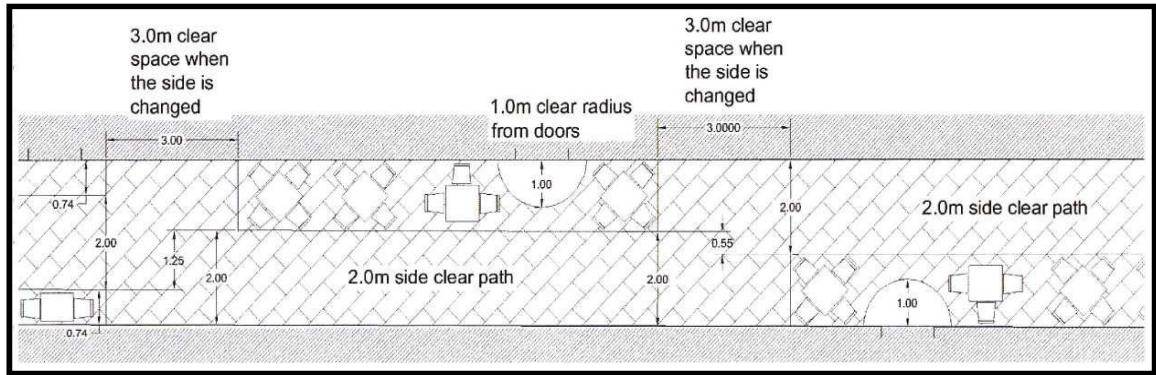


Figure 2



Staircases

- 2.3 Strait Street is characterized by outdoor paved staircases on its sloping roads and hills. Placing chairs on outdoor staircases would pose a danger to users and would also prejudice the potential for greening these spaces and shall not be allowed. Only high standing tables which can be easily balanced on the steps can be utilized.

Clearance distances from existing street infrastructure

- 2.4 Clearances between the outdoor tables and chairs and existing street infrastructure ensures that street furniture can be used or serviced while outdoor tables and chairs are in use. Clearances from existing essential services must be maintained at all times in line with Table 3. A minimum clearance distance of 0.5m should also be allowed between adjoining settings of tables and chairs.

Table 3	Minimum clearance from street objects and essential services	
	Essential service	Minimum Distance
	Exit doors	1.0m radius from centre
	Fire Hydrants	1.0m radius
	Litter bins	1.0m radius
	Public seats	1.0m from each side
	Public payphones	1.0m from each side
	Bicycle hoops	1.0m from each side
	Corners at intersections	1.5m from the corner
	Construction zones	3.0m
	Bollards	0.5m radius
	Poles	0.5m radius
	Other similar objects	0.5m radius

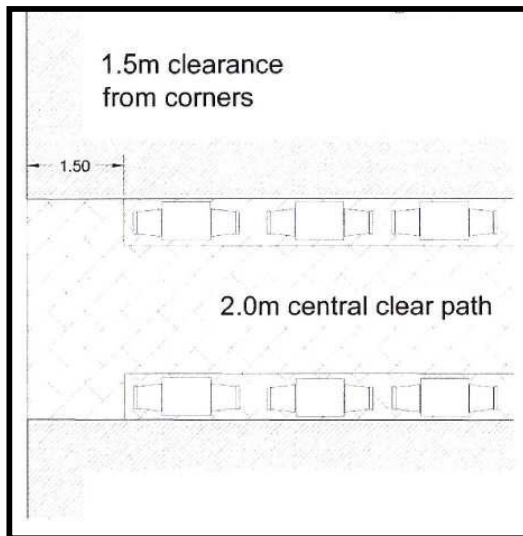
Access to underground services

- 2.5 Services such as fire hydrants, sewers, telecommunications and electricity conduits should not be obstructed by fixed elements such as awnings, umbrellas and screens. Removable tables and chairs may be placed on top of underground manholes or service boxes provided that these are structurally sound.

Street Intersections – line of sight at corners

- 2.6 Outdoor tables and chairs located next to intersections should be set back from the corners to allow a clear line of sight for pedestrians coming round the corner as shown in Figure 3.

Figure 3



Delineation markers

- 2.7 Delineation markers may be installed in the street surface to define the permitted outdoor seating area.

Construction zones

- 2.8 Construction activities are often required to maintain building facades and underground services, and to repair street paving. A minimum setback as set out in table 3 from each side and the front of the scaffolding should be provided to protect patrons from possible nuisance and dangers.

3.0 Design

- 3.1 Sensitivity must be applied when selecting a design for outdoor furniture. The limited width of Strait Street and the World Heritage Status of Valletta call for designs which are sensitive towards urban character and enhance existing aesthetics, cultural significance and street quality. Culturally significant features and fixtures should not be removed, relocated or modified as a result of outdoor furniture.

Materials

- 3.2 Outdoor furniture should be unobtrusive and contemporary in style, appearance, materials, finishes and colours. Indoor style furniture is inappropriate for use in an external environment. The materials used should be practical, elegant, durable, un-obtrusive and complement the street while the design should be simple and makes best use of the public place. Fragile materials such as glass or natural wicker should not be used. All chairs and tables must have a minimum 30mm diameter rubber pad on chair and table legs to protect the stone paving surface.

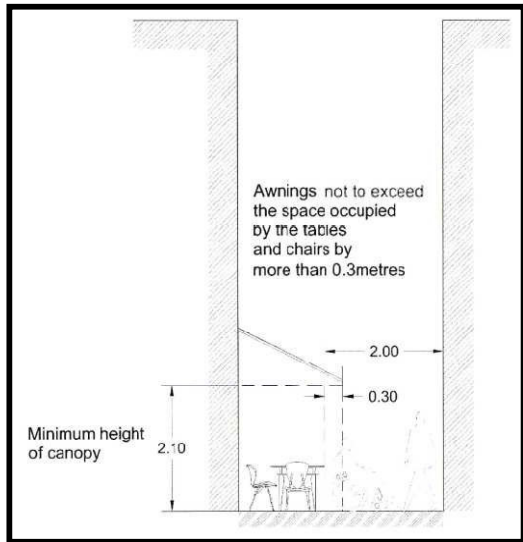
Colours

- 3.3 Outdoor furniture should use more traditional and simple colours such as black, grey, metallic silver, Brunswick Green or Hawthorn red.

Umbrellas and awnings

- 3.4 Umbrellas and awnings may be appropriate where shelter is needed and should not obstruct views to neighbouring buildings and those on the opposite side of the street, should not physically damage the building, compromise its architectural features or obscure its facade. The awning shall have a light uniform colour. Multiple awnings within the same area shall have the same colour and design even if these belong to different establishments. Awnings must be fixed using stainless steel screws, bolts and nuts such that they do not corrode and cause damage to the facades. Freestanding awnings shall not be permitted. Figure 4 indicates the permitted dimensions for the fixing of awnings.

Figure 4



- 3.5 Umbrellas should not be used where any awning is attached, or can be attached, to the building. The use of umbrellas where an awning is present gives a cluttered appearance and detracts from the building façade and the appearance of the street. Fixed or semi-fixed umbrellas will not be allowed; umbrellas must be attached to a counter-weight at the footing. Footing sockets must be designed so as not to pose a hazard on the footpath after removal of the umbrella and without damaging the pavement surface. Any umbrella placed as a shading device must be specifically designed for streets and sturdy enough not to be effected by wind gusts. Figure 5 indicates the permitted dimensions for the fixing of umbrellas. Umbrellas must be 0.5m lower than the base of existing balconies at first or mezzanine levels.

Screens

- 3.6 Restaurants and cafes are encouraged to operate without screens. In cases where glass screens are appropriate they should not exceed 1.0m in height and must be removed outside operating hours. Fully enclosed outdoor restaurant/café structures shall not be permitted as they diminish public space and reduce accessibility, visibility, amenity and safety to the public.

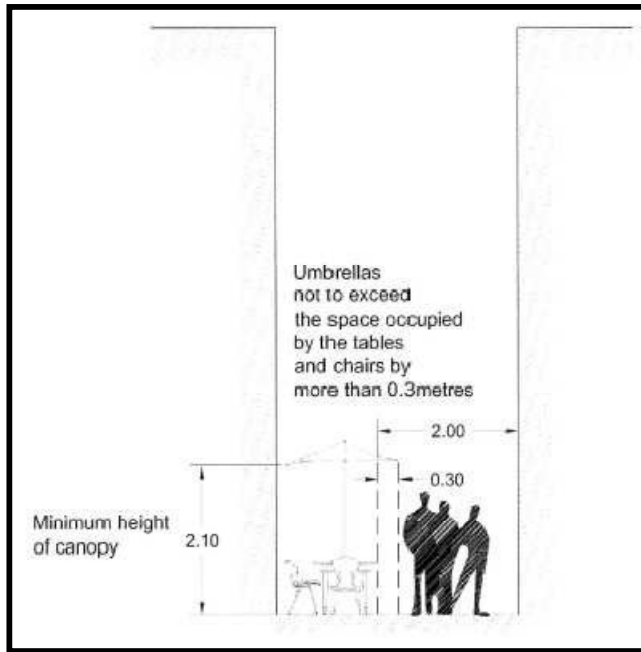


Figure 5

Advertising

- 3.7 Advertising shall achieve a high standard of graphic design and complement the restaurant or café and streetscape. The name or logo of the restaurant or café may be advertised on awnings, umbrellas and screens. The size of the name or logo should be discreet. Illumination contrast is recommended on the name of the establishment. Nonetheless advertising on outdoor restaurant and café furniture should not be illuminated by neon lights, unless such lights were part of the original design of the shop front. No advertising is permitted on tables and chairs, A-boards and planter boxes.

Lighting

- 3.8 Additional street lighting to that provided by the utility companies may be provided outside dining areas only in exceptional circumstances.

4.0 Environmental Concerns

- 4.1 Positive contributions to environmental sustainability can be made through more efficient use of resources including energy and materials. Proper management of outdoor seating areas for restaurants and cafes can play a positive role in reducing their impact on the environment through energy efficient lighting and outdoor heaters, noise reduction and waste management.

Appendix B

**Grand Harbour Local Plan 2002
(Revisions 2015)**

Public Submissions

Ref	Respondent	Date	Summary of Comments Received	MEPA Response
GHRV/14/1	Perit Ian Zammit	1-12-14	In view of the physical restrictions in Strait Street as well as the fact that, in view of multi-ownership, tenancies, civil and inheritance issues etc, it is unlikely that much change in this very restricted area will occur in the remaining three years before V18 arrives. Hence, I am of the opinion that this policy should be extended to include all the side streets connecting Republic Street and Old Bakery Street. If similar development is allowed in the streets immediately adjoining Strait Str, it is much more likely that the buzz that this policy proposes to generate will actually materialize. Naturally, as some of these streets carry appreciable traffic, some restrictions will need to be applied but, already pedestrianized streets like South Str, Carts Lane and Old Theatre Street as well as easily pedestrianable Ordinance Street (which leads directly to the hot-spot that the Parliament Square and City Entrance are likely to become), will complement and give the necessary critical mass to the proposed activity zone.	The aim of this revision is to create a hub within Valletta with a distinctive character based on culture and creativity and inspired by its past history. Triq id-Dejqa should be a unique visitor attraction and widening the scope to such a larger area would most probably dilute its importance from the outset.
GHRV/14/2	Dr. John Seychell Navarro	14-12-14	I must congratulate MEPA for the new planning policies. Indeed a good step in the right direction. My submission has to mention the need for urgent attention to the fountain next to the old	This submission has been noted and may be considered in more detail when the application for the rehabilitation of the civil abattoir is assessed.

			abattoir. Back in time someone filled the baroque style basin with concrete, spoiling it and destroying the very nature of a fountain basin. Hence it is of utmost importance that this concrete is removed with extreme caution not to damage the mentioned basin. Furthermore, it is known that the fountain's central part that is the two intertwined dolphins that emitted water from their mouths is not there. I am not aware if these artifacts are stored, whether they were stolen or broken with time. However, to give the grandeur of this fountain back it is imperative that these are reconstructed. One must remember that this fountain is an integral part of the abattoir as the spring that existed was very important for the cleansing of the abattoir personnel, tools and meats. It is a solid testimony of the awareness that the knights had on food safety and disease prevention that can be associated and related to the effort in bring water from Rabat through the aqueduct, the legislation against pollution of springs and the state of the art hospital facilities of the time.	
GHRV/14/3	James Wightman	20-12-14	Dear Sir or Madam;	Due to the very restricted width of the street,

	PRO Bag Malta		(1) With regard to the pedestrianization of Straight Street and the Old Civil Abattior, we would strongly propose that this allows for the passage of cyclists at slow speed giving way to pedestrians, as a pedestrian priority area. Note if a cyclist is dismounted s/he is twice the width, and as a pedestrian should be afforded the same right of way so dismounting cyclists may be counterproductive. This will increase the opportunity for commercial trade by making it possible to arrive by bicycle. Such 'bike route' commercial areas have shown significant growth in other countries and cities (we suggest you research this). (2a) Failure to to do this we must insist that the roads around Straight street are either made bi-directional for bicycle traffic or; (2b) That suitable bicycle contraflows are made that allow the free and efficient movement of cyclists through the city. (3) That cycle wheel gutters are added to the stepped parts of Straight street, this is particularly important for pedelegs owners as these machines are heavier to carry up	the envisaged uses which, if successful, would attract an appreciable increase in pedestrian traffic, and potential intensification of street furniture, the objective of facilitating access and movement by cyclists may not be achievable in the creativity and culture hub.
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			steps. Note the plans to include more cycling racks will imply more bicycle traffic as will any future public bike share scheme. Documents entitled: Quantified benefits of leaving car at home; Creatig Growth, Cutting Carbon; Attached with submission.	
GHRV/14/4	Dr Andrei Imbroll CEO Valletta Boutique Living Limited	22-01-15	Valletta Boutique Living (VBL) is a major investor in Valletta real estate and its business strategy is to revitalize obsolete classic buildings into high-end, residential and commercial units, by preserving the original character of the buildings and restoring the facades and outlook of the houses into their original design and therefore contribute to the restoration and revitalization of the Valletta street views. By utilizing these buildings for tourism related purposes VBL's business activity helps attract more visitors to Valletta, increase the offering of modern residential flats and commercial units. We have reviewed the Public consultation document issued by MEPA dated November 2014 and entitled "2014 Revisions to the Grand Harbour Local Plan of 2002 (Valletta)	The policy has been revised to make more specific references to this stretch of Triq id-Dejqa.

			Strait Street and Old Civil Abattoir”. VBL Ltd, through the architectural firm Mannie Galea Design were the only entity to make a submission in time in respect to the above mentioned document and we gladly note in Appendix B that our submission has been considered favorably and in line with the proposed GV 31. Following the publication of the 2014 revisions, we have also attended a meeting on the 15th January 2015 with Mr. Joseph Scalpello and Mr. Joseph Magro Conti to discuss the document and give our feedback. VBL has made a further proposal for amendments to GV31 in view of several factors which place this part of Triq id-Dejqa in a unique state. These factors include: - Over 90% of apertures in the section of Triq id-Dejqa from Triq San Kristofru to Triq San Kristofru to Triq Duminku are owned by VBL. - This unique ownership status will allow for a consolidated vision of the project and will smoothen the way for the rehabilitation and revitalization of this section of Triq id-Dejqa, which is the objective of this consultation and	
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			revision of policy. - This section of Triq id-Dejqa only has 2 residents which both live in VBL owned property. - This section of Triq id-Dejqa is considerably dilapidated and in need of immediate care. Previous MEPA documents cried for incentives for investment in this area. - This section of Triq id-Dejqa was previously an integral part of the nightlife area, with remnants of the past still clearly visible in outlets such as the Silver Horse, Blue Peter, Victoria Restaurant, 007 Jame Bond and several others featured in a number of publications about the street We are thus submitting a proposal for amendments to the proposed GV 31, which will target specifically this area of Triq id-Dejqa. We feel that this amendment is of crucial importance to the success of our project and even to the greater objective of rehabilitating and revitalizing Triq id-Dejqa, Moreover, this is crucial for the preservation and revitalization of some historic entertainment places in Valletta (e.g. the	
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			Silver Horuse bar). Even though MEPA commented favourably to our submission, it is our opinion that the current proposed GV31 leaves too many counter arguments open which could ultimately end up with a refusal of the entire project. We hop that our proposal will be treated favourably and that we will be able to present you with the positive results of our work and investments on Strait Street very soon. GV31 – Creativity and multi-Cultural Hub in Triq id-Dejqa and il-Biccerija Triq id-Dejqa and the site of the Old Civil Abattori (il-Biccerija), as shown on Map A, are designated as a Creativity and multi-Cultural Hub to facilitate the rehabilitation and revitalization of this unique site and quarter of Valletta into a vibrant 24-hour destination which enriches their cultural value both through new activities and physical interventions. A diverse range of uses and activities connected to, or in support of, the promotion, teaching and practice of culture and loal crafts shall be encouraged on the site of the Old Civil Abattoir and for the properties with frontages on Triq id-Dejqa, in line with the broad framework described below.	
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			Intensive land uses and related street activities, especially those with late night operating times such as bars and music venues shall be directed towards the Core of the Hub between Triq Santa Lucia and Triq San Kristofru. The Lower intensity uses such as teaching studios, independent retail and exhibition spaces or in connection with workshops, and tourism accommodation shall be guided to the upper floors (at second floor and above) of the Core and towards the Periphery of the HUB. Artists' studio flats and offices will also be favourably considered on the Periphery. <u>The section of Triq id-Dejga between Triq San Kristofry and Triq San Duminku is being considered separately as it has a unique ownership situation whereby over 90% of all apertures are owned by one entity. This will assist considerably in achieveing the objective set out, ie, that of rehabilitating and revitalizing Triq id-Dejga. The Upper floors of this area will be dedicated to Hospitality, including the possibility of Hotels, Guest Houses, Hostels of sel catering accommodation. The lower levels, including Ground floor, Basement and Fist floor will be utilized for commercial activities such as Restaurants, Bars, Nightclubs and similar activities which are in line with the History of this part of the street.</u>	
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			The expansion of established businesses, irrespective of their nature, within the Hub <u>and the section between Triq San Kristofru and Triq San Duminku</u>, even if not in general conformity with the above broad land use framework may be favourably considered provided the scale of the additions are not deemed to prejudice the overall objective of the designation of the Hub. Interventions on the physical fabric and on the public realm shall seek to enhance the conservation value of the individual building and/or their context, sustain the objective of quality and strengthen a distinctive character between the Core and the Periphery of the Hub through proper (i) restoration techniques, (ii) design of architectural elements and shop fronts and (iii) use of signage, lighting, street furniture and paving materials. Specific attention needs to be provided to the restoration and integration in the design schemes of particularly important signs or mural inscriptions/painted adverts which evoke memory links with the history of the street. The Core area <u>and the section between Triq San Kristofru and Triq San Duminku</u> is amenable to full pedestrianisation with outdoor dining and exhibition facilities while the stepped sections may be suitable for the	
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			introduction of greenery. The free movement of pedestrians throughout the Hub and the flow of traffic through those sections where vehicular access is necessary should not be unduly hindered by street furniture. This development framework for the Hub should not be considered as exclusive and each proposal shall be assessed taking into account this framework and any other particular circumstances of the proposal such as the character of the immediate surrounding, the statues of the individual building and the history of land uses on the site. The heritage and other relevant policies in this Plan and any other good practice guidance for development, including design of street furniture, in UCAs in general, and in World Sites in particular, shall also be taken into account in the assessment of proposal within the Hub and on the site of the Old Civil Abattoir, where relevant.	
GHRV/14/5	Prof Alexei Dingli Mayor Valletta Local Council Mr John Fenech Secretary Noise Abatement Society	23-01-15	Joint declaration by: Valletta Local Council & Noise Abatement Society of Malta (NASoM) Activity in Strait Street Concept To facilitate the rehabilitation and revitalization of this unique site and quarter of	Policy has been revised to make direct reference to the need to take into account the residential community and strengthen further the concept of a “Core” and “Periphery”. However, it needs to be pointed out that all the uses proposed in this policy are already allowed by the current Local Plan for Valletta for the stretch of Triq id-Dejqa between

			Valletta, in line with Government's Vision 2018 for Valletta, by enabling the establishment of a creativity and multi-cultural hub which enriches their cultural value both through new activities and physical interventions. Intensive land uses and related street activities, especially those with late night operating times such as bars and music venues shall be directed towards the Core of the Hub between Triq Santa Lucia and Triq San Kristofru. Concerns: Unfortunately we have noticed that the situation is already deteriorating even though the new MEPA plans are not in force. Whilst going through the MEPA document, it also transpires that there is little or no consideration for the wellbeing of the residents. Furthermore, the plans would cause: Over-provision of pubs/clubs in this street; Excessive Patrons coming and going; Noise amplified by echoing in narrow street; Large groups congregating in street; The revival of historical places and other activities might be an incentive to regenerate the economical aspect in this locality and conserve the national heritage. Nevertheless, such a revival must also take into consideration the welfare of the residents in	Ordinance Street and Archbishop Street which is already zoned as a Town Centre and not a Residential Area. The designation of the stretch between Archbishop Street and St. Christopher Street as part of the Core was motivated by the history of this stretch and with the knowledge that the residential occupancy is very low. This policy is seeking to bring to the attention of investors the potential of Triq id-Dejqa to create a quarter which is more than just a "Town Centre" like any other part of the town centre of Valletta or any other urban settlement. The designation of the Periphery for low intensity uses may even be an improvement over current policy in terms of impacts on residential amenity. The imposition of operating times is not part of the remit of the Local Plan but the proper implementation of and monitoring of the effects of this policy is a key element for the achievement of the Plan's objectives.
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			this locality. Noise in a narrow street will be amplified by more than 10%, especially at night-time. It is a fact that bars & clubs in residential areas often than not are a source of nuisance to the residents. The relevant causes of concern are: playing of amplified music and the behaviour of the patrons outside of the premises. 1. Although the permit for playing amplified music is conditional to adequate soundproofing of the premises, it is often the case that the soundproofing is of inferior standard. 2. The patron's activity outside of the premises, unintentionally, creates a nuisance by loud conversation and other activity. Health & Wellbeing: WHO defines health as a state of complete physical, mental and social well-being and not merely the absence of disease or infirmity, and recognizes the enjoyment of the highest attainable standard of health as one of the fundamental rights of every human being. WHO guideline for community noise: For the primary prevention of subclinical adverse health effects related to night noise in the population, it is recommended that the	
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			population should not be exposed to night noise levels greater than 40 dB of L_{night}, outside during the part of the night when most people are in bed. The lowest observed adverse effect level (LOAEL) of night noise, 40 dB L_{night}, outside, can be considered a health-based limit value of the night noise guidelines (NNG) necessary to protect the public, including most of the vulnerable groups such as children, the chronically ill and the elderly, from the adverse health effects of night noise. An interim target (IT) of 55 dB L_{night}, outside is recommended in the situations where the achievement of NNG is not feasible in the short run for various reasons. It should be emphasized that IT is not a health-based limit value by itself. Vulnerable groups cannot be protected at this level. Therefore, IT should be considered only as a feasibility-based intermediate target which can be temporarily considered by policy-makers for exceptional local situations. Monitoring & control In our opinion physical monitor of the activity in this area after 11:00 pm, entail on the spot presence throughout the operating period. Although possible it is unlikely to happen. On the other hand electronic monitoring, either by sound data recording or CCTV entails	
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			effective time management for a just in time solution. Therefore, to satisfy the economic and social/ cultural aspect and protect the health & wellbeing of the residents the Valletta Local Council & NASoM suggest: Any Outside activity should be limited till 11:00 pm Activity and playing of music after 11:00 will be allowed only in the premise if it is soundproofed to the required standard, which would ensure that sound, will not be audible outside of the premises perimeter. Reference: http://www.euro.who.int/en/health-topics/environment-and-health/noise/publications	
GHRV/14/6	Anthony Ellul obo Malta Tourism Authority	6-02-15	Comments on the proposed revision to the Grand Harbour Local Plan – Strait Street and Old Civil Abattoir The tourism, recreational and entertainment potential of Strait Street is widely recognized and has not yet been sufficiently tapped. The actual title of the policy already indicates that the strategy is to offer a diverse product aimed at a market at the upper social	The reference to the “upper social echelon” in the context of this policy is not clear as the social status of owners and/or visitors is not strictly a planning consideration. There is no intention of creating just another

			echelon. Hence the policy has the intent of creating a quality experience and therefore should avoid creating an entertainment atmosphere similar to that found in the existing entertainment areas of Paceville and Bugibba/Qawra. The term 'vibrant 24-hour destination' is a contradiction in terms. Acknowledging that a level of activity in the capital city is most welcomed, nonetheless, the policy should not defeat the scope for which it has been formulated. Hence capacity, both in terms of the quality of establishments as well as the temporal factors, i.e operating hours, are crucial elements to ensure that the approved activities do not result in an overkill or degradation of the area in terms of the quality status it intends to achieve, keeping in mind the local residents as well as tourist who would seek the quality accommodation facilities which the policy itself aims to attract. The proposed use for the Civil Abattoir is agreed to. This will certainly provide a landmark for this area of Valletta and an attraction hub both for locals and tourists. There is the opportunity here to create a cultural and educational centre for youngsters and adults in the form of a library, internet centre, performance space, even a quality catering outlet as well as craft outlets. The example of the Mediateca del Mediterraneo in Cagliari where an old indoor market was transformed to a successful cultural and	entertainment area as evidenced by the objectives of quality and distinctiveness and the emphasis on culture and creativity. There are no reasons why quality and distinctiveness cannot be achieved within a 24-hour destination. The objective is to create a quarter within Valletta with an appropriate mix of uses where there is always something happening. Whilst acknowledging that carrying capacity is critical, it is not the intention to impose thresholds for scale or number of acceptable uses at this stage. The type of development which is attracted to the locality should be monitored and the policy reviewed accordingly. Support from the MTA for the proposals on the Civil Abattoir site are noted.
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			educational, as well as entertainment, venue could serve to generate positive ideas for the use of this premises. The policy is allowing intensive uses along the Santa Lucia to Saint Christopher stretch of Strait street. The proliferation of bars and music venues along this stretch may be counter to the development of tourism accommodation of a high quality since allowing inappropriate venues may result in a market/product mismatch and the quality tourism accommodation may not attract the desired market. The issue of capacity is crucial and therefore the cumulative impacts of each additional entertainment venue needs to be monitored to ensure that tolerance limits and the experience sought for this area are not compromised. The residential element is equally important and is to be taken into account since a level and type of development that goes against the interests of the local community is counter to the concept of sustainable development. One has to keep in mind that the impacts of patrons to such establishments is not limited to the establishments themselves but affects the immediate vicinity too. The expansion of existing businesses which use is not contemplated in the policy should only be allowed if these will not conflict or	The aim behind the distinction between the core and the periphery was specifically to identify the area where the more intensive uses can agglomerate while the rest of the street can accommodate less intensive uses. As indicated by the MTA this may have an impact on the type of tourism accommodation which may seek to locate within the Core but this certainly does not conflict with the overall objective of quality for the whole Hub as the Periphery, which is almost 2/3 of the total frontages, is planned to be a less intensive area. This argument also applies for the residential community. The designation of the Core, besides the consideration of the historic aspect, also took into account the residential aspect to ensure that most residents are not affected. However, it needs to be pointed out that all the uses proposed in this policy are already allowed by the current Local Plan for Valletta for the stretch of Triq id-Dejqa between Ordinance Street and Archbishop Street which is already zoned as a Town Centre and not a Residential Area. The policy is not intended to introduce a strict zoning regime but to flexibly guide development towards the planned aims. The
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			result in negative impacts to the proposed uses in the policy. The wording 'irrespective of their nature', may open up the potential expansion of uses which will defeat the vision this policy is aiming to attain, resulting in a chaotic situation where different uses which are incompatible with each other result in conflict. With regard to the aspects relating to the placing of tables and chairs the site may require specific provisions due to the narrowness of the street, however, provisions being proposed in the document Guidelines for the placing of outdoor furniture on public land should be noted. The placing of tables and chairs along this street is a crucial issue since the narrowness of the street poses a constraint to such facilities. Ease of pedestrian movement must be a priority and areas approved for tables and chairs are to be clearly delineated by markers. Therefore these ARE to be installed and not 'may be'. A block plan is to be approved with the permit which shows the exact perimeter of the encroachment respecting the parameters for pedestrian movement and other issues as stated in the Appendix A to the policy. It is important that tables and chairs and any umbrellas are stored inside the premises when the	policy also specifies proposals would still need to be compatible with their surroundings even if not in line with the land use framework. The Guidelines were prepared specifically for Triq id-Dejqa and therefore are contextual. This is a requirement of the policy. The imposition of markers is not desirable as they may be cases where these could damage the street surface. The approval of a block plan is a matter of detail. Storage of furniture when not in use is an operational matter.
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		establishment is not operating. Due to the narrow width of the street tables and chairs placed on both sides of the street should not to be encouraged. Sufficient width to ease pedestrian flow is to be allowed, particularly since the aim is to attract more people to this area. One also has to consider providing adequate facilities for disabled clientele which will take up more than normal seating space. In addition to the seating facilities, one must keep in mind the space taken up by clients waiting to be seated as well as staff serving clients. Such instances may impede pedestrian flow unless adequate width is allowed. Between Saint Christopher street and Archbishop street it is stated that pedestrian flows along this stretch is low and only 1.5m clearance for pedestrians is allowed. With the increased popularity of this street in future, pedestrian flow will increase so an adequate level of clearance is to be allowed along the whole stretch of Strait street, including this section. From the policy it is not clear how this will relate to other policies in the Local Plan that may result in a conflicting situation. For example the stretch between Archbishop street and Saint Christopher street is	The design guidance for street furniture was prepared in consultation and these issues were taken into account. Tables and chairs on both sides of the street can be recommended provided there is a 2m clear central path. The policy indicates the stretch between St. Christopher Street and St. Nicholas Street as having low pedestrian flows. Paragraph 1.3 indicates that this policy and map will replace the provisions in the current local plan.
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			designated as a Housing Improvement Action Area (GV 03) in the approved Grand Harbour Local Plan, whereas with this policy uses which are generally not permitted in residential areas will be allowed. This will create conflict as to which policy applies, unless the boundary for the Housing Improvement Action Area is not amended. The interests of residents along this stretch are to be safeguarded. With regard to the material used for tables and chairs it is to be stated that plastic is not allowed and materials like wood and iron are to be used. It would be preferred that no type of advertising is allowed on umbrellas and awnings. An appropriate sign along the entrance to the outlet should only be permitted. Cluttering the area with signage and advertising will reduce the quality image of this area. Permitted awnings are to be limited to the length of the establishment's façade and not overspill beyond and there should be no type of support from their edge to the street level to strengthen them during high winds. Structures which cover the entire width of the street are not to be permitted. Any umbrellas should not extend beyond the designated outdoor seating area and no enclosed structures are to be permitted along the street.	Rather than specifying the type of material, the performance of the material is more important. The document provides adequate design guidelines to enable the introduction of appropriately designed awnings and umbrellas. Issues mentioned are integrated in the document.
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			All tables and chairs and any other related items are to be placed inside when premises are not operating. In addition menus and other boards (e.g. sandwich boards) should not be placed within the pedestrian passage way and ideally are to be placed on the establishment's façade without, however, creating a negative visual impact. Playing of music needs to be controlled. Although this is an operational issue, the period during which music is played as well as the type of music played could impact on the quality experience envisaged for this street and as expected by patrons and clients of the various establishments in the area. Some form of control is necessary. Operators are to be encouraged to self regulation in this regard since at the end it would benefit all establishments if a quality environment and experience is maintained. As a final comment it is the implementation of the policy and the quality of the decisions taken that actually lead to a quality product or otherwise. Therefore, the policy needs to be clearer to ensure that the decisions taken in its implementation lead to achieving the quality product expected and ensuring that other uses both existing and proposed in the area are not adversely affected.	This is the same issue as storage of street furniture. Agreed.
--	--	--	--	--

GHRV/14/7	Various	Public meeting held on the 12-12-2014	Impacts on the existing residents by the new uses need to be addressed. The use of the term cultural hub is preferred to multicultural hub. The details of the project for the Old Abattoir site need to be discussed further. The meaning of local crafts needs to be explained. Clarification was requested on the development of tourism accommodation in strait street. Clarification was requested on the change of use from residential to commercial.	Policy has been revised in include reference to impacts on residents. Policy has been revised to refer to a cultural hub. Details were provided by the promoters during the public meeting. Meaning explained as falling within a specific use class which incorporates a range of light industrial activities. Explanation was provided during the public meeting on the scale and type of tourism accommodation allowed in strait street. Explanation was provided during the public meeting that change of use would be acceptable.



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

Key

-  GV 31
-  Core of the Cultural Hub
-  Periphery of the Cultural Hub
-  Old Civil Abattoir

2015 Revision of the Grand Harbour Local Plan (Valletta)

Date : May 2015

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For the detailed interpretation of alignments kindly contact
the Planning Directorate's Planning Control Unit.

Map:

A

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2010 Revisions to the Grand Harbour Local Plan of 2002 (Valletta).

Approved Document

March 2010

MALTA ENVIRONMENT AND PLANNING AUTHORITY

P.O. Box 200

Marsa GPO 01

Malta

Tel: (356) 2290 0000

Fax: (356) 2290 2295

e-mail: ghlpreview@mepa.org.mt

website: <http://www.mepa.org.mt>

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1.0 Introduction

- 1.1 On the 27th of June 2009 Government launched the development project for the redesign of the City Gate in Valletta, a new Parliament Building on Freedom Square with a landscaped plaza and a new open air theatre on the site of the old Opera House. The location of the Parliament building and some of the transportation aspects of this project raise issues which had not been envisaged when the Grand Harbour Local Plan was approved in April 2002 and thus necessitate a review of the Plan.
- 1.2 The objectives of this review are to take into account recent Government initiatives for the urban regeneration of Valletta specifically the new transport strategy and the development of City Gate, Freedom Square and the Opera House site. These objectives were published on the 13th of July 2009 and representations were invited from the public until the 27th July 2009. One public submission was received but was not relevant to this Review as it requested a revision of the Kalkara Building Height Limitation.
- 1.3 The proposed revisions will affect the following policies in the 2002 Local Plan:
- (i) GV04 – Road Hierarchy
 - (ii) GV12 – Car Parking
 - (iii) GV27 – City Gate and Freedom Square
 - (iv) GV28 – Opera House Site
- and the following maps:
- (i) Figure 8 – Valletta Transport Strategy; and
 - (ii) Figure 9 – Valletta Parking Strategy.
- 1.4 The draft deleted and revised policies are included in the following paragraphs and are highlighted in bold text followed by the supporting justification. The revised maps are also attached with this report. All other parts of the 2002 Local Plan, as reviewed in 2007, (text and maps) are proposed to remain unchanged.
- 1.5 The revisions were published for public consultation on the 28th of September 2009 and a period of six weeks, up to the 9th of November, was allowed for the submission of representations. Two public submissions were received by the closing date of the consultation and a summary with MEPA response is included as an appendix with this report.

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

- 2.1 Policy GV04 is to be deleted as the designation of a road hierarchy and particularly traffic circulation routes are not a MEPA remit. Figure 8 – Valletta Transport Strategy has been amended to reflect this amendment and is attached with this report. However, changes to paragraph 1.33 of the Plan are being proposed to indicate that transportation issues such as traffic circulation and parking will still be taken into account in the assessment of development applications supported by the necessary Traffic Impact Assessments and endorsement by the relevant transport agencies.

Paragraph 1.33

The policies for Valletta therefore are geared in this direction – promoting public transport, reserving space for residents' parking, restraining car space for non-residents, and giving greater priority to the pedestrian where this is needed. Although not directly the remit of MEPA, transportation issues still need to be taken into account in the processing of development applications. MEPA will endeavor that development proposals do not compromise both national and localized transportation strategies and objectives and are duly supported by all the relevant traffic impact and transport assessments endorsed by the relevant agencies.

- 2.2 Policy GV12 is to be amended to remove reference to the underground car parks at Palace Square, Freedom Square, and at Fort St. Elmo. The car park below Palace Square will not be built due to the discovery of important archaeological remains. It is deemed more suitable at this stage to introduce flexibility in the requirement to provide car parking below Freedom Square and Fort St. Elmo and also in Valletta as a whole to allow the detailed proposals in the Government reform of public transport announced in 2008 to develop over time. Figure 9 – Valletta Parking Strategy has been amended to reflect this revision and is attached with this report. The management of existing parking spaces is not MEPA remit and hence the references in the policy to such management are being deleted.

GV12

Car Parking

No new public car parking provision will normally be allowed in Valletta with the exception of operational parking.

In conjunction with the operation of the Park-and-Ride Scheme from Crown Works Area, a programme for an increase in pedestrianised zones, as well for the widening of existing pavements in other areas will be commenced.

The car parks indicated on Figure 9 shall be safeguarded from development which reduces the current amount of car parking spaces on each site.

The strategic transport planning policy relating to the Valletta/Floriana peninsula, as set out in the Structure Plan (policies TRA4; RDS7; TEM10; PTR4; PTR10) can be interpreted as generally

restrictive towards the encouragement of additional parking for private cars. This is linked to the need to provide efficient, pollution free alternative public transport, such as a circular electric vehicle transport system

A number of car parks already exist, including the new M.C.P. multi-storey facility. It is not envisaged therefore that substantial further provision will be necessary.

- 2.3 Policy GV27 is to be amended to remove reference to the development of the bus terminus as this project should not be conditional on the development of City Gate and Freedom Square. It is deemed more suitable at this stage not to have (i) the car park beneath Freedom Square and (ii) the consideration of a light rapid transit system as a policy requirement to introduce flexibility in the provision of car parking and public transport in Valletta and to allow the detailed proposals in the Government reform of public transport announced in 2008 to develop over time. The range of land uses is being widened to include institutional buildings and offices permitted as supporting uses. The policy constraints related to design elements such as the requirement to provide informal seating areas, removal of the existing arcades and the use and design of materials are being removed to allow consideration of a wider range of design options. A clarification regarding the need to establish detailed building alignments as part of the development planning application is being added to avoid the need for a further Planning Control application at a later stage.

GV27

City Gate and Freedom Square

MEPA will support the redesign of both City Gate and Freedom Square provided:

- (i) The proposals for Freedom Square normally include institutional (legislative) / cultural / entertainment / leisure orientated uses. Retail shall not exceed 20% of the total commercial floorspace. Office development will only be allowed as a supporting use to the main uses identified in this policy;**
- (ii) The proposed development shall take into consideration the safeguarding of the existing ex-railway station, bridge and platform;**
- (iii) The public open space at ground floor level shall be designed in a manner, which is conducive to public enjoyment and which compliments the design of the large open staircases leading to the main entrance of St. James Cavalier.**

The developer shall be required to submit a Traffic Impact Assessment of the proposed project as per terms of reference established and issued by MEPA.

Detailed restoration method statements shall be submitted for the approval of MEPA prior to the issuing of Full Development Permission for each phase of the development.

A detailed landscaping scheme for the open spaces should be submitted with the full development permit application. The layout of the public open spaces should be conducive to leading the visitor into the City and should allow pedestrians to enjoy full views onto the fortifications.

Detailed building and street alignments will be determined as part of the relevant planning application.

The present setting and design of both City Gate and Freedom Square do not give the message that one is about to enter or has entered an important site in the most important city in the Maltese Islands. This feeling is underlined by the discordant proportions of the existing large open space, improperly used as a car park, which does not take account of the axis presented by Republic Street. The architectural treatment of both the Gate and the Arcade is in dire need of improvement, and the square should, through building and/or landscaping between the square and Republic Street be reduced in size to respect more the human scale.

Besides these issues, the redesign of the spaces has to take into account the historical setting. This does not mean that projects of redesign have necessarily to be a copy of the baroque architecture of the past, but the Urban Conservation Area and World Heritage City status of Valletta must be respected. Any redesign also has to take into account the adjacent schemes which include the Opera House Site, the Arts Centre Project, especially in terms of vehicular and pedestrian access, and parking.

- 2.4 Policy GV28 is to be amended as it is deemed more suitable at this stage not to have the car park beneath Freedom Square as a policy requirement to introduce flexibility in the provision of car parking in Valletta to allow the detailed proposals in the Government reform of public transport announced in 2008 to develop over time. There is also a minor amendment to allow a wider interpretation of the type of physical interventions which can be considered on the site rather than strictly a “building”.

GV28

Opera House Site

The Arts Centre at St. James Cavalier and the proper reuse of the Opera House Site accords with the strategy to improve Valletta’s role as a cultural capital. The latter will include a multi-purpose theatre as part of a redevelopment project which predominantly includes a cultural use. Other limited commercial (except for non-related offices) and recreational uses, preferably with a cultural orientation, will also be considered.

During the interim period until the Opera House Site project is implemented, MEPA will encourage the use of the site for other cultural activities as long as these do not compromise the original objectives.

It will also give more detailed guidance on what is expected on the site which will take account of the following criteria in its formulation:

- **a Traffic Impact Statement;**
- **an evaluation of projects adjacent to or having an impact on the site;**
- **the World Heritage City and Urban Conservation Area status.**

Although it would be inappropriate to prescribe a specific architectural style, the new intervention on the Opera House Site should be treated as a strategic landmark within the entrance to Valletta. The architectural treatment would have to respond to the challenge of providing a contemporary statement befitting the twenty-first century, whilst respecting the historic legacy of Valletta as a former city of the Order of St. John.

The first phase of transforming St. James Cavalier into an Arts Centre is complete. The second phase is envisaged to comprise the development of the former Opera House site and Freedom Square. The project itself is considered to be one of the most important and should give a clear message about the future role of Valletta as a cultural capital city. Due to its potential impact, however, it is important to ensure a co-ordinated approach to development, and proposals have to take account of other schemes in the vicinity of or having effect on the site. Therefore, other

policies in this Plan which have a bearing on Valletta are relevant.

It is also important for the traffic impact of the project to be thoroughly assessed, and impacts on access anticipated. As the probability is that the centre's peak time would be in the evenings, this would help the overall aim of increasing activity in Valletta at the most desired times.

3.0 Conclusion

- 3.1 The Planning Directorate recommends to MEPA the revisions to the Grand Harbour Local Plan 2002 (Valletta) indicated in this report which should then be forwarded to the Prime Minister for his final endorsement.

4.0 Decision

- 4.1 During its meeting in public of the 18th February 2010, the MEPA Board endorsed the revisions to the Grand Harbour Local Plan 2002 (Valletta) indicated in this report.

APPENDIX

Grand Harbour Local Plan 2002 (Revisions 2009)

Public Submissions on Revisions

November 2009

Ref	Respondent	Date	Summary of Comments Received	MEPA Response
GHRV01	Miriam Cremona obo Flimkien ghal Ambjent Ahjar Committee	9/11/09	Provision of car parking in Valletta The further deletion of parking facilities envisaged by the Valletta Regeneration plans in addition to the elimination of parking spaces on St George's Square will further aggravate the parking problems in Valletta. This situation is made worse by the deletion of the 400 space car park beneath Freedom Square from the Plan. Parking should not be reduced or completely eliminated until other provisions are set in place or alternative modes of public transport and parking facilities are provided and functioning properly. The slow revival of the commercial outlets on which our Capital City depends for its vibrant life also depends on the availability of parking and ease of public transport accessibility. Access into Valletta Accessibility to residents especially the elderly, visitors to Valletta and the business community should be ensured before any works are undertaken. Pedestrianisation is also linked with accessibility. Although ideally all of Valletta should be pedestrianised, the impact of the redistribution of traffic due to closing off of streets to traffic on other streets needs to be assessed.	It is deemed more suitable at this stage to introduce flexibility in the requirement to provide car parking below Freedom Square and Fort St. Elmo and also in Valletta as a whole to allow the detailed proposals in the Government reform of public transport which should take place in the middle of 2010. Furthermore, the studies undertaken by Government before the introduction of the CVA in Valletta had already envisaged the removal of these parking spaces. These spaces had already been replaced by the Park-and-Scheme in Floriana, which has even been expanded following the introduction of the CVA. The designation of a road hierarchy and particularly traffic circulation routes are currently the remit of the ADT. The impacts of traffic redistribution as a result of the development project proposal are envisaged to be assessed through the Traffic Impact Statement that has already been requested.

			The Valletta Transport Strategy Map 8 fails to indicate the road hierarchy which will determine the entry and exit points of Valletta and the traffic direction of the interior roads and therefore is totally inadequate as a basis for serious and informed comment. A Traffic Impact Study and Assessment in conjunction with a traffic management plan are therefore essential at this initial stage in order to iron out the difficulties which the reduced parking will cause and also to ensure the eventual success of the project. Development of Bus Terminus The remodeling of the Bus Terminus Site and rehabilitation of the site just outside City Gate is a priority which needs to be undertaken concurrently with the remodeling of City Gate. Design and Use of Parliament Building Whilst the building should not be limited to the Baroque idiom, any new structure to be built on Freedom Square must respect and blend harmoniously with the raison d'être of Valletta which is that of a walled fortified citadel.	The development of the bus terminus should not be conditional on the development of City Gate and Freedom Square. The proposal as it currently stands does not preclude future interventions in this area if this is deemed feasible in some future date This is a detailed design matter on which an element of flexibility is felt to be healthy. There are examples of modern interventions in World Heritage Sites locally and abroad which are considered to be acceptable even to UNESCO. Therefore it is deemed more pertinent to assess
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			Importantly the new structure must not in any way compromise Valletta's UNESCO World Heritage status. The concept of exposing the façade of St James Cavalier and allowing pedestrians to enjoy full views onto the fortifications as established in the 2002 Approved Local Plan and as stipulated in the proposed amendments is not reflected in the actual plans as presented. The institutional (legislative) use of the square has been added to the cultural/entertainment uses indicated in the 2002 Local Plan and this in violation of the Structure Plan provision POLICY COM 1 which states: “A new Government Administration Centre will be developed outside Valletta to house most Government Departments, while Parliament itself and the Ministries will concentrate in the palaces and auberges of Valletta.” In keeping with the Structure Plan POLICY COM 1, a number of buildings exist in Valletta which can be utilised as a Parliament building, namely: • The Auberge de Baviere; • The Mediterranean Conference Centre; • The Main Guard and the space above which between the 1950s and the 1980s was designated as the site for a new	the detailed design parameters at the development planning application stage than to spell out what could perhaps stifle creative good design at the local plan policy stage. In any case, the detailed parameters of the development planning application will also be subject to public scrutiny. Policy COM 1 does not state that ALL Ministries and Parliament should be in auberges and palaces.
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			parliament building. Design of Opera House Project The 2002 Local Plan and the present amendments to the Plan, both emphasise that this project is considered to be one of the most important in order to give a clear message about the future role of Valletta as a cultural capital city. This aim is however undermined by the fact that the predominant feature in the Valletta Rehabilitation Plans submitted by Architect Renzo Piano, is the Parliament building and as such the project is not in conformity with the proposed amendments. Moreover, the aim of cultural capital city cannot be achieved by means of the proposed roofless theatre which will have very limited use throughout the year.	This is a detailed design matter on which an element of flexibility is felt to be healthy. There are examples of modern interventions in World Heritage Sites locally and abroad which are considered to be acceptable even to UNESCO. Therefore it is deemed more pertinent to assess the detailed design parameters at the development planning application stage than to spell out what could perhaps stifle creative good design at the local plan policy stage. In any case, the detailed parameters of the development planning application will also be subject to public scrutiny
GHRV02	Claude Borg Obo Valletta Rehabilitation Committee	9/11/09	Local Plan Review to be comprehensive The Local Plan review should address the wider area and not limit itself to project proposals - carrying out a review without taking note of all other aspects could be premature. Concern was expressed on the adoption of certain changes which rely on the Government transport strategy which has not been implemented yet.	MEPA assessed the necessary changes to the Local Plan to bring the plan in line with identified policy developments that have occurred since its approval. The Government reform of public transport should take place in the middle of 2010.

			Role of MEPA in transportation planning The Committee is concerned on the justification for deleting policy GV04 and the limited role for MEPA in designating the road hierarchy and traffic circulation. Traffic issues need to be taken into account together with other issues in a holistic manner. Doing a TIA for the project after the plan has been established will fragment the process. Removal of car parking Although the Committee agrees that car parking below Freedom Square, St George's Square and at St. Elmo should be removed as stated in policy GV12, ideally traffic issues need to be studied and resolved as part of the plan and not regarded as "flexible". The Committee disagrees with the statement that no substantial further provision of car parking is required as it does not appear to be backed by any studies. The Committee has adopted a policy of introducing streets without pavements in pedestrianised zones rather than widening the pavements as stated by policy GV12.	Legislation spells the functions of both MEPA and ADT. ADT is the authority which is currently responsible for transport, circulation and parking matters. The studies undertaken by Government before the introduction of the CVA in Valletta had already envisaged the removal of these parking spaces. These spaces had already been replaced by the Park-and-Scheme in Floriana, which has even been expanded following the introduction of the CVA. Policy has been revised to include other areas. It was not felt sensible to include the provision on pavements as this was still allowable through the policy. Moreover, if this or a future VRP committee decides to revise its current policy, it may then be unnecessarily hindered by the
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			Offices in Valletta The Committee queried the inclusion of offices as a permitted use by the revised Policy GV27 as the parking issue has not been addressed. Does the policy imply that offices are allowed in the City Gate area but not elsewhere? If offices on this site are justified because there is no need for further car parking in the city, does this mean that offices can be allowed elsewhere?	revised MEPA policy. Policy GV27 is a site specific policy aimed at guiding development on the site. Its provisions apply only to the development on Freedom Square and to no other part of Valletta. The guidance on offices as a permitted supporting use on this site was included to clarify the situation created by the approved policy which made an emphatic statement that “No office development will be allowed”. The intention of this statement was to prohibit independent offices as even the previously permitted uses (cultural/entertainment/leisure) would have had administrative office functions. The provisions of policy GV24 will still apply for stand alone office development in all of Valletta.
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GRAND HARBOUR LOCAL PLAN



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

Key

- Pedestrianised Zone
- Pedestrian Priority Area
- Junction Redesign

Valletta Transport Strategy

Scale : 1:4000	Date : March 2010	Map:
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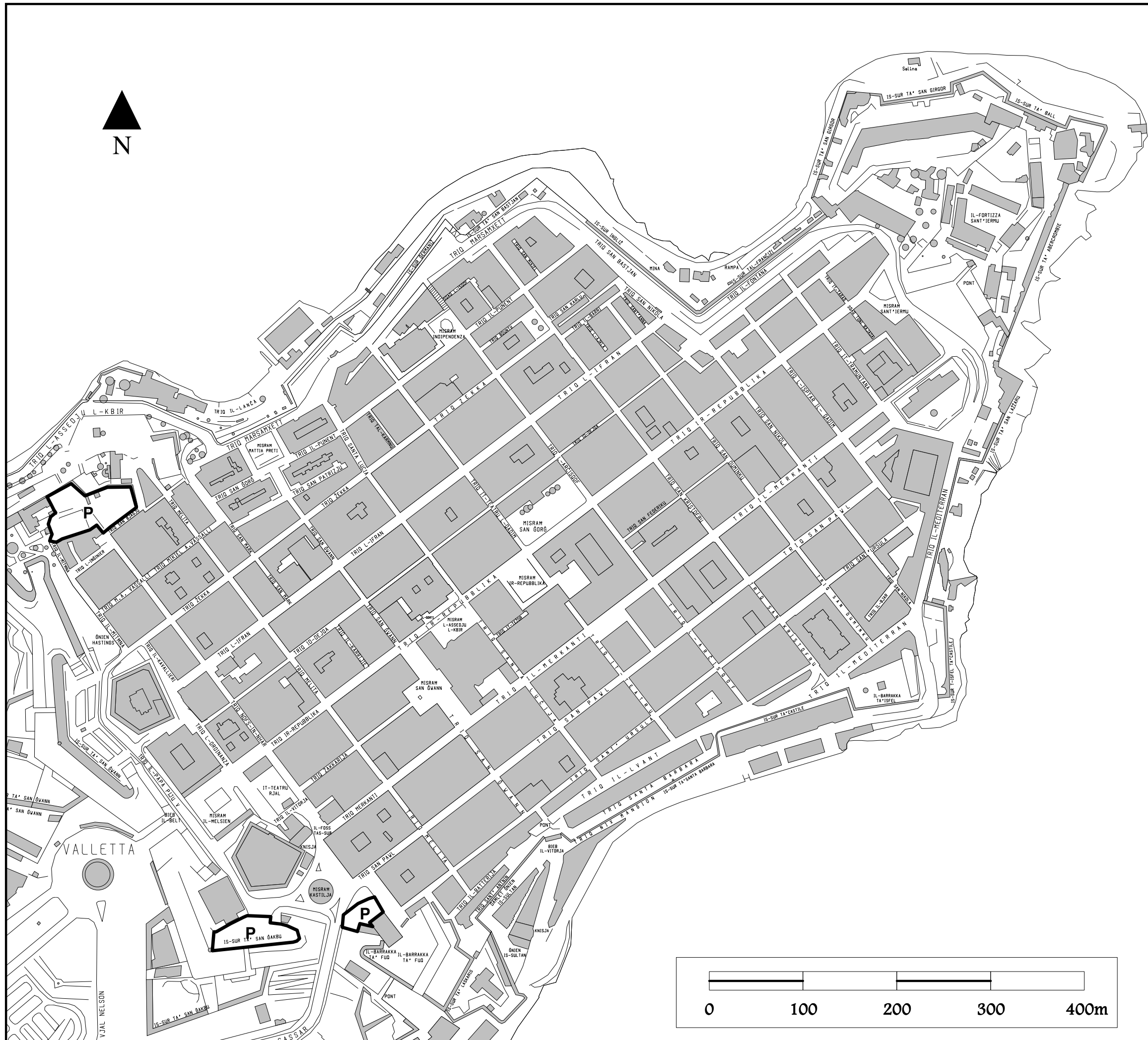


L-Awtorita' ta' Malta Dwar l-Ambjent u l-Ippjanar

Malta Environment & Planning Authority

Key

P Safeguarded Parking Areas



Valletta Parking Strategy

Scale : 1:4000

Date : March 2010

Map:

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the Planning Directorate's Planning Control Unit.

9



FORT ST. ELMO & ENVIRONS

Development Brief

Approved



Commissioned by the
Grand Harbour Regeneration Corporation

December 2011

**Malta Environment and Planning Authority
P.O.Box
Marsa GPO 01
Malta**

**Tel: (356) 2290 0000
Fax: (356) 2290 2295
website: <http://www.mepa.org.mt>**

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1.0 Introduction

For the context of this chapter, the term "Fort St. Elmo" refers to the original Fort, the Carafa Enceinte, the Carafa Esplanade, the landfront ditch and granaries as one military complex.

- 1.1 Fort St. Elmo is one of the most significant historic landmarks in Malta (Map 1). It occupies a strategic position at the tip of the Sceberras peninsula upon which the Order of St. John founded the city of Valletta. From a military point of view it was crucial in safeguarding access to the Marsamxett and Grand Harbours, on both sides of Valletta. The original Fort was constructed by the Knights in the mid-sixteenth century and it played an important role not only during the Great Siege of 1565 but even in the twentieth century during World War II.
- 1.2 The Fort is representative of both the legacy of the Knights of the Order of St. John and to a lesser extent of other additions that date to the British period in Malta. Today, the Fort is partially utilised as the headquarters of the Police Academy, the office for the Refugees Commission, and a building situated within the Fort's outerworks accommodates the War Museum. Part of the enceinte is being used by the Valletta Rehabilitation Project (VRP) to store building material for current works in Valletta. Unfortunately, in spite of its considerable historical value, access to Fort St. Elmo by local visitors and tourists is restricted. Various parts of the Fort complex particularly those areas flanking the outer bastions have become derelict and have deteriorated even more so due to their exposure to the natural elements. Apart from the area administered by the Police Academy, over the last two decades there has been no maintenance of the Fort. Development permission was granted in 2010 for the demolition of five non historical accretions and the repair works to two building blocks in the original Fort St. Elmo and a World War II gun emplacement located along Abercrombie bastion in order to render them safe prior to the envisaged restoration.
- 1.3 The environment around Fort St. Elmo is characterised by the concentration of residential neighbourhoods. A considerable number of residential tenements are of substandard quality. Comparatively, few tourists and local visitors venture towards the lower end of Valletta. There are very limited commercial and office facilities within this part of the capital city.
- 1.4 Any future proposal for the rehabilitation of Fort St. Elmo and its immediate environs should serve as a catalyst for the rehabilitation and upgrading of the lower sector of Valletta. The Fort could be restored and rehabilitated as a major tourist venue and would incorporate a number of cultural attractions and visitor facilities. Besides the rehabilitation and re-use of the Fort itself, it is also of paramount importance that the surrounding public spaces be upgraded as attractive environments for both the local community and visitors.

- 1.5 This development brief is intended to provide the basic framework for any future rehabilitation of the Fort and its surroundings. It sets out the various parameters and outlines environmentally compatible strategies by which to utilise to the full the potential of the area without compromising its unique historical value. It outlines the nature and types of compatible development for Fort St. Elmo and its surroundings and also indicates other buildings and areas in the vicinity for which rehabilitation or redevelopment is considered advisable in line with the overall objectives of this brief. The brief will also consider various aspects of the rehabilitation of Fort St. Elmo within the context of the Grand Harbour area including historic conservation and design issues, transportation, services and infrastructure.

2.0 Site History, Description and Tenure

History of Fort St. Elmo

- 2.1 When the Knights of the Order of St. John arrived in Malta in 1530 they set up their base in the maritime town of Birgu and Fort St. Angelo. However from a strategic military point of view it soon became apparent that any defence of the Grand Harbour and Marsamxett necessitated a Fort at the tip of the Sceberras peninsula.
- 2.2 The Order was however in a dire financial situation and the first of a series of proposals to build a Fort on Mount Sceberras was made to the Grand Master De Homedes by Antonio Ferrandino da Bergamo in 1541. It was mainly due to the efforts of the Italian Knight, Fra Leone Strozzi, that Fort St. Elmo was finally constructed on the barren rock at the tip of Mount Sceberras.
- 2.3 In 1551 after a scathing attack by the Turks when they had pillaged and ransacked the island with hardly any opposition, Strozzi made a case for the immediate need to build a Fort to strengthen the harbour defences. On 8th January 1552, Grand Master Juan de Homedes instructed Fra Leone Strozzi together with Fra George Bombast, Fra Louis Lastic and Pietro Prato to design and supervise the construction of Fort St. Elmo. The designers of the Fort were only given six months, up till June, to complete its construction. The original chapel of St. Elmo was retained within the walls of the Fort.
- 2.4 The Fort was a small star-shaped design with angled bastions. The walls were relatively thin and they were no higher than the level of the ground behind the Fort. The Fort lacked any outworks as is normally the case. Its purpose was to defend against any invaders from the sea and it afforded no protection from any land invasion.
- 2.5 After valiantly holding out for more than a month during the Great Siege of 1565, Fort St. Elmo was completely destroyed. Plans for rebuilding the Fort were taken in hand immediately after the siege by the Italian military Francesco Laparelli. Laparelli designed the grid-iron street plan for a new city, Valletta, which was to be built on the Sceberras peninsula. The new Fort St. Elmo was one of the first structures to be completed. The original design in the form of a star was retained but with stronger walls and deeper ditches. In 1689 a new series of Fortifications known as the Carafa bastions were designed by Don Carlos de Gruninberg and built under the supervision of the Order's French military engineer, Mederico Blondel.
- 2.6 During the course of the eighteenth century various barracks were built around the internal piazza within the Fort. During the long reign of Grand Master Pinto (1741 - 1773), nineteen large vaulted magazines on three floors were constructed in the outworks along the Carafa Bastions. These structures were intended for the storage of food and as a shelter for women and children in the event of a siege.

- 2.7 Within the precincts of Fort St. Elmo are two religious buildings. The old chapel which had existed since 1488 was incorporated near the gate to the Fort, referred to as 'del Soccorso'. The chapel was re-dedicated to St. Anne in the mid-sixteenth century. The church although of modest dimensions is embellished with ornate stone carvings that date to the seventeenth century.
- 2.8 Another church also dedicated to St. Anne and which has an early eighteenth century Baroque facade overlooking the piazza was desecrated during the British period and its interior was completely remodelled.
- 2.9 During the British period, between 1866 and 1877, the defensive outworks were strengthened by the construction of a series of gun emplacements and embrasures on the spurs of the Cavaliers facing the harbour. Within the bastion walls of Fort St. Elmo are buried two distinguished British officers who are General Sir Ralph Abercrombie and the first British Governor of Malta, Sir Alexander Ball.
- 2.10 A circular stone light-house some 56 feet in height and a total of 206 feet above sea-level used to dominate the skyline of Fort St. Elmo and served as a guiding beacon to incoming ships. This lighthouse was demolished in 1940 for security reasons as it could have served as a landmark for the enemy aircraft in World War II.
- 2.11 The ditch of the Fort used to house gardens (physic gardens) which provided a source of medicinal plants for the Sacra Infermeria of the Order. These gardens were later transferred to Floriana by Sir Alexander Ball in the early nineteenth century.
- 2.12 As from 1988, the Police Academy was accommodated within the precincts of Fort St. Elmo - Refer to Map 2 for the present land-uses of the whole Fort St. Elmo complex and its environs.

Site Description

- 2.13 Fort St. Elmo is situated at the tip of the peninsula upon which the capital city of Valletta was constructed to the plan of Francesco Laparelli. The Fort safeguards the entry to the two natural harbours, the Marsamxett Harbour and the Grand Harbour. The Fort complex is surrounded on three sides by the sea and its landfront is connected to the rest of the city by a stretch of land some seven hundred metres wide. The British had intended to cut the rock from the Grand Harbour to Marsamxett and to transform the Fort into an island. However due to the considerable financial outlay required they abandoned the project.
- 2.14 The two principal streets of Valletta, Republic Street and Merchants' Street stretch from the main entrance of the city all the way to Fort St. Elmo. The unobstructed visual

sightlines along these straight streets permit distant views of the Fort from the upper and central parts of Valletta.

- 2.15 Fort St. Elmo Development Brief area has an approximate footprint of 9.25 ha. This includes the original Fort and the later additions at the Carafa esplanade, the extended outworks along the bastions, the ditch and granaries in front of the Fort, the Evans building, the Examination Centre and the foreshore. The confines of the Fort are all bounded within the bastion walls of a changing profile. On the landfront side there is a deeply cut ditch. The highest point of the Fort is circa 50 metres above sea-level.
- 2.16 On the basis of its significant historic value, Fort St. Elmo, the esplanade and enceinte were listed under the (now repealed) Antiquities Protection Act of 1925. In 2001, these areas were scheduled as a Grade 1 monument under the Development Planning Act and the Cultural Heritage Act. Within the Fort, the small chapel of 'del Soccorso' deserves special protection. Besides the extensive bastion walls, the main architectural elements of historic value include the upper and lower parade ground, the magazines surrounding the internal piazza, the gate houses and the gun emplacements. Map 3 indicates the period during which the various individual structures within the Fort complex were built. These can be classified into the period of the Order of St. John, the British period and the post-British era.
- 2.17 The Fort is presently utilised by the Malta Police as the quarters of the Police Academy. (Refer to Map 2 for Current Land Uses). It accommodates within the barracks a number of lecture rooms, office and service facilities. The internal piazza and parts of the outer ditch are utilised as training grounds for the police cadets. The facilities of the Police Academy are contained within the precincts of Fort St. Elmo. The main entrance is not from the landfront but from the gate along Triq il-Mediterran, in front of the Mediterranean Conference Centre. Adjoining this entrance gate is a small building which serves as a tourist facility for the screening of the *Malta Experience*. There is also the Commission of Refugees which is housed within the Fort. Valletta Rehabilitation Project also uses part of the enceinte to store building material.
- 2.18 The main gate of the Fort is accessible from the landfront glacis or granaries by means of a stone bridge over the ditch. The approach from the main gate leads through a vaulted passageway to the upper parade ground.
- 2.19 The Drill Hall which is accessible from Triq l-Ixprun, today houses the War Museum including a small yard in front of the museum. The lower parade ground is bounded on one side by a three-storey block known as the Pinto Magazines. A number of individual buildings in the lower parade ground are in a dilapidated state. There is also a long water tank near the Vendome bastion with a capacity of over a million gallons. The Pinto Stores have for a number of years been used by the Carnival floats builders. This use has adversely affected the state of conservation of this building.

- 2.20 In front of the landfront Fortifications of Fort St. Elmo, the open glacis contains underground bell-shaped granaries which were used for the storage of wheat. Today, the granaries are no longer in use. Parking on the granaries is prohibited.
- 2.21 The ditch of the Fort is partly used as a training ground by the Police Academy.
- 2.22 The Examination Centre and the Evans Building are incorporated in the Development Brief because of their proximity to Fort St. Elmo and due to their potential re-utilisation within the parameters of the brief. The Examination Centre is occasionally used to house students for public examinations. The Evans Building accommodates a number of Government Departments including the Electoral Office and the Malta Standards Authority.
- 2.23 The ring road presently cuts through part of the ditch at a point very close to one of the points of the star shaped bastion wall. Therefore the present road cuts off a section of the ditch.
- 2.24 The seaward part of the Fort Complex is characterised by the curtain walls rising from the rocky foreshore. This area of the foreshore around the Fort St. Elmo complex is indicated by the Grand Harbour Local Plan as a Site of Scientific Importance / Area of Ecological Importance.

Land and Property Ownership

- 2.25 The Fort St. Elmo complex is under government ownership with the Fort being currently entrusted to the Police Academy. The Commission for Refugees is also housed here. The Evans Building is government property. The Examination Centre falls under the responsibility of the Ministry of Education.
- 2.26 It is imperative that issues relating to relocation of current uses is given a high priority and be tackled from the beginning of the redevelopment projects so as not to impede private sector initiatives.

3.0 Planning Goals and Objectives

3.1 The goal of this development brief is:

to restore, regenerate and rehabilitate Fort St. Elmo and its environs into a cultural and tourist attraction with supporting amenities to attract visitors and economic activity to the lower end of Valletta.

3.2 Although the brief area offers several potential opportunities for rehabilitation it is presently both economically and socially marginalised from the rest of the capital city. The rehabilitation of the Fort St. Elmo and its Environs aspires to revive this run-down part of Valletta and would seek to attract both local visitors and tourists to visit the area. This would have the positive effect of injecting much needed revenue within the local community.

3.3 Valletta's central axis will be reinforced with the redevelopment of the main entrance to the City, the recent pedestrianisation of St. George's Square and the restoration and reinstatement of the historical integrity of the Grandmaster's Palace. The rehabilitation of Fort St. Elmo at the lower end of Valletta would create a further dynamic pole of cultural and tourism activities at the end of Valletta's central axis.

3.4 The main objectives can be listed as follows:

- To seek the conservation of the buildings, structures and spaces of historical, architectural and archaeological value within the development brief area through proper rehabilitation and restoration techniques;
- To establish a heritage route within the precincts of the Fort complex, accessible both to local visitors and tourists. This would serve as a cultural and recreational facility and would promote public appreciation of the local historic heritage;
- To encourage the use of Fort St. Elmo, for recreation, culture and tourist / visitor attractions with the bulk of other uses such as retail, catering, offices and tourist accommodation concentrated in the Carafa Esplanade;
- To encourage residential / offices / tourism accommodation uses on the site of the Evans Building;
- To encourage the use of the Examination Centre for education /offices / culture;
- To consider the appropriate number of car parking spaces supported by a Traffic Impact Statement provided their number does not prejudice a holistic transport strategy for Valletta and their location does not have an adverse impact on the historic, architectural and archaeological integrity and value of the development brief area.

- 3.5 The establishment of cultural facilities on historic themes within Fort St. Elmo, such as the 1565 Great Siege and World War II with specific reference to the role of the Fort, the Heritage Route, with tourism accommodation and office space will assist in bringing visitors to the Fort complex on a daily basis. The establishment of catering facilities including tea-rooms and cafes would not only cater for tourists but also for local week-end visitors.
- 3.6 The rehabilitation of the Fort St. Elmo complex should also generate other opportunities for retail and tourist-related outlets not only within the precincts of the complex but in the adjoining neighbourhoods. It would be beneficial in terms of the generation of employment opportunities both during the short-term construction phase and also as part of a long-term strategy for the future management of the facilities within the Fort.
- 3.7 The future use of the Evans Building and the Examination Centre will have a direct impact on the setting of the Fort and the integration of these sites in this Brief will serve to achieve the objective of the conservation of the Fort complex itself and also serve as an opportunity for development.
- 3.8 Although not directly the remit of MEPA, transportation issues still need to be taken into account when considering new development, especially in the context of Valletta where transportation strategies are still evolving. MEPA will seek to ensure that the development proposals encouraged by this Brief will not compromise both national and local transport policies. Provision of car parking is a crucial element of any transport plan for Valletta.
- 3.9 The proposed rehabilitation and redevelopment will take place within:
- (i) the Fort St. Elmo complex including Fort St. Elmo itself, Carafa Enceinte and Carafa Esplanade;
 - (ii) the present site of the block partially occupied by the Evans Building; and
 - (iii) the Examination Centre.
- 3.10 Thus, there are three physically separate areas earmarked for development in this Brief. The development projects will take into account the compatibility of uses in the case of historical buildings and structures. Consideration will also be given to the physical separation of facilities such as the residential units and retail / commercial uses.
- 3.11 Any proposed redevelopment should give high priority to minimising the traffic impact on the surrounding road network and special emphasis is to be given to public transport and the creation of zones for pedestrians.

4.0 Land-Use Framework

4.1 The proposed development for Fort St. Elmo and its environs will include the following land-uses:

- (i) Fort St. Elmo - Cultural facilities with supporting retail and catering;
- (ii) Carafa Esplanade - Cultural, Educational, Commercial uses including tourist accommodation, catering outlets, retail outlets, and office development;
- (iii) Carafa Enceinte - Heritage trail, recreational and cultural.
- (iv) Landfront Ditch – publicly accessible Physic garden;
- (v) Evans Building – Commercial Complex including tourist accommodation, residential units, office space with potential underground car park.
- (vi) Examination Centre – educational, office and cultural.

The choice of the appropriate uses and their scale in terms of floorspace for the Carafa Esplanade, the Evans Building and the Examination Centre shall be determined through the Environmental Impact Assessment (EIA) and Conservation Management Plan formulation processes as required by paras 5.1 to 5.4 and 9.1 to 9.3 below.

4.2 The development brief area has been divided into the following identity areas (Refer to Map 4):

- 1. Fort St. Elmo
- 2. Carafa Esplanade
- 3. Carafa Enceinte
- 4. The landfront ditch of Fort St. Elmo
- 5. The Evans Building
- 6. The Examination Centre
- 7. The pedestrian precinct
- 8. The foreshore

Identity Area 1 – Fort St. Elmo

4.3 The old Fort with its buildings and structures dating from the period of the Knights and the British era has considerable potential to attract tourists and local visitors. Any proposed rehabilitation project should entail the reuse of the existing structures within the Fort for cultural and tourism attractions related facilities. This would serve as the main cultural focus and should be a major tourist venue.

4.4 The preferred use for the existing buildings is one related to museums including limited ancillary museum facilities such as a tourist souvenir shop, restaurant or tea rooms. The possibility of locating an audio-visual facility within these barracks should be considered. Emphasis will be on the restoration and conversion of existing buildings without any major new constructions. Guided tours for tourists within the Fort including the possibility of hosting a visual documentary within the Fort should prove to be compatible with the historic heritage of the Fort.



Plate 1: Fort St. Elmo

- 4.5 The piazza which forms the upper parade ground and is surrounded by barrack structures is ideal for outdoor activities in summer such as temporary exhibitions, *son et lumiere* shows, musical recitals and other performing arts and temporary commercial outlets. However, the placing of table and chairs with associated paraphernalia within the parade grounds as extensions to catering outlets are not deemed suitable for this space as they would detract from the appreciation of the historic space and the surrounding buildings and create visual clutter. Such furniture is more suitable in the open space of the filled ditch located between the Cavalier and one of the barrack buildings. Public access to this open space needs to be ensured and pedestrian flow safeguarded.
- 4.6 There exists the possibility of reconstructing the old lighthouse on the Cavalier. The strategic vertical structure may serve as a viewing platform for visitors besides a landmark beacon within the Grand Harbour and Marsamxett region.
- 4.7 The chapel near the '*Porta del Soccorso*' and St. Anne's Church would be restored and would serve as a significant historical attraction within the Fort. The chapel near the *Porta del Soccorso* should retain its religious function while other uses supporting the cultural hub in the Fort can be considered for St. Anne's Church.
- 4.8 The old Fort has three separate entrances: the main entrance known as the '*Porta Principale*' which lies across the bridge along the Fort's landfront through the gate-house into a passage hewed through the bastion walls and emerging into the upper parade ground. A second entrance is the '*Porta del Soccorso*' behind the internal angle of the south and north-east spurs. This gateway which had been blocked after the Siege was widened during the 17th century for the easier passage of carts. It has subsequently been restored. The two entrances can serve as an independent entrance and exit for the visitors within the Fort. A third access links the Fort to the parade grounds within the Carafa Esplanade below over a narrow path projecting from the outer wall of the Cavalier leading to a small doorway to the filled ditch.

Identity Area 2 – Carafa Esplanade

- 4.9 Presently the War Museum is accommodated within the Drill Hall which is accessible from the public road and lies outside the main confines of the Fort complex. The possibility exists of relocating the entrance within the context of the pedestrian tourist circulation route along Carafa Enceinte.
- 4.10 The imposing three storey Pinto stores with later British additions can be restored and rehabilitated without major additional constructions for commercial uses including tourist accommodation, food and beverage outlets, retail outlets, office accommodation and educational purposes whilst respecting its historical value.
- 4.11 The parade ground in the Carafa Esplanade is the least accessible part of the whole Fort complex. In order to attract visitors to this area, innovative activities in this parade ground will be considered.
- 4.12 The entrance to Carafa Enceinte and Carafa Esplanade could be independent of that leading to Fort St. Elmo. The ramp linking the Esplanade to Fort St. Elmo is to be retained and remain fully accessible to the public. An effective link between the Esplanade and the Fort, together with the land front ditch, will facilitate the flow of visitors through the site and provide more opportunities for an enjoyable experience.
- 4.13 The bomb-proof Vendome water tank structures adjacent to the lower parade ground in the Esplanade should be retained and restored for their original use. The historic Vendome water-fountain and the accompanying Doric colonnade would be retained and restored as elements within the proposed design.
- 4.14 The ruins of the Officer's Quarters may be developed to complement the uses in the Pinto Stores as set out under 4.1 (ii) above. New constructions or even total redevelopment may be considered by the Conservation Management Plan which will include an assessment of the conservation significance of these ruins. This site of 1,500 sq m provides the main opportunity for the insertion of new architecture in the Fort.



Plate 2: Carafa Esplanade - Pinto Stores and the Parade Ground

Identity Area 3 - Carafa Enceinte

- 4.15 The Carafa Enceinte consists of bastions with curtain walls connecting them, namely St. Lazarus, Abercrombie, Sir Alexander Ball and St. Gregory. The Enceinte enjoys spectacular panoramic views across both harbours.

4.16 There are a number of derelict structures and buildings which may not have any historical significance. No major new development or reconstruction of demolished buildings will be considered.

4.17 Various historic structures along the Enceinte, including the arcaded chambers abutting Abercrombie Curtain wall, are to be renovated.

4.18 A Heritage Route will be developed along the bastions with appropriate paving and landscaping commencing from the site of 'The Malta Experience' building all along the outerworks of the Fort and the Carafa bastions behind the Pinto magazines and reaching the Drill Hall or current location of the War Museum and extending into the Esplanade along the existing ramp and into the land front ditch with possible links to the Fort from the existing passage and staircase



Plate 3: Pomerium on St. Gregory curtain

and back onto the Enceinte. Tourists and local visitors will be able to walk along the Heritage Route which would be planned along the outer bastions. Panoramic views as experienced from the Heritage Route would be given special consideration. The commemorative burial plaques / memorials of Sir Alexander Ball and General Abercrombie and their setting will be restored and would be integrated as part of the Heritage Route. The VRP storage facility would have to be relocated from its present location.

4.19 The possibility of expanding the War Museum is to be investigated, using existing historic structures along the Enceinte which are to be duly restored for this purpose or other cultural uses.

4.20 The World War II anti-aircraft pill-boxes and concrete gun emplacements would be retained and restored as they are representative of the Fort St. Elmo complex as a war-machine. The stone structures with pitched roofs along the outer fortification walls would be restored and may be considered for small exhibition display areas. Historical information on the Fort could be displayed in the form of installations set up within these structures.

Identity Area 4 - The landfront Ditch of Fort St. Elmo

4.21 During the time of the Knights, the landfront ditch served as a Physic garden and serviced the Sacra Infermeria of the Order. Presently, part of the ditch is used by the Police Academy as a training obstacle course. The Physic gardens may be reinstated within the framework of a comprehensive landscaping scheme and will be made accessible to the public, linked through the Carafa Esplanade with the Heritage Route

on the Carafa Enceinte. Any incompatible structures that abut onto the ditch walls will be demolished in line with the Conservation Management Plan.

- 4.22 Special consideration and effort should be made to try to reinstate the ditch as a complete element. The possibility of reintegrating that part of the ditch which has been separated by the road should be considered.



Plate 4 – Landfront ditch

Identity Area 5 - The Evans Building

- 4.23 The site of the Evans Building used to form part of the *Sacra Infermeria* complex of the Order which included the Nibbia Chapel, scheduled as Class B archaeological ruin in 2008, the cemetery of the hospital, the Chapel of Bones and the anatomical theatre. Thus the site may be archaeologically sensitive. Some historians are of the opinion that the building should be considered for scheduling as it is an important example of post war reconstruction in Valletta, its style and built volume respects its context and any additions or alterations would have an adverse visual impact to the setting of the old hospital, Fort St. Elmo and the entrance to the Grand Harbour. Others are of the view that the Evans Building should be redeveloped as it is grossly inefficient in terms of the ratio of built-up land to the available confines of the site. The building is from an urban design viewpoint totally incompatible and is out of context with the historic urban fabric of Valletta.



Plate 5: Evans Building

- 4.24 In view of these diametrically opposing positions, the determination of the historical, architectural, and archaeological value of this site and the buildings and structures upon it will be determined through the Conservation Management Plan. A crucial recommendation of this plan shall be the retention or otherwise of the Evans Building and the potential for underground car parking on the site in view of the possibility of archaeological findings.
- 4.25 Independently of the decision on the existing building and any underground development, more cost effective uses are a residential complex, offices complex and/or tourism accommodation.

Identity Area 6 – The Examination Centre

- 4.26 The Examination Centre, restored in the early 2000's, lies immediately opposite the Granaries. The building occupied by the Centre could accommodate educational and office development which would be designed in consonance with the surrounding historical context. Cultural uses may also be located on this site.



Plate 6: Examination Centre

Identity Area 7 - The Pedestrian Precinct

- 4.27 The Granaries in front of the Fort are presently not used for any purpose. An alternative entrance to the Fort (in addition to Porta del Soccorso from the Carafa Enciente) will be provided from the entrance across the Granaries and over the stone bridge. This approach will provide a dignified entrance to the Fort and a full appreciation of its land front fortifications. Good drop zones for buses and tourist vehicles are required.
- 4.28 The space occupied by the Granaries and a segment of Triq il-Mediterran and Misrah Sant' Iermu may be potentially extended into a pedestrian priority area for informal outdoor activities and can be properly landscaped to accommodate this purpose. Part of the main road leading to Triq il-Mediterran can also be integrated as part of a pedestrian precinct. This will connect Misrah Sant' Iermu and the Granaries in front of the Fort. However, in view of the increased importance of the ring road for traffic flows and vehicular access into the Capital, the implications of this pedestrian priority area on the traffic flows need to be assessed as part of the TIS to ensure that it does not result in the shifting of considerable volumes of traffic onto the immediate inner streets of Valletta.



Plate 7: The Granaries in front of Fort St. Elmo

Identity Area 8 - The Foreshore

- 4.29 Free and unlimited pedestrian access to the foreshore around the Fort St. Elmo complex would be safeguarded. A development permission for the reconstruction of the historic cast-iron pedestrian bridge to the breakwater has been issued in 2009 and it should attract further visitors to the lower end of Valletta.
- 4.30 No structures will be permitted on the coastline. Any illegal and unsightly structures which clutter the foreshore would be demolished.

4.31 Access to the foreshore is by means of a staircase in front of the Mediterranean Conference Centre or from the tunnel beneath the English curtain. Although a sea ferry operating between Valletta and Sliema is a highly desirable objective, it currently operates during the summer months from the Sliema Ferry to a berthing place on the Marsamxett side. In view of the exposed nature of the site of the Fort St. Elmo, it is not advisable that a ferry facility be provided immediately outside the Fort. However, there may be direct transport services to the Fort complex from a more sheltered ferry terminal.



Plate 8: The Foreshore

5.0 Conservation of the Historic Fabric

- 5.1 The scheduling of Fort St. Elmo and its outerworks as a Grade 1 monument in 2001 requires the conservation of this feature of architectural and historical value and its setting. The development promoted by this Brief provides a unique opportunity to restore and rehabilitate this Fort complex in a sustainable manner by introducing new life into its fabric and the immediately surrounding environs (Evans Buildings, Exam Centre and the open spaces between them).
- 5.2 The conservation of the Fort and its environs would entail, primarily, a three stage process:
- (1) an assessment of the existing situation to establish and record in a detailed manner those buildings, structures and open spaces located within the development brief area of historic and architectural significance and those without;
 - (2) identification of the conservation issues such as lack of maintenance, or more specifically stone deterioration etc, any impacts from previous development and interventions;
 - (3) setting out of the intervention techniques necessary to achieve the restoration and rehabilitation for their intended use of those features which are worthy of protection.
- 5.3 The Conservation Management Plan formulation process, incorporating the requirements for a Restoration Method Statement, may provide the best methodology to implement these stages for those sites within the Brief area where the decision on the appropriate use and scale has not been determined by the Brief (see 4.1).
- 5.4 All historical buildings and structures within the Fort St. Elmo complex will have to be rehabilitated and restored under the supervision of qualified experts. Special attention should be provided to the rehabilitation of the following:
- (i) Bastions and curtain walls along the Fort including the cavalier and the Carafa outerworks;
 - (ii) barracks of the Order of St. John around the parade ground of Fort St. Elmo;
 - (iii) the church of St. Anne and the chapel near the Porta del Soccorso;
 - (iv) the 'Drill Hall' presently accommodating the War Museum;
 - (v) Pinto magazines in the Carafa Esplanade and the British-period Doric exedra around fountain;
 - (vi) the Vendome water reservoir;
 - (vii) World War II anti-aircraft pill-boxes and gun batteries;
 - (viii) memorial tombstones of Sir Alexander Ball and Abercrombie;
 - (ix) gate entrances to Fort St. Elmo.

6.0 Urban Design Framework

General Design Guidelines

- 6.1 As the Fort St. Elmo complex is of outstanding historical importance any proposed interventions within the development brief area have to respect this sensitive historic continuum and should not compete in terms of scale, mass and materials with the historic components of the Fort complex. However, the design process of grafting any new interventions onto the older building fabric should be an authentic architectural expression which does not introduce ambiguous historicist imitations. It is imperative that the existing historical structures and the new interventions be aesthetically distinct.
- 6.2 In the restoration and rehabilitation of existing historical structures, the traditional building material of local globigerina limestone will be utilised as much as possible. In such interventions it is highly desirable that any traditional construction systems be retained. Any new interventions may employ modern high-tech materials (refer to para 6.13 for materials on the Evans Building site). The use of reinforced concrete within the Fort and the Enceinte will be, in general, restricted. The style and scope of the many activities that will occupy the various sections of the Fort Complex need also to be given special consideration. It remains imperative, that the materials and styles chosen for the conversion of the interiors, services and signage are uniform and simple. The overall effect must enhance the Fort's austere, military features and not dominate or overshadow its architecture with clutter.
- 6.3 Landscaping within the Fort complex, the ditch and open spaces should contribute to the visual enhancement of the Fort and its fortifications. The landscaping design should seek to achieve the right balance between soft and hard landscaping elements. The Heritage Route along the fortifications will integrate the Fort's historical walk-way with the cultural and retail facilities within the Fort. A number of well designed temporary stalls and exhibition stands may form part of the landscaping scheme.
- 6.4 Special consideration will be given to ensure that the skyline of the Fort complex as viewed from both Tigne and Bighi/Ricasoli is safeguarded. It is also fundamental that the proposed development has no adverse effect on the Valletta/Floriana skyline. Valletta's traditional skyline characterised by the elegant spire of the Anglican Church and the massive dome of the Carmelite church should not be compromised.

Specific Design Issues

Fort St. Elmo

- 6.5 The development brief envisages the reuse of the Cavalier, the barracks surrounding the parade grounds and other structures from the British period at the upper level without any significant alterations both to the internal and external fabric.

- 6.6 The landscaping scheme for the outdoor spaces (parade grounds, filled ditch and other spaces between buildings) will need to pay specific attention to the colours, materials and pattern of the paving, lighting fixtures and space for the temporary structures which may be required for the outdoor activities. It would also need to take into account the suitability of the existing trees and shrubs and the introduction of new ones.

Carafa Esplande

- 6.7 This section of the site is made up of the Pinto magazines and the Officers' Quarters surrounding the parade ground which will be reused and of the War Museum and the Vendome water reservoir which will retain their existing use. Only minor alterations both to the internal and external fabric, except for the Officers' Quarters site, will be considered. While the Conservation Management Plan will identify the most appropriate interventions to accommodate the proposed range and scale of uses deemed acceptable by the EIA without damaging the integrity of the structures, any new development on the Officers' Quarters site shall not exceed the maximum height of the existing ruins. Any extensions to the original built footprint and additions to the original heights up to the maximum height should not unduly dominate the setting of the Vendome water-fountain and the accompanying Doric colonnade and its surroundings.
- 6.8 The requirements of the landscaping scheme for the parade grounds for Fort St. Elmo (para 6.6) will apply for the grounds and other outdoor spaces within this identity area.

Carafa Enceinte

- 6.9 The Brief designates this area for the establishment of a Heritage Route and will thus be the most publicly accessible part of the Fort complex. The success of this route will depend on the removal of unsightly accretions, the restoration of the architecturally and historically important monuments such as the Abercrombie and Sir Alexander Ball memorials and the World War II anti-aircraft batteries, and the design of the route itself. The design of the heritage route needs to consider specifically the movement patterns and seating areas for visitors, access for all, safety and durability of the materials used, interpretation panels, signage and lighting.

The landfront ditch of Fort St. Elmo

- 6.10 This area of the Fort is planned for the reinstatement of the Physic gardens. This proposal is for a very specialised form of garden and thus the choice of plants and trees and the way they are to be planted whether directly in the ditch's soil bed or in pots assumes significant importance and needs to be backed by historical research. Since this area will also be accessible to the public the other design issues identified for the Heritage Route in para 6.9 are also applicable. The replacement of the existing structure supporting Triq l-Ixprun with a more elegantly designed, single-span bridge, will provide

an opportunity to integrate the ditch as a holistic element and greatly enhance its visual appreciation.

The Evans Building

- 6.11 Due to the uncertainty surrounding the future of this building (retention or redevelopment) which will be resolved by the Conservation Management Plan, this section of the Brief provides design guidelines for both scenarios.
- 6.12 In the event of retention of the existing building, the Conservation Management Plan will identify the most appropriate interventions to accommodate the proposed range and scale of uses deemed acceptable by the EIA without damaging the integrity of the structure and no extensions to the existing footprint and height will be considered. No additional buildings will be permitted on the existing open space which should be upgraded and landscaped, integrating the remains of the Nibbia Chapel and some car parking.
- 6.13 In the event of redevelopment, the new building will be oriented with a view towards Fort Ricasoli and the Bigli Naval Hospital. The architectural design should adhere to a contextual modern approach which integrates with the surrounding urban texture. The elevation adjoining that of the Mediterranean Conference Centre should provide a space / piazza to compliment both the MCC and the new building and to retain the restored ruins of the Nibbia Chapel on site. The elevation along Merchants Street would be contextual and in visual harmony with the rest of the streetscape and Valletta's urban texture taking into account the Camarata block. All the facades should be in local globigerina limestone. The proposed height of the replacement building shall never exceed the existing height of the Evans Building and may be lowered to become in line with the proposed range and scale of uses deemed acceptable by the EIA. In the event of redevelopment with excavations, the levels below ground should be utilised to accommodate the appropriate number of car parking spaces as determined by the Traffic Impact Statement.

The Examination Centre

- 6.14 The development brief envisages the reuse of this building and infill development between the higher wings of the building may be worth investigating provided the existing maximum height of the Examination Centre site is not exceeded and the design, scale and massing of the extension respect the integrity of the Centre. The Conservation Management Plan will identify the most appropriate interventions to accommodate the proposed range and scale of uses and any additional development deemed acceptable by the EIA without damaging the integrity of the structures.

The pedestrian precinct

- 6.15 The Brief suggests the conversion of the open space defined by the landfront ditch of the Fort, the Evans Building, the Examination Centre, and the two residential blocks overlooking Misrah Sant Iermu into a pedestrian precinct, subject to a TIS, which would create an opportunity for informal outdoor activities. This space is composed of the Granaries and the tarmaced surfaces of Triq il-Mediterran, and Misrah Sant Iermu. The design scheme will need to consider traffic calming measures, drop off zones for buses and tourist vehicles, the location and materials of seating areas, landscaping features such as potted shrubs and trees along the periphery of the Granaries, lighting and signage, and different materials both in texture and colour within the road space to enable the identification of the pedestrian priority area. It must be ensured that all fixed features do not damage the historic elements of the area. The design should create an attractive public open space which also serves as a unifying element between the three portions of the development brief area.

The foreshore

- 6.16 The Brief requires the retention of public access to the foreshore. Visitors to this area will increase due to the attractions created and also with the reconstruction of the bridge to the breakwater. This may require some upgrading to the footpaths. Any interventions will need to be reversible where located on the natural rocky coast and would need to respect the designation of the foreshore as an AEI and SSI.

7.0 Site Access, Circulation and Parking

Vehicular Access to Site

- 7.1 Any proposed rehabilitation of the Fort St. Elmo complex and its environs should not entail the construction of new roads which would take up precious land or compromise the historical urban fabric of the area.
- 7.2 Traffic generation by any proposed redevelopment should utilise the peripheral ring road, around Valletta's bastions. Hence there will be no major impact on traffic circulation within the inner urban fabric of the capital city as vehicular access to the development brief area will by-pass the city centre.

Vehicular Circulation within the Fort

- 7.3 Vehicular access within Fort St. Elmo and its outerworks will be generally excluded except for service and temporary loading / unloading requirements. Special provision should also be made for emergency situations for the access of fire-engines and ambulances to any part of the complex. The main justifications for excluding vehicular traffic would be to render the historic environment more pleasant and safer to visitors and to limit the detrimental effects caused by vehicular pollution to the physical fabric of the Fort.

Provision for Parking

- 7.4 A Traffic Impact Statement for the proposed range and scale of uses will establish the appropriate number of car parking spaces required to support the projects, within the context of a holistic transport strategy for Valletta. A potential location for an underground car park is the Evans Building site, provided the Conservation Management Plan considers positively the redevelopment of this building and provision of underground development.
- 7.5 Any other arrangements which will alleviate the demand for parking will be seriously considered. The present public bus service around the Valletta ring-road could be further improved by more frequent trips to service the Fort complex. A dedicated service from the Park and Ride Scheme to the lower section of Valletta could be considered.

Service Traffic

- 7.6 In projects of such a scale, a certain degree of service traffic is unavoidable. Transportation requirements for the commercial and cultural facilities will be

accommodated by a strictly regulated access to the Carafa Enceinte and the parade ground in the Carafa Esplanade. Vehicular access will be restricted within specific periods of time preferably at off-peak hours.

- 7.7 Provisions will be made for special arrangements for the collection of refuse which will be disposed of at one collecting point. The centralisation of all refuse generated within the Fort complex would contribute to the reduction of internal vehicular traffic. An appropriate place for the collection of refuse should be included in any proposed redevelopment project. Such a location should be preferably located within close proximity to access roads although it should not be visually conspicuous. The Utilities Plan will address this issue in more detail.

8.0 Utilities

Existing Infrastructure and Services

- 8.1 Presently, the Fort complex and its environs are serviced by the basic infrastructure existing in Valletta. The operational facilities are connected to the public water, electricity and sewage infrastructure. Due to the current low utilisation of the Fort complex, the load on the service infrastructure can be considered to be nominal. There is presently no provision for the storage of surface water run-off.
- 8.2 The Evans Building is fully integrated within Valletta's service infrastructure as the building presently accommodates several offices.
- 8.3 Further work is required to determine in detail the existing capacities of the various utilities namely electricity, water supply and drainage services. All services are to be integrated within the design and no services are to be left exposed.

Upgrading of Service Infrastructure

- 8.4 The implementation of the projects would entail the overhaul and extensive upgrading of the service infrastructure. This is particularly the case for the provision of sewage and solid waste disposal and the installation of the appropriate network for telecommunications.
- 8.5 At this preliminary stage it is not possible to predict with a reasonable degree of accuracy the requirements both in terms of the upgrading of the basic services infrastructure and the introduction of any telecommunications and informational technology systems.
- 8.6 At a later stage of the development process, more technical data and projections will have to be provided after specific studies prepared by specialist experts in the various utilities required. It is envisaged that the following aspects of the service infrastructure would need to be the subject of further detailed studies:
 - (i) Water supply and storage of water surface run-off
 - (ii) Electricity generation
 - (iii) Solid waste disposal
 - (iv) Public sewage
 - (v) Telecommunications

Special Considerations

- 8.7 Special consideration should be given to the impact that the upgrading of the service infrastructure would have on the historic fabric and the surrounding environment. Some of these considerations would include:
- (i) All overhead cables and wires are to be preferably buried underground so as not to detract from the visual quality of the urban environment.
 - (ii) The storage and disposal of solid waste in a suitable site so as not to have a negative impact on the local environment.
 - (iii) Ensuring that any service equipment does not adversely affect the skyline of the historical urban environment of Valletta.

Energy Considerations

- 8.8 Efforts should be made to incorporate the latest energy saving technology in the proposed development, especially in the new-build elements of the projects. Wherever possible natural lighting and ventilation should be provided so as to reduce artificial lighting and air-conditioning which consume large quantities of energy.
- 8.9 The architectural design, of the various building components and the type of building materials to be utilised will all have to be carefully considered in relation to energy saving policies.
- 8.10 As far as practicable, the rehabilitation of historic structures will seek to incorporate measures to reduce energy consumption, although these must not compromise the historic value of the building nor should they be visually intrusive.
- 8.11 Although the potential for onsite renewable energy generation is limited there may still be scope for visually unobtrusive photovoltaic panels particularly on the Evans Building and the Examination Centre. Micro wind turbines are not considered as suitable energy generation technology for this area.

9.0 Submission Requirements

- 9.1 It is envisaged that full development permits for different parts of the site may be issued following the submission of the following information which cover the whole development brief area except for any of the restoration elements on any part of the Development Brief Area and the uses of Fort St. Elmo and the Carafa Enceinte:
- Project Description Statement;
 - Conservation Management Plan;
 - Restoration Method Statement
 - Traffic Impact Statement;
 - Construction Management Plan;
 - Environmental Management Plan;
 - Utilities Plan
- 9.2 The **Project Description Statement** (PDS) shall be a concise written general statement giving a clear description of the development concept, including a comprehensive schedule of land use/space provisions, the mix of uses, construction and operation employment levels by category, and how it complies with the requirements in the Development Brief and other relevant planning policies, together with a description of each facility of the project and a schedule of all space allocations (in square metres). This would enable the screening of the projects in accordance with the Environmental Impact Assessment Regulations of 2007 (LN 114/07).
- 9.3 The **Conservation Management Plan** is to include for each building, structure and open space:
- (i) Researched architectural, historical, social background;
 - (ii) Identification of current state of the fabric;
 - (iii) Assessment of significance.
- 9.4 The **Restoration Method Statement** is to include for each building, structure and open space:
- (i) Interventions required for conservation,
 - (ii) Techniques and methods for conservation.
- 9.5 The **Traffic Impact Statement** (TIS) will be prepared in accordance with the relevant terms of reference provided by Transport Malta.
- 9.6 The **Construction Management Plan** is to include details of:
- (i) Any site excavations and the sites for construction, recycling and waste disposal;
 - (ii) The siting and works required for utility provisions;
 - (iii) Temporary access roads, all construction access points and proposals for maintaining pedestrian and vehicular access;
 - (iv) Underground structures, storage areas for plant and materials, location of any cranes used in construction;
 - (v) Phasing of all of the above with consideration being given to the tourism peak months.

- 9.7 The **Environmental Management Plan** (EMP) should detail the proposals for energy saving and efficiency. The EMP is to include efficient use of resources including energy and water, environmentally sensitive construction methods and waste management.
- 9.8 The **Utilities Plan** should predict the requirements of water, electricity, communications and sewerage systems and the likely impact on the existing networks, the location of proposed site utilities including connection to the existing public networks (Scale 1:1000), and proof of negotiations with the relevant utilities organisations.
- 9.9 The development applications should be supported by:
- Existing site survey with indicated levels. Scale 1:500.
 - Proposed site layout, including any new site levels and all proposed land uses. Scale 1:500.
 - Composite overall scheme plans showing levels, building, landscaping, vehicle parking facilities, utilities, servicing arrangements and the proposed phasing and construction space requirements. Scale 1:1000.
 - Plans, elevations and sections of the proposed new buildings and those structures to be rehabilitated. Scale 1:200.
 - Detailed proposals for landscaping and maintenance, including incorporation of existing trees (which should be distinguishable from proposed planting), new planting (with species and number), hard landscaping, street furniture and lighting. Scale 1:200.
 - Schedule of materials, colours and textures of all external finishes and hard landscaping works, and how these will be employed.
 - Schedule of floor space by type of land use.
 - Photomontages to be taken from different points on higher ground in the vicinity of the site. The exact points are to be determined in consultation with MEPA. The photos are to be taken through a normal lens subtending a field of view of around 45 degrees. Moreover, they should be presented on A3 sized prints.
 - The developer will also need to be in possession of a design criteria compliance certificate from MTA for tourism related development, before a permit is issued by MEPA.

APPENDICES

Appendix A: Policy Context

Structure Plan Context

The Structure Plan is the main policy statement to any major development on the Maltese Islands. The plan acknowledges the special status and role of Valletta, not only as a World Heritage Site but as Malta's traditional centre of authority and public administration, and a primary centre for shopping, offices, and cultural activities (refer to S.P., 3.24, p.12).

i) (S.P., UCO 3, p.87) Fort St. Elmo lies within the confines of the Valletta Harbours Heritage Conservation and Improvement Area defined as

'The area between the ridge containing the Cottonera Lines, the Sliema ridge, and extending beyond the landward ends of Grand harbour and Marsamxett harbour'

ii) With reference to Fig. 15.1 of the Explanatory memorandum, Fort St. Elmo is identified as one of the 'Development Opportunities Within the Context of a Conservation Framework'.

Valletta - Urban Regeneration Context

The population of Valletta has been steadily declining. This demographic decline has been consistent and shows no signs of abating due to several reasons which would include the following:

- i) The loss of prime residential property in the central part of Valletta which was converted into administrative offices and commercial retail outlets;
- ii) Problems with vehicular accessibility and the acute shortage of parking;
- iii) The substandard condition of tenements in the residential area within the lower part of Valletta.

The proposed rehabilitation of Fort St. Elmo and its environs would contribute to the abatement of some of these problems and would be crucial to the urban renewal and regeneration of the lower end of Valletta.

Considerable potential exists for the rehabilitation of both the historical Fort complex and the adjacent sites of the Evans' Laboratories and Examination Centre block.

(S.P., UCO 12:1, p.89) 'There will be a continuing commitment to the enhancement of Conservation Areas, listed buildings, and structures of outstanding architectural or historical interest, by means of promoting restoration, good street furniture design, landscaping, and finding new uses for vacant and underused buildings. Where appropriate grants will be made available to carry out this enhancement work through a Land Tribunal and Trust'

The rehabilitation and redevelopment of the Fort St. Elmo complex would serve to attract more locals and tourists to go beyond the central urban core of Valletta. Presently, Fort St. Elmo is grossly under-utilised as the quarters of the Police Academy. The Fort is ill-suited for its present use, the need for modern facilities and extensive open spaces for the Police Academy are incompatible with the Fort's historic context.

There exists the potential to create public open spaces and to establish a heritage trail along the Fort's bastions which would contribute to a better appreciation of Valletta's historic heritage and to enhance the public environment of the capital city.

Valletta - Tourism Issues

Any proposed project for the restoration and rehabilitation of Fort St. Elmo should be aimed at tapping the full potential of this strategic historic site to attract tourists and local visitors to the southern end of Valletta. Tourism-generated revenue would contribute to a better quality of life within the lower income residential neighbourhoods.

The proposed redevelopment project would have to be compatible with the following tourism policies as stated in the Structure Plan document:

i) (S.P., TOU 11, p. 64) 'Government will seek the co-operation of relevant public and private sector agencies to ensure that the Islands' many heritage items are made more accessible to tourists. Heritage trails will be identified in Local Plans.'

ii) (S.P., TOU 8, p.63) The Planning Authority will give favourable consideration to tourist and recreation related facilities on the waterfront of Marsamxett Harbour. Development will include the removal of the existing clutter of small buildings at the base of the Valletta/Floriana fortifications, so as to portray the fortifications to their best advantage.'

iii) (S.P., TOU 9, p. 63) 'In Urban Conservation Areas, the Authority will particularly encourage tourist development in the form of conversion, extension and refurbishment of existing buildings and facilities as long as the proposed development does not infringe the provision of Policies CON 6, 7 and 8.'

Valletta - Office Accommodation

Presently there is a high concentration of public and private sector office facilities in Valletta and Floriana.

(S.P., COM 2, p.41) 'Development of Private Sector Offices, by either conversion or new building, will not normally be permitted in Valletta/Floriana; unless and until suitable transport access, vehicle parking and pedestrian circulation for Valletta/Floriana as a whole are secured.'

Grand Harbour Local Plan 2010

The main elements of the GHLP strategy in respect of Valletta are:

- To strengthen the role of the City as the national capital;
- To encourage economic growth and regeneration;
- To seek environmental improvement.

This will be achieved through:

- improving access to the city, minimise the growth of traffic flow and improve facilities for the pedestrians;
- expand the attractions of the city to enliven the capital particularly in the evenings;
- strengthen the residential use by encouraging the rehabilitation of older buildings, introduction of resident parking schemes, and limit office expansion into residential blocks;
- strengthening the role as a primary town centre by upgrading the overall quality of the shopping experience;
- optimising the tourism potential by the provision of additional tourist attractions particularly by the re-use of historical buildings;
- conservation and restoration of the positive features of Valletta.

GV 12 – Car parking

The policy prohibits the provision of new public car parking except for operational parking.

GV 19 – Town Centre

The policy designates the primary town centre of Valletta and identifies the primary and secondary retail frontages within the town centre. The aim of the policy is to retain and reinforce the primary shopping zone.

GV 24 – Office Development

The policy allows new office development when the proposed office involves the conservation, through adequate rehabilitation and reuse of a historic building already scheduled as Grade 1 and 2 or buildings that merit scheduling.

GV 26 – Sites for redevelopment

The policy identifies Fort St. Elmo and Evans Building as sites where the initiation of redevelopment is encouraged.

GV 27 – Fort St. Elmo and Evans Buildings

The policy requires the preparation and approval of a development brief for the two sites. The brief is to give guidance on the appropriate land-uses, design, access, parking, servicing and planning gain in form of restoration and public open space. Uses that would be favourably considered are cultural, tourism and educational, while other uses such as offices (including software development) residential and retail (specialised shopping) will need to be assessed in relation to other policies in the plan.

GE 01 – Valleys, Areas of Ecological Importance / Geological Importance and Site of

Scientific Importance Policy applies for the foreshore around the Fort complex. The policy prohibits any development which would prejudice the unique character of the areas or adversely affect individual sites.

Appendix B – Photos of Site

Identity Area 1 - Fort St. Elmo



Image 1: Porta Principale to Fort St. Elmo



Image 2: View of Fort St. Elmo from the Granaries



Image 3: Barrack building within Fort St. Elmo

Identity Area 2 – Carafa Esplande



Image 4: War Museum



Image 5: Pinto Stores



Image 6: Roof of bomb-proof Vendome water tank structures



Image 7: Vendome water fountain with accompanying Doric colonnade



Image 8: Officers' Quarters Ruins

Identity Area 3 – Carafa Enceinte



Image 9: The Malta Experience building

Identity Area 4 – The landfront Ditch of Fort St. Elmo



Image 10: Ditch

Identity Area 5 – The Evans Building



Image 11: Evans Building elevation from Triq il-Mediterran



Image 12: Evans Building elevation from Triq il-Merkanti



Image 13: Nibbia Chapel Remains scheduled as Class B ruins

Identity Area 6- The Examination Centre



Image 14: Examination Centre front elevation



Image 15: Examination Centre elevation overlooking Misrah Sant' Iermu



Image 16: Examination Centre elevation from Triq il-Merkanti

Identity Area 7 – The Pedestrian Precinct



Image 17: The Granaries in front of Fort St. Elmo



Image 18: Road leading to Triq il-Mediterran

Identify Area 8 – The Foreshore



Image 19: St. Lazarus and Abercrombie Curtain Walls along foreshore



Image 20: Abercrombie Curtain



Image 21: Breakwater



Image 22: Sir Alexander Ball Curtain



Image 23: St. Gregory Curtain

Appendix C: Public Submissions with MEPA Responses

Public Submissions on Draft DB with MEPA Responses

Ref	Respondent	Date	Summary of Comments Received	MEPA Response
SEB/1	Ms. Gaby Galea Lauri	08/02/2011	Agrees with the proposals in the Brief. Renovated castles, forts, convents monasteries etc for tourism accommodation purposes can be found in Turkey and Portugal.	Comment noted.
SEB/2	Mr. George Swindellis Malta Photographic Society	08/02/2011	The Malta Photographic Society would like to register their interest in discussing relocation of their premises to the development brief area as their present accommodation is much undersized. Apart from meetings, the society holds a successful school at their premises. Works of members could be exhibited on site as part of a Visitor Attraction. The society is looking to develop photography as a niche tourism market.	Establishment of new exhibition space, cultural uses and education facilities are supported by the Development Brief. However it is not MEPA's remit to determine which societies are to be located within the Fort.
SEB/3	Dr. Philip Agius Touring Club Malta	09/02/2011	Fort St. Elmo should be a cultural centre that can also house the Malta Transport Museum which would contain the old vintage buses and other items related to transport. This museum can be incorporated with the War Museum similar to the ones in Switzerland, London, Coventry, etc. The new public transport operator said on local media that they would be helping in the setting up of this museum.	The use of Fort St. Elmo for cultural, educational and tourism related facilities are supported by the Development Brief. However it is not MEPA's remit to determine which museums are to be located within the Fort.

			On site there could also be a conference hall and the house of the Maltese Drivers' Club, the Maltese Motoring Heritage and the Touring Club Malta. A house for the elderly of Valletta should also be located within the Brief area. The AFM should also have a base in the Fort as they are part of the history of Malta. The AFM or other Military Organisations may co-operate in the running of the site.	The Development Brief area is not ideal for locating a home for the elderly as such use is not compatible with the objectives of creating a cultural hub supported by a commercial quarter within the Fort. The only part of the Brief Area which could potentially be considered for an elderly home is the Evans Building site but this use is not considered appropriate in the view of proposed mix of uses in the area. It is not MEPA's remit to determine which agencies or organisations occupy the Fort. The continued military use of the historic fort as a primary function is not considered in line with the objective of diversifying the use into more culturally oriented uses.
SEB/4	Mr. Lars Vangdal Tveisme	15/02/2011	Supports the proposals in the brief as it will make tourist visits to Malta more interesting.	Comment noted.
SEB/5	Mr. G.J Wirth Honorary Consulate for Malta. Nasau – Bahamas	15/02/2011	To maximise and improve the business of the Conference Centre a specifically designed Conference-Convention Hotel in Fort St. Elmo would be commendable. The Conference Centre urgently needs vehicular parking space if possible underground. Parts of the Fort for should be used for upscale restaurant	The use of Fort St. Elmo for cultural facilities, tourism accommodation and commercial facilities including restaurants are supported by the Development Brief. A Traffic Impact Assessment, in conjunction with a Conservation Management Plan, will consider the appropriate number of car parking

			development – souvenir retail. The bulkhead below the Fort could be developed as a new Cruise Dock with vertical elevator (s) which could transport the cruise visitors directly to the Fort and Conference Center. Establish ferry locations on either side of the peninsula to allow residents to take the ferry across the harbour. This should be linked to transport connections to the City Center. The road width should be increased. The War Museum should be retained. A high priority should be given to the landscaping of open areas especially those	spaces. This is one of the submission requirements for any eventual development proposals. A cruise passenger terminal beneath Fort St. Elmo is beyond the remit of the Brief as it involves decision at a more strategic level regarding the future uses in the Port and their potential location. In view of the exposed nature of the site, it is not advisable that a ferry facility be provided immediately along the foreshore of the Fort. However, there may be direct transport services to the Fort complex from a more sheltered ferry terminal. The Brief considers the design of the existing road to have a negative effect on the planned visitor attraction and hence is that measures are taken to make this road more pedestrian friendly. The impact of this proposal on the traffic flow along this stretch of road and the wider traffic circulation routes in Valletta will be studied as part of the TIS. There are no proposals to remove the War Museum from the site. The Development Brief includes guidance for landscaping within specific areas.
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			spaces having views over the Grand Harbour.	
SEB/6	Iwona Osmolska	14/02/2010	Request for information.	Replied to on 16/02/2011
SEB/7	Dr. John A. Consiglio	23/02/2011	Any works that are planned to be carried out on Fort St. Elmo that do not recognise the essential history of the place will detract from the Fort. This applies to the totality of the Fort....no purely academic distinguishing between Upper and Lower Elmo please. Any decisions on planning and/or eventual works should be taken in consultation with people who have either studied the purely military connotations of the place, and, more important, who have indeed lived and worked there as military personnel. Fort St. Elmo is presently Malta Government property and absolutely no part of it should ever be allowed to be given, by whatever legal title to purely speculative proponents, including hotel owners or operators, or purely commercial other similar operators. Fort Saint. Elmo can and must be restored to accommodate: - Improved facilities for the Malta Police Academy, - The Malta Armed Forces Band or other	Planning proposals for a historic complex of the scale of Fort St. Elmo need to ensure that while the cultural value is not undermined a viable scheme is brought forward. The history of the Fort reveals that there is a clear distinction between the Upper Fort and the Lower Fort both in terms of construction and functionality. The MEPA heritage body (CHAC) and the SCH have been consulted in the formulation of this Brief. The general public was also consulted twice and anyone was free to make their submissions, as indeed some did, for consideration. MEPA will not be involved in the implementation of the proposals and it is up to the implementing agency to determine the financing of the significant expense required to conserve the Fort. The future uses within the Fort and its surroundings should support the objective of converting the area into a cultural and commercial hub which will restore and conserve the historic fabric while injecting

			AFM Units e.g. the Bomb Disposal Squadron, - Rooms for ex-servicemen's Associations which exist on the island, e.g. the RMA Association, the KOMR Association, the British Legion, the RAF Association, the RN Association, the 3/11 Regiment RMA(T) Association, and similar others. - The Valletta Group of the Scouts Association. - A proper military history museum, cum classes for formal academic courses in this subject. - Proper restoration, and use, of the Chapel therein. - A small cinema where presentations similar to the Malta Experience can be located for tourists. - A proper walking route for tourists which covers the whole of the Fort's ramparts and parts including appropriate interpretation of the Fort and seating areas. - A proper Guard Room at the entrance of the Fort, this to include a daily formal Guard Change ceremony. These soldiers should also be responsible of conducting visitor/tourist group walks around the whole of the Fort. - A small but smart Souvenirs Shop. - A small but smart Coffee Shop (but no formal restaurant or bar facilities). - Accommodation, within the Fort of a	new economic activities in the lower part of Valletta. The use of Fort St. Elmo for cultural activities with ancillary facilities, educational purposes, offices and recreation uses are supported by the DB. However, it is not MEPA's remit to allocate the sites within the area to specific users.
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			Centre for Peace Studies, or such similar academic institution. Efforts should be made to find out whether, e.g. some reputable foreign university or academic body would be prepared to use part of the Fort for its own programme of Mediterranean Studies. Tourism accommodation should only be accommodated within the Evans Building but not within the Fort. The parade grounds within the Lower Fort area should not be linked to tourism accommodation but must return to be used for: - Training by the AFM of its recruit groups - Regular re-enactments, - Tattoo events, - Drama or artistic events. EU funding should be sought and obtained for the project, but only if the above matters/suggestions are given paramount importance. The Edinburgh Castle in Scotland is a good example of sensible conservation and profitable usage of an edifice that is essentially and historically military in its core character.	Tourism accommodation will attract more permanent visitors to the site and raise its profile as a visitor attraction. Tourism development also has the financial potential to restore the existing historic buildings. Training by the AFM of its recruits is considered incompatible with the objective of creating a publicly accessible open space at the parade grounds in the Lower Fort. The other activities are encouraged by the Brief but these are more related to the day to day management of the space. The issue of EU funding will need to be considered by the agency responsible for the implementation of the project. Comment noted.
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SEB/8	Kevin Casha	23/02/2011	The Malta Institute of Professional Photography (MIPP) wants to establish, a centre within the Fort where photographic organizations can hold their meetings, seminars etc. The place could also serve as a photography gallery as well as a museum.	The use of Fort St. Elmo for cultural, educational and tourism related facilities are supported by the Development Brief. However it is not MEPA's remit to determine the users of the Fort.
SEB/9	Mr. Matthew Paris Aequitas Legal	25/02/2011	For the purpose of this submission Fort St. Elmo (FSE) refers to the original Fort, the Carafa Enceinte, the Carafa Esplanade, the landfront ditch and the granaries. The area should be mutated into a: • centre of excellence for educational services; and • high-end residential hotspot; and • a cradle for commercial activity (including but not limited to Bars, Restaurants etc...); and • state-of-the-art office amenity space; and • touristic attraction through the installation of museums and visual 3-d animations. This will ensure that FSE is restored and will thus be an important project to enhance and	The Brief proposes a broad range of uses for distinct areas – cultural (museums) for Fort St. Elmo, predominantly commercial (retail, offices, tourism accomodation) for the Carafa Esplanade and a heritage trail to link the area together. The determination of which use is most appropriate for each building will depend on various issues including financial feasibility, environmental and heritage impacts. The provision of this mix of facilities will assist in creating a dynamic pole within the lower end of Valletta which would attract both local visitors as well as tourists. Locating residential uses within the Fort St. Elmo Complex is not considered favourably as the main objective of the Brief is to create a cultural and tourism attraction with supporting amenities to attract visitors and economic activity to the area rather limiting public access to the area by developing another residential hub. The Conservation Management Plan will determine which are the structures that are

			stimulate economic activity and address the social needs of the country. These proposed activities will ensure that the area is made use of 24/7 as it will attract a large number of commuters. However, this should not be done through the jeopardizing of the historic value of the site. The ubiquitous identity of the monumental buildings comprising the site should be retained, whereas ill-constructed structures developed later in-time should be demolished.	not of conservation value and hence can be demolished.
SEB/10	Dr. Joseph Buhagiar Dept. Biology University of Malta, Director Argotti Botanical Gardens Floriana	02/03/2011	The ditch of Fort St. Elmo never hosted a botanical garden. The medicinal plants grown for the Sacra Infermeria (and not for the school of Anatomy of the order) formed part of a Physic garden.	Development Brief has been amended accordingly.
SEB/11	Mr. Peter Fenech Chairman Mediterranean Conference Centre (MCC)	17/03/2011	The MCC, Evans laboratories and the tourism's walking trade have brought more visitors to the area. This part of Valletta has become a vibrant commercial area. This has had the consequence of an increased volume of road traffic. The city gate development will render further the need to use Valletta's ring road and it must be ensured that there is as little parking as possible in potential bottlenecks. The lower part of Valletta particularly the MCC lacks adequate parking facilities which has in turn hampered MCC's commercial operations, dampened tourism experience of the area and strained relations between	The detailed traffic management in the area between the MCC up to Spur Street shall be addressed within the TIS. The parking problems in Valletta cannot be addressed in a piecemeal manner through specific interventions such as increase in parking provision but need to be addressed as part of a wide range of measures including

			residents. This area is crying for adequate parking facilities and no further development in Valletta can be justified without such amenities. Whilst MEPA permits allow developers to purchase on street in lieu of their parking facilities, down in lower Valletta this is not recommendable and feasible. MCC strongly supports the idea of providing parking facilities on the site of the Evans Building and urges Government to take the correct political and commercial decision by designating an underground car park on the Evans Building Site. Overlying the car park, which MCC is interested in managing, should be a boutique hotel. Such a development would render the area complete. MCC is also in favour of the space in front of the electoral office being converted to an open space. Facilities provided on the Evans Building site should not provide facilities that compete with those provided by MCC. MCC believes that no conservation management plan can justify ruining the possibility of easing the traffic generation more so once the project for Fort St. Elmo is completed.	other modes of transport besides the private car. Tourism accommodation is one of the uses being recommended for the reuse of the Evans Building. However, it is not MEPA's remit to determine the operator of such a facility. MEPA has retained its position about the future of the Evans Building i.e. the Conservation Management Plan will determine the retention or redevelopment of the building and the potential for underground parking facilities.
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			MCC reiterates its desire to form part of every eventual decision affecting its environs and more importantly requests that it becomes possessor of the proposed underground car park and environs. This would ensure that its operations complement that of the MCC.	The allocation of the individual sites within the Development Brief area is not MEPA's remit.
SEB/12	Din I-Art Helwa (DLH)	18/03/2011	DLH supports the principles of the development brief but recommends that a more in depth study of its historic fabric be made and detailed feasibility studies be drawn up before decisions on allotment of its assets be taken. The organization recommends that the upgrading of the Sacra Infermeria should form part of the Brief area and the new uses planned in Fort St Elmo should be coordinated and be sympathetic with those at the MCC. It remains imperative that uniformity and simplicity are requested from its occupiers for the materials and style chosen when planning conversions, interiors, services and signage. The overall effect must enhance the Fort's austere, military features and not dominate them.	The studies, including the conservation appraisal, should be done by the applicant as the economic feasibility needs to be brought into the equation. The economically feasible land use can then be assessed for its impacts on the conservation value of the site. The use of the Malta Conference Centre has been established for a number of years. The range of uses being proposed for the Fort St. Elmo and environs are deemed to be compatible with those at MCC. The Brief does not preclude the upgrading of the Sacra Infermeria but its inclusion within the Development Brief area would burden the implementation of both projects unnecessarily. MEPA agrees with this comment and has updated the development brief to include these recommendations.

			To this end DLH suggests that the fort's assets are not contracted out in an ad hoc fashion, but that the overall plan be established before allotments start to be made. DLH is in favour of • Giving Heritage Malta a wider scope for its current war museum • Use of spaces for educational purposes with sensitively planned accommodation, language schools • Indoor sports and recreational facilities and gym • Retaining the Evans building, with better use being made of its internal spaces. • Revealing the original ditch in front of the Fort • Rerouting of traffic to allow a pedestrianised zone in front of the Fort and granaries. • The creation of a safe bathing area on the foreshore near the Abercrombie Curtain • Any conversion of the Examinations building should be sensitive to its historic value; it should not be seen as a development opportunity. • Consider the demolition of the Officers Quarters. Din I-Art Helwa is opposed to • Public buildings being sold or leased on excessively long leases	MEPA agrees with this comment provided it does not unnecessarily hinder the expeditious implementation of the restoration project of the Fort. The use of Fort St. Elmo Complex for cultural uses is supported by the Development Brief. However it is not MEPA's remit to determine which museums are to be located within the Fort. The use of Fort St. Elmo Complex for educational facilities is supported by the Development Brief. The DB is indicating tourism accommodation as one of the potential uses. The Conservation Management Plan will determine retention or otherwise of the Evans building, Officers Quarters and the scale of interventions on the Examination Centre. Should retention of the Evans Building and the Officers Quarters be recommended the plan will also need to identify the interventions that can be undertaken. The creation of a bathing area may conflict with the port function of the Grand Harbour. The sale/lease of land is not MEPA's remit. Residential use is restricted solely to the Evans
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			• The creation of new residential spaces • The rebuilding of a replica lighthouse • The introduction of new architecture into the Fort.	Building and as a possible use from a range of uses. Increasing the availability of new housing in Valletta is still a worthy objective albeit of secondary importance. The lighthouse has considerable historic connotation with the Fort and the port. MEPA sees no harm in re-introducing this landmark. When done sensitively, new architecture can actually add to the historic interest of the site and symbolize its continuous evolution.
SEB/13	Mr. John Attard Kingswell (Director Environmental Health) for Director General (Public Health Regulation Department)	21/03/2011	The ground floor of the Evans Building houses the Public Health Laboratory (Microbiological and Chemical sections). In 1996, a decision was taken to refurbish the Public Health Laboratory (PHL) and to upgrade its facilities to E.U. requirements. This included extensive investment by the Maltese Government and additional funding through a twinning programme and Transition Facility National Programme of the European Union. It is not simply a question of identifying an alternative site and transferring the testing facilities. Some of the equipment and systems are simply not-transferrable whilst other equipment needs months to set and calibration before it can be used again. There is a high risk of irreparable damage to the equipment. Furthermore the accreditation status will be at least temporarily suspended. For these reasons the Directorate is compelled	The Development Brief proposes a range of uses for the Evans Building. It will be up to the implementing agency to determine which use is the most suited for this site and retention of the current use as Laboratory and offices may be deemed the most appropriate in the circumstances.

			to object to any development which would force the eviction of the Public Health Laboratory. If this development is deemed to be indispensable, it is recommended that the developer will be required to finance an alternative site, expenses for re-location and expenses for the contracting of another laboratory (foreign) to perform the analysis currently performed at the Public Health Laboratory.	
SEB/14	Ms. Astrid Vella Coordinator Flimkien ghal Ambjent Ahjar (FAA)	21/03/2011	FAA notes that the Development Brief includes the entire Fort in a holistic project, a fact that FAA believes is essential to the success of the project. Fort St. Elmo and World War II Museum – FAA encourages innovative ideas to create a heritage attraction that will have a real potential to draw additional visitors to our islands. An insensitive interpretation of plans such as those for the Carafa Esplanade, tourist accommodation, food and beverage outlets, retail outlets, office accommodation and educational purposes' could turn our premier heritage monument into a commercial enterprise, reducing it to a crowded 'theme park museum'. The FAA's explains in detail its ideas for A 'Mediterranean War Museum' or a 'War at	MEPA agrees that there are benefits to be gained from the comprehensive planning of the site provided it does not unnecessarily hinder the expeditious implementation of the restoration project of the Fort. The re-use of Fort St. Elmo for cultural activities including museums is fully supported by the Development Brief however it is not MEPA's remit to determine which museums are located within the Brief area. Planning proposals for a historic complex of the scale of Fort St. Elmo need to ensure that while the cultural value is not undermined a viable scheme is brought forward. With this regard, the Development Brief aims at generating a mix of uses i.e. cultural, recreational and commercial activity.

			Sea' museum and other museums such as for contemporary art, costumes, industry which have potential to act as an international cultural draw while respecting the Fort's historic value. This project could be combined with a heritage trail through Valletta. The proposal to convert of St. Elmo or the examination centre for cultural purposes is to be applauded. Pinto Stores – The brief has suggested possible uses for these sites including tourist accommodation. It is difficult to envisage a hotel within the Pinto Stores being able to offer the level of comfort demanded by today's tourist without significant additional construction which would be incompatible with St. Elmo's Scheduled Grade 1 status. For this reasons this project requires an EIA according to Malta's Environmental Impact Assessment Regulations of 2007. It is also questionable whether a hotel within the St Elmo complex would have the same allure that a purpose-built, upmarket hotel on the more accessible Evans Building site would have. The Pinto Magazines could be converted into workshops for Maltese traditional crafts like lace, weaving, and filigree. While FAA recognises the need for museum	Tourism accommodation in Pinto Stores is one of the potential commercial uses amongst other uses that include cultural and educational. The studies, including the EIA, shall be done by the applicant in order to determine the scale and range of uses. The economic feasibility for each part of the site also needs to be brought into the equation. The economically feasible land uses can then be assessed for its impacts on the conservation value of the site. These small scale traditional activities are supported by the DB for the Carafa Esplanade.
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			souvenir shops, the Development Brief's proposal to set up more shops, possibly unrelated to the cultural heritage theme of Fort St Elmo and Pinto Magazines, could harm the existing shops in Valletta. Similarly, while a museum cafeteria and some restaurant facilities are a required, the proliferation of several restaurants on this site could compete with already existing amenities in Valletta. FAA therefore emphasises that any decision on the amount of space to be dedicated to shops and restaurants should only be taken after professional studies are carried out to analyse their location on Valletta's periphery will have on existing outlets within Valletta's centre, another issue to be examined in the required EIA. Evans Building and Urban Regeneration – FAA cannot support the proposal to construct upmarket residential units or offices on the site of the Evans' Laboratories complex. In previous plans announced to the public, this site had been earmarked for a 4-5 star hotel which would attract cultural tourists to enjoy the artistic activities at St. Elmo and its environs. <u>Offices:</u> The provision of office space in a new building on the Evans Laboratories site would violate existing planning regulations. (Structure Plan Policy COM 2 and GHLP Policy GV 24).	The Development Brief has limited commercial uses to the Carafa Esplanade and the Evans Building. This will assist, together with the cultural and tourism uses in creating a dynamic pole within the lower end of Valletta which would attract both local visitors as well as tourists. Impact assessment studies are still a requirement of the Brief. Tourism accommodation is one of the uses that are being proposed for the Evans Building. Offices already exist on site and Increasing the availability of new housing in Valletta is still a worthy objective albeit of secondary importance. The developer would need to determine the most economically feasible land use within this range subject to an EIA. Offices already exist on site.
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			<u>Residential Units:</u> The construction of residential units to replace the Evans Laboratory building is poor planning practice and is also unacceptable to use public property for a purely speculative project which does not benefits the residents of the area. <u>Hotel:</u> The building of a hotel or apartments at the Evans Laboratories site would not necessarily provide employment during the construction stage as contractors would bring in labour from outside the area. However, unlike apartments, a hotel would generate a large number of long-term employment opportunities for locals. Housing and Social Issues FAA would be against any enclave of upmarket apartments in an area characterised by sub-standard housing which would not only go against any morals of social solidarity but it would also highlight the culture of a two tier society – those who can afford luxury apartments and those who cannot. Other - FAA is highly appreciative of the fact that the	The enlargement of the Development Brief area to include surrounding residential areas and include their rehabilitation as part of the scheme may burden the project unnecessarily and threaten its viability. The development of new residential units on the Evans Building site could serve as a catalyst for the take up of vacant property within the surrounding area following from the regeneration of the area. The planning process cannot ensure that jobs would be taken up by residents of the surrounding area. The development Brief does not stipulate that the housing units have to be upmarket. The development of a mix of residential units may actually attract first-time buyers. The DB sees the rehabilitation and regeneration of the Fort St. Elmo and environs as a catalyst that would attract further opportunities for the rehabilitation and re-use of vacant residential buildings.
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			Botanic Gardens in the Landfront Ditch, the Vendome water tank and fountain, the Doric colonnade and arcaded structures on the Abercrombie Bastion as well as anti-aircraft pill-boxes, concrete gun emplacements and related structures are to be restored. Concluding remarks – FAA hopes that the competent authorities including MTA, Heritage Malta, VRP and other important stakeholders will be invited to cooperate in order to create a well-studied and ambitious project which presents our history in an original way. The success of such a project also depends on its holistic integration with a heritage trail, attractive hotel accommodation and the upgrading of the whole area.	Comment noted. The implementation of the projects and the involvement of other entities at this stage is the responsibility of the implementing agency.
SEB/15	Ms. Davinia Galea Executive Director The Malta Council for Culture and the Arts (MCCA)	22/03/2011	The MCCA concurs with the Fort St Elmo Development Brief in that the site should be dedicated to cultural activity. The MCCA adds that this regeneration project of national and world heritage importance must be spearheaded by culture-led regeneration as stipulated by the new Cultural Policy. A culture-led regeneration must therefore drive the Fort St Elmo project as being proposed. The commercial and recreational hubs as envisaged by the brief should thus be subordinate to the overall cultural purpose.	The main objective of the DB is to restore, regenerate and rehabilitate Fort St. Elmo and its environs into a cultural and tourist attraction with supporting amenities to attract visitors and economic activity to the lower end of Valletta.

			Unless economic, social and cultural goals of the regeneration project are holistically approached, the regeneration process will not materialize as being a culture-led project, but merely a restoration project. A democratic culture must also be realized through dialogue with stakeholders who most importantly, should include the residential community of lower Valletta. Creative Clusters It is highly recommended that a scheme for the site, inspired by the concept of 'creative clusters' and based on connective cultural enterprises, be set up. This would be vital for attracting different people, including new and diverse audiences to experience the cultural product. Fort St Elmo is unique and authentic, it can offer a place for work and recreation that is second-to-none for residents of Valletta, Malta and visitors to our Island. The proposed contemporary use of this site needs to ensure a positive impact on the economic, social and physical or environmental return for the community and indeed the whole of the Island's citizens. Recommendations for Use 1. A state-of-the-art Wars of Malta Museum 2. An Educational Centre that would host a Peace Institute. 3. Space for indoor sports activities, such as martial arts and a gymnasium.	MEPA supports a holistic approach to the planning of this site provided it does not unnecessarily hinder the expeditious implementation of the restoration project of the Fort. These small scale traditional and artistic activities are supported by the DB for the Carafa Esplanade. The use of Fort St. Elmo for cultural, educational, tourism related facilities, residential uses, commercial activities including bars, restaurants and office, are supported by the Development Brief. Indoor
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		4. Retail outlets that could host crafts and arts and local food products 5. Bars and restaurants 6. Military tattoo performances 7. Centre for the Army Band 8. Site specific performances around the enceinte, that could run into the night 9. Performances that can include Carnival Arts 10. Artists' Residencies 11. Administrative offices for the cultural entities 12. Making use of the bastion walls St. Elmo Lighthouse Project To commission a contemporary, site-specific work of Public Art situated in place of the old Fort St. Elmo lighthouse. The project will foster and promote a more contemporary artistic heritage which aims to increase awareness of innovative artistic work and in turn stimulates a visual and aesthetic legacy. Further impact studies It is recommended that a longitudinal research on each of these three factors (economic, social and environmental / cultural) is carried out, so as to measure impacts that will evolve over time. MCCA emphasises its belief that such a vibrant mix of cultural services within the Fort's authentic environment will ensure not only	sports facilities can be accommodated as an ancillary use to the proposed tourism accommodation. However it is not MEPA's remit to determine which museums are to be located within the Fort. The DB is also proposing a Heritage Route in the Carafa Enceinte together with the reuse of the historic structures within the Enceinte for cultural purposes The DB does not preclude this approach towards this element of the project. The Brief requires a number of studies to identify, analyse and mitigate against potential impacts from the proposals.
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			economic success but enhance Malta's image and help with tourism development and urban renewal.	
SEB/16	Ms. Bernardette Mercieca f/ Superintendent of Cultural Heritage	21/03/2011	Fort St. Elmo The SCH recognizes that this historic site is in need for restoration and conservation and should be put to good use for the public in terms of educational and cultural activities. The Superintendence needs to approve any demolitions which need to take place in this area. Cultural Heritage Studies may need to be carried out before demolition. Carafa Esplanade, Carafa Enceinte, Land front Ditch, the Examination Centre, the pedestrian precinct, foreshore The SCH agrees with the proposals for these areas. Any removal, extensions and additions to buildings in these areas should be carefully described at a planning application consultation stage to analyse their effect on the existing historic buildings. Landscaping designs in particular the planting of trees and plants and any street furniture, will need to consider ways of not negatively impacting the Fort in any way. The Evans Building The Superintendence does not object to the redevelopment of the Evans Building, and the	Cultural heritage studies are a requirement of the Brief. The DB requires the preparation of Conservation Management Plans to cover the whole DB area and would need to be approved by the SCH as stipulated in the Cultural Heritage Act. The removals, extensions and additions to buildings are subject to a development planning application and during its processing SCH would be consulted. Due to opposing positions from various heritage entities regarding the future of the

			construction of the underground car-park on condition that: • The new building replacing the current Evans Building will be compatible architecturally to the pre-war historic urban fabric of Valletta. • The area of the Class B ruins of the Nibbia Chapel and its surrounding areas are to be archaeologically excavated, conserved and restored for the public. • Any cultural heritage remains which may be unearthed during the course of works must be conserved and restored. In the event of discovery, approved plans may need to be amended in order to preserve the cultural heritage remains in situ. Other General Conditions The SCH also stipulated specific conditions on: • Excavation and clearing works • Restoration works • Installation of fixtures • Archaeology monitoring • Architecture monitoring • Notification of SCH prior to start of works	Evans Building the DB cannot provide a firm commitment towards its demolition and excavation for underground car park prior to more thorough studies on the conservation value or otherwise of this building. The DB makes provision for the restoration and incorporation of the archaeological remains of the Nibbia Chapel. The changes to any structures including demolitions are subject to a development planning application and during its processing SCH would be consulted. Archaeological monitoring is a requirement for all development of sites that are deemed to be archaeologically sensitive.
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SEB/17	Mr. Mark Portelli Chairman GHRC	14/03/2011	The DB area includes at least five distinct sites i.e. Fort St. Elmo, Carafa Enceinte, Carafa Esplanade, Evans Building and the examination centre, having the potential of at least five separate projects each with its own set of issues. All reference to the 'project' in the brief should be replaced with appropriate wording in plural. <i>9.1 Submission Requirements</i> The submission requirements are to be submitted as part of each individual development planning application rather than comprehensively covering the whole of the DB area. <i>9.2 Project Description Statement</i> Screening for the Environmental Impact Assessment should be required as part of each individual development planning application rather than comprehensively covering the whole of the DB area. Proposes that the requirement for a conservation management plan for the Evans building should be removed for the Brief and the Brief allows redevelopment including underground parking.	The Development Brief has been amended accordingly. The restoration elements and the uses of Fort St. Elmo and the Carafa Enceinte have been excluded from the comprehensive planning of the whole DB area. Comprehensive EIA screening is important to avoid possibility of salami slicing of the project Due to opposing positions from various heritage entities regarding the future of the Evans Building the DB cannot provide a firm commitment towards its demolition and excavation for underground car park prior to more thorough studies on the conservation value or otherwise of this building.
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Appendix D: Strategic Environmental Assessment (SEA) Screening Proforma

Plan or Programme (PP): Fort St. Elmo and Environs Development Brief 2011

Background and purpose		Contents and scope
The Government, through the Grand Harbour Regeneration Corporation, is promoting the restoration and rehabilitation of the historical military complex of Fort St. Elmo in Valletta into a major cultural and tourist attraction as part of a mixed use scheme including retail, offices and residential uses. This project is aimed to introduce new activities into an economically depressed part of Valletta. The formulation of this Development Brief was a requirement of the Grand Harbour Local Plan approved in 2002.		This development brief is intended to provide the basic framework for the rehabilitation of the Fort and its surroundings. It sets out the various parameters and outlines environmentally compatible strategies to utilise the potential of the area without compromising its unique historical value. It outlines the nature and types of compatible development for Fort St. Elmo and its surroundings and also indicates other buildings and areas in the vicinity for which rehabilitation or redevelopment is considered advisable in line with the overall objectives of this brief. The brief considers the rehabilitation of Fort St. Elmo within the context of the Grand Harbour area including historic conservation and design issues, transportation, services and infrastructure.
Geographical Scale	Proponent	Parent Ministry
Plan covers a land area of around 9.25ha.	MEPA	OPM

Criteria for determining applicability of the SEA Directive as transposed by Legal Notice 497 of 2010	
1. Is the PP prepared and/or adopted by an authority at national, regional or local level or prepared by an authority for adoption?	Yes (MEPA).

and

2. Is the PP required by legislative, regulatory or administrative provisions?	Yes. The formulation of Development Briefs is covered by the Environment and Development Planning Act 2010.
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and

3. Is the PP likely to have significant environmental effects as determined by using the criteria set out in Schedule II of the SEA Regulations (LN 497 of 2010)?	The significance of the likely effects of the proposals in the Development Brief on air quality and the potential for mitigation are unclear. The cumulative impacts on air quality, as a result of these proposals in combination with other relevant projects in the area, are also unclear. These two aspects require further assessment at the strategic level i.e. prior to the submission of individual planning applications, in order to determine: (i) limitations for the range and scale of uses which may be permitted in the area; (ii) the allowable increase in traffic in the affected areas without exceeding the limit values for pollutants in Schedule 7 of LN 478 of 2010; and (iii) possible solutions to improve access to the area through sustainable modes of transport. As the proposed Brief is for a clearly defined local area at Valletta, the potential impacts on air quality from the Brief proposals and their cumulative impacts with other projects should either: • be assessed at the Brief stage through a tailored SEA or • through a comprehensive EIA for the Brief area in order to address the likely environmental impacts holistically and before submission of individual planning applications.
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and

4. Is the PP prepared for one or more of the sectors listed in Article 4(2) of the SEA Regulations (LN 497 of 2010) and (Article 3(2) of the Directive), namely agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use?	Yes. Town and Country Planning or land use.
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and

5. Does the PP set the framework for future development consents of project listed in the EIA Directive as transposed by Legal Notice 114 of 2007?	Yes.
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Or

6. Does the PP require an appropriate assessment under the Habitats Directive as transposed by Legal Notice 257 of 2003?	No as there are no EU designations on the site or in the vicinity of the site.
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or

7. Does the PP, other than those areas indicated in 4 above, referred in Article 4(2) of the SEA Regulations (LN 497 of 2010) (Article 3 (2) of the Directive), set the framework for future development consent of projects and are likely to have significant environmental effects?	No.
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And

8. Has the PP started after 21 July 2004 or will be adopted after 21 July 2006?	Yes.
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Applicability of the SEA Directive		
Definitely requires to be subject to an SEA	Uncertain	Does not require to be subjected to an SEA
		X
Opinion on SEA Requirement		
An SEA is not required as the potential impacts on air quality and their cumulative impacts with other projects shall be addressed through a comprehensive EIA covering the whole of the Development Brief Area except for any of the restoration elements on any part of the Development Brief Area and the uses of Fort St. Elmo and the Carafa Enceinte. The Brief can be reasonably considered as either a small-scale plan or a large-scale project, and experience suggests that duplication of procedures would not result in added value. In this regard, the EIA process is considered as a more effective tool, as it can be directly conducive to conclusive decision-making with more tangibly enforceable specifications. The significant impacts (e.g. on air quality, which is envisaged as the main issue) would result from the commercial proposals and not from the restoration and the ancillary cultural use (as long as the cultural use is interpreted in a reasonably narrow sense, excluding major commercial amenities).		



FORT ST. ELMO & ENVIRONS DEVELOPMENT BRIEF



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

Key

 Development Brief Area

Focal Areas:

Fort Tigne
Fort Ricasoli
Fort St. Angelo
Fort Manoel

Regional Context

Scale : 1:10,000 Date : December 2011 Map:

INDICATIVE ONLY
Not to be used for measurement or direct interpretation.
Maps to be used in conjunction with Policy Document.
For the detailed interpretation of alignments kindly contact
the Planning Directorate's Planning Control Unit.

1

Malta Environment & Planning Authority

	Development Brief Area
	Land occupied by Police Academy & Offices of the Refugees Commission
	Area comprising Pinto Magazines, Vendome water reservoir, parade ground and ditch currently vacant
	Land used by Valletta Rehabilitation Project
	Land used by Government
	Public Sector Offices
	War Museum
	Examination Centre
	Malta Experience Centre Cafe`
	Firing range used by Police Academy

Scale : 1:2,000	Date : December 2011	Map:
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Map:

2

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FORT ST. ELMO & ENVIRONS
DEVELOPMENT BRIEF



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

Key

- Development Brief Area
- Grade 1 Scheduled Monuments
- Site of Scientific Importance / Area of Ecological Importance

- 1. St. Lazarus Curtain
- 2. Abercrombie Curtain
- 3. Sir Alexander Ball Curtain
- 4. St. Gregory's Curtain
- 5. Carafa Curtain
- 6. Vendome Curtain
- 7. Glacis(Granary)
- 8. Bridge leading to Main Gate
- 9. Ditch
- 10. Church of St. Anne
- 11. Fort St. Elmo Parade Ground
- 12. Knights' Barrack Blocks
- 13. Chapel of St. Anne(near Del Soccorso Gate)
- 14. British Period Barracks
- 15. Cavalier
- 16. Site of Former Lighthouse
- 17. World War II Anti-Aircraft Batteries
- 18. World War II Anti-Aircraft Batteries
- 19. Polverista War Museum
- 20. Vendome Water Reservoir
- 21. Officers' Quarters
- 22. Vendome Fountain and Exedra
- 23. Pinto Stores
- 24. Carafa Esplanade Parade Ground
- 25. Sir Alexander Ball Memorial
- 26. Abercrombie Memorial
- 27. Gateway leading to Carafa Enceinte
- 28. 'Malta Experience' Building
- 29. Site of 'Nibbia' Chapel (Class B Archaeology)
- 30. Evans' Building
- 31. Govt. Examination Centre

Existing Buildings and Landmarks

Scale :1:2,000 Date :December 2011 Map: 3

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	Development Brief Area
	Identity Area 1 Fort St. Elmo
	Identity Area 2 Carafa Esplanade
	Identity Area 3 Carafa Enceinte
	Identity Area 4 ~ The landfront ditch of Fort St. Elmo
	Identity Area 5 The Evans Building
	Identity Area 6 The Examination Centre
	Identity Area 7 The Pedestrian Precint
	Identity Area 8 The Foreshore

Scale : 1:2,000	Date : December 2011	Map:
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Map:

4

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	Identity Area 1 - Fort Area ~ Cultural Facilities with supporting Retail, Catering ~No major new construction
	Identity Area 2 - Carafa Esplanade ~ Pinto Stores: Education, Retail, Catering, Tourism, Offices ~ No major new construction ~ War Museum and Vendome water reservoir: retention of existing uses
	~ Officers' Quarters: Education, Retail, Catering, Tourism, Offices ~ Height not to exceed existing ruins ~ Possible extension of footprint
	Identity Area 3 - Carafa Enceinte ~ Heritage Route, Recreation, Culture ~ No major new construction
	Identity Area 4 - Landfront ditch ~ Physic Gardens
	Identity Area 5 - Evans Building ~ Residential, Offices, Tourism, ~ Refer to paras 6.11-6.13 for conditions
	Identity Area 6 - Examination Centre ~ Education, Offices and Cultural ~ Possible infill between wings
	Identity Area 7 - Pedestrian Precinct ~ Pedestrian Priority Area
	Identity Area 8 - Foreshore ~ Unlimited Access to Foreshore ~ No new structures
	Replacement of Existing Bridge

Proposed Land Uses and Conditions

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VALLETTA CRUISE TERMINAL DEVELOPMENT

DEVELOPMENT BRIEF

Commissioned by the
"Valletta Cruise Terminal Steering Committee"

Prepared by the
Planning Authority

APPROVED DEVELOPMENT BRIEF

JULY 1998

VALLETTA

CRUISE TERMINAL DEVELOPMENT

DEVELOPMENT BRIEF

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1.0 INTRODUCTION

1.10 Background

- 1.11 This development brief has been prepared by the Planning Authority (PA) in collaboration with Malta Maritime Authority (MMA).
- 1.12 The main thrust of the project is intended to bring about positive environmental change which permits important economic activity to occur, and which improves opportunities for conservation of the historic assets. whilst increasing access to the waterfront without compromising the positive activities which take place in neighbouring locations.
- 1.13 In recent years, the cruise shipping trade has been expanding rapidly. The indications are that this market will continue to expand. Given its strategic geographic location, and the importance of tourism to its economy. Malta cannot afford to miss the opportunity to capitalise on this trend. For the past few years, the need has been felt to improve sea passenger facilities which would facilitate such operations in Malta - preferably, the right conditions to turn it into a hub for this market.
- 1.14 On the other hand, such a project has certain specific requirements. The most fundamental is a waterfront location, where enough quay space would be provided, and where adequate services and activities which facilitate and complement the main activity can be located.
- 1.15 The obvious choice therefore falls on the Grand Harbour, which for time immemorial has been a centre for trade. Also, the cruise passenger terminal project development would contribute substantially to the local tourist industry.
- 1.16 The Grand Harbour Local Plan (GFILP) indicates an important need for the regeneration and re-use of waterfront areas, buildings and spaces. Based on earlier consultations with the MMA, it identifies the Pinto wharf area as an ideal location for a cruise passenger terminal waterfront development.

1.20 Objectives of the Development Brief

- 1.21 It is opportune at this stage to consider the primary objectives of this brief. Such objectives will in essence reflect the priorities as mutually determined by the Planning Authority and the Malta Maritime Authority. Such objectives therefore relate to physical, environmental, and economic considerations of the overall project.
- 1.22 The main goals have been identified as follows:
- To expand the Mediterranean market in cruise passenger shipping generally, and to increase the market share by developing Valletta as a hub for cruise passenger services;
 - To bring about a process of physical upgrading in line with the GHLP through better re-use of an area currently characterised by physical decay;
 - To promote the conservation of the historical assets through their maintenance, and through rehabilitation of important historic buildings.

- 1.23 ***Expanding both the market and Malta's share is*** probably the most important objective behind the project. This idea stems from the favourable results and trends in the cruise and ferry industry. The number of cruise liners calling here has increased considerably over the last few years. This increase is due partly because the Mediterranean is the second largest growing region for the industry, but also because of the progress achieved in upgrading facilities in Malta. Infact, infrastructural facilities have undergone a radical overhaul by the development within the Pinto marina area of quays totaling over seven hundred metres in length. These cruise liner berths today have the capacity to accommodate some of the largest modern cruise vessels. Valletta would become a home port and provide fly/cruise holiday programmes. It is ideal for homeporting as cruise operators can reach both the western and eastern parts of the Mediterranean within a matter of a few hours. It also well located for short cruises in the middle of the Mediterranean, an area highly sought after as a tourist destination. Malta International Airport is in close proximity and with the air connections available, this will further support the present initiative. For this goal to be achieved, however, it is important to upgrade the quality of service in sea passenger handling in Malta.
- 1.24 ***Better reuse of the area will improve its physical state.*** These goals can only be achieved through the development and management of state-of-the-art facilities for passenger handling. These facilities would have to be supported by other commercial activities and services which would support Malta's bid to become a primary cruise destination in the Mediterranean. This reuse will ensure that through the re-use of historic buildings the state of urban decay, a common feature in historic waterfront areas, is halted and reversed. Only through economic reinvestment can such an area be brought back to life and offer a pleasant urban, visual experience which will in turn attract more commerce to the area. In this respect, the development brief supports this initiative because it is entirely in line with the provisions of the GHLP, which includes the area covered by this brief.
- 1.25 ***Rehabilitation of the historic fabric in the area*** can only be achieved by its proper conservation and upkeep. The zone is dominated by important historic buildings, including the Bastions and the Pinto Stores. These provide a unique setting for any project and will make the overall environment more attractive, increasing the long term viability of the project. In the short term, these historical assets can mean more constraints, but it has to be a major goal of this project to guarantee the long term conservation of such historic buildings. Proper conservation can only be achieved through reuse, and this reuse could mean a flexible approach to modifications within these buildings, as long as such modifications are acceptable within their context and do not jeopardise the integrity of the historic buildings. A situation of symbiosis is therefore desired, whereby economic aspects gain from the historical setting, and historic aspects gain from the economic revenues which would be available.
- 1.26 In order to satisfy these main goals, the attainment of a number of more detailed objectives is therefore considered necessary:
- To develop a new Sea Passenger Terminal for improving the service offered to cruise passengers;
 - To have the right, passenger related activities which support and reinforce this project and its viability and attractiveness;
 - To increase international ferry activities;
 - To maintain the existing level of accessibility between neighbouring towns;
 - To improve transportation connections with Malta International Airport;
 - To improve the visual corridors along the route;
 - To increase waterfront access for the general public;

- To improve the environmental and design qualities of the built environment and of open spaces;
 - To make better and more efficient use of the zone;
 - To protect nationally important historic buildings and facades along the waterfront through their rehabilitation and reuse;
 - To promote the preservation of the Bastions.
- ***To develop a new Sea Passenger Terminal for improving the service offered to Cruise Ship passengers.***
Although recent years have seen considerable investment in infrastructure, the appropriate international levels of passenger handling still needs to be improved in order to achieve the main goal of becoming a hub. A new terminal is therefore needed, which facilitates the handling of passengers, offers the required shelter, and incorporates excellent customer services.
 - ***To have the right, passenger related activities which support and reinforce this project and its viability and attractiveness.***
It is realised that it is very difficult to become a cruise hub by just offering passenger handling facilities. There are two reasons for this. The first is that the facility has to cater for the different requirements of its users, including accommodation, entertainment and recreational needs, in order to expand and be successful. Secondly, the financial feasibility of the project requires that supplementary facilities are provided to generate long term revenue needed to offset the infrastructural costs which have to be spent upfront.
 - ***To increase international Ferry activities.***
With the existing United Nations (UN) embargo on Libya, the ferry service between the two countries has increased considerably, and is operating almost on a daily basis. However, the probability is that things will change sooner or later, making this situation return back to normal. On the other hand, ferry services between Malta and Italy are variable in operation, with the peak occurring during the summer months. Given that this market is somewhat still undeveloped, there exists the potential to develop ferry services to other destinations in the Mediterranean, especially if this is linked with the supporting commercial activities which are envisaged for the Sea Passenger Terminal.
 - ***To maintain the existing level of accessibility between neighbouring towns.***
The location of the development brief area is just beneath the city of Floriana, and situated on an important local access route between Marsa and the Capital, Valletta. Although not of the highest rank in the road hierarchy, this route is considered as having strategic, national importance. It is therefore important to maintain such access, although physically, the route can be altered for example by taking a different route and/or the provision of a tunnel.
 - ***To improve transportation connections with Malta International Airport.***
The concept of becoming a hub for cruise shipping entails having good connections with the airport. In Malta, this is located quite close, approximately a fifteen minute drive away. Improvement in the junctions along the route is however needed, both in design and in the quality of road surfacing. This will reduce the time for connecting both terminals and also the quality of the connection.
 - ***To increase waterfront access for the general public.***
The existing level of access to the area can generally be described to be poor. Accessibility is not only compromised by the poor physical condition of the road. The area is not attractive, the road is narrow and dangerous, and most importantly, there is a lack of activities which appeal to the general public. It is one of the objectives of this brief to improve on all these aspects, hence making the area

more accessible. Security areas will therefore need to be minimised and reduced to what is really essential for the proper operation of the project.

- ***To improve the environmental and design qualities of the built environment and of open spaces.***

The area designated for the development is characterised by many vacant, and derelict areas and spaces, unofficially used for parking or associated with inappropriate uses. The proximity of port related storage and industrial activities reinforce this negative impression given to anyone visiting the area for the first time. The environmental and design qualities send a clear message that this is a functional area related to port use. Elements of positive urban design are totally missing, there is no attempt at landscaping, and the only public space, the road, is badly finished. The project must therefore aim at changing this image of the area through positive interventions which enhance the urban qualities and improve the general environment.

- ***To protect nationally important historic buildings and facades along the waterfront through their rehabilitation and reuse.***

From a heritage point of view, the most prominent buildings in the area are the old Pinto Stores. These date back to the time of the Knights and must be protected. Where only the facades remain, these too must be preserved, and any new additions on the rear must take them into consideration. Another building worth mentioning is the ex-Power Station building which, although relatively more recent in origin and was built earlier in the century, includes an internal area with enormous commercial potential. The vaults abutting on to the bastion walls are also very old and need protection. Every effort must therefore be made to secure the rehabilitation and reuse of these buildings, which should be incorporated in the overall project.

- ***To promote the preservation of the Bastions.***

Finally, the area is characterised throughout its length by the presence of the Bastions, which give it a unique backdrop and setting. As part of the potential cruise passenger hub, these ensure a memorable experience in Malta to any sea passenger using the port. In this respect, they will be one of the factors which will contribute to the sustained use of the facilities that will be available and cannot therefore be dispensed with as not forming part of the project. It is in the project's long term interest that the bastions are properly preserved and this aspect should be carefully considered as part of the economic feasibility studies.

1.3 Project Constraints

1.31 This waterfront development has its own specific opportunities and constraints. As can be expected, there exists the situation where short term constraints can also become long term opportunities. This section is intended to give a short insight into those issues which currently seem to influence the viability of this project.

1.32 The main ***constraints*** identified for this project are:

- Financial, minimal public spending;
- Size, the area has physical limitations;
- Quay Space, limited;
- Local Access Road, passing through the area;
- Neighbouring Activities, incompatible uses;
- Committed Uses, some buildings to keep existing uses;
- Existing Occupants, different tenants;

- Ferry Passengers, different needs to cruise shipping;
 - Protected Buildings, minimal interventions;
 - Bastions, critical design requirements in new buildings;
 - Linkages, poor waterfront to urban centre access;
 - Airport Connections, poor in quantity and quality;
 - Public Access, needs to be maximised.
- **Financial Constraints.**
The public sector is presently intensifying its emphasis on consolidation of resources. This has resulted in a national strategy of reduced public spending, and greater private sector participation. More emphasis is being given to the involvement of the private sector, although the government sets out the terms and parameters of the development.
 - **Size And Layout.**
The total floor space area available for new development and re-use is circa 20,000 square meters. This excludes those buildings which need to be demolished in order to increase the amount of open space. The layout is a linear one, and although this maximizes on the waterfront location, it reduces available depth for accommodating uses which do not essentially need to be located on the waterfront.
 - **Limited Quay Space.**
The total length of quays is circa 800 metres. The existing quays can simultaneously accommodate three ships. Considering that these quays are being shared with other vessels, especially the ferry boats, this is considered as being restrictive on operational quay space. Extension of quay space to accommodate an extra vessel is however possible.
 - **Local Access Road.**
The zone includes a strategically important local access road. This importance emanates from the vicinity of Valletta, as this road serves as an important access route to the City. Although the physical route is not important, the access to Valletta will need to be maintained. Tunneling options will therefore need to be considered.
 - **Neighbouring Activities.**
Given the site's location, the route to the site passes through industrialised and warehousing neighbouring zones. This is in conflict with the objective of having a cruise passenger hub so close, and to improve this situation, the options would be either to remove these uses, which is considered to be very difficult, or else to opt for a different access route.
 - **Committed Uses.**
Some of the buildings in the area (e.g. part of Pinto Stores used by MMA and the Ports' directorate) are already committed to another use. This reduces the available usable space and imposes constraints on the actual layout design of the area.
 - **Existing Occupants.**
There are a number of occupants, mostly tenants, in government owned buildings. The Lands Department is in the process of reviewing the lease conditions with the aim of making these buildings available.
 - **Ferry Passengers.**
Ferry boats presently berth in the area being earmarked primarily for cruise ship handling. It is recognised that the needs of the two types of passengers are different, and therefore any proposed development will have to consider this issue. Separate access routes and facilities will probably need to be considered.

- **Protected Buildings.**
The area boasts a number of historically important buildings. These will need to be protected and minimal interventions would be sought. This in itself induces a constraint in the design of the proposed scheme.
- **Bastions.**
Bastions are considered to be an integral part of the national cultural heritage and there will be a presumption against any physical interventions other than to offer them protection through preservation. Any such interventions will only be considered in a general context, bearing in mind their importance in the success or otherwise of the total development.
- **Access From Waterfront To Centre.**
There is presently no direct access from the waterfront to the central area of Valletta. Although physically close, the two zones are separated by a considerable change in level. The options available are by special coach, taxi or a long walk on foot. Government is already working on improving this situation and direct access solutions are possible.
- **Airport Connections.**
This refers both to physical road connections and to business service connections. Both aspects are important. The route needs to be improved both in terms of junction design and also in terms of visual qualities. Business service connections are currently minimal and need to be improved. Solutions are possible through further negotiation.
- **Public Access To The Waterfront.**
The current Pinto marina road is dangerous and is not pedestrian friendly. The remainder of the area is taken over by security fencing which prevents further access. Improvement of public access to the waterfront is highly desirable. This presents constraints on the location and design of security areas, which would need to be minimal and not visually intrusive.

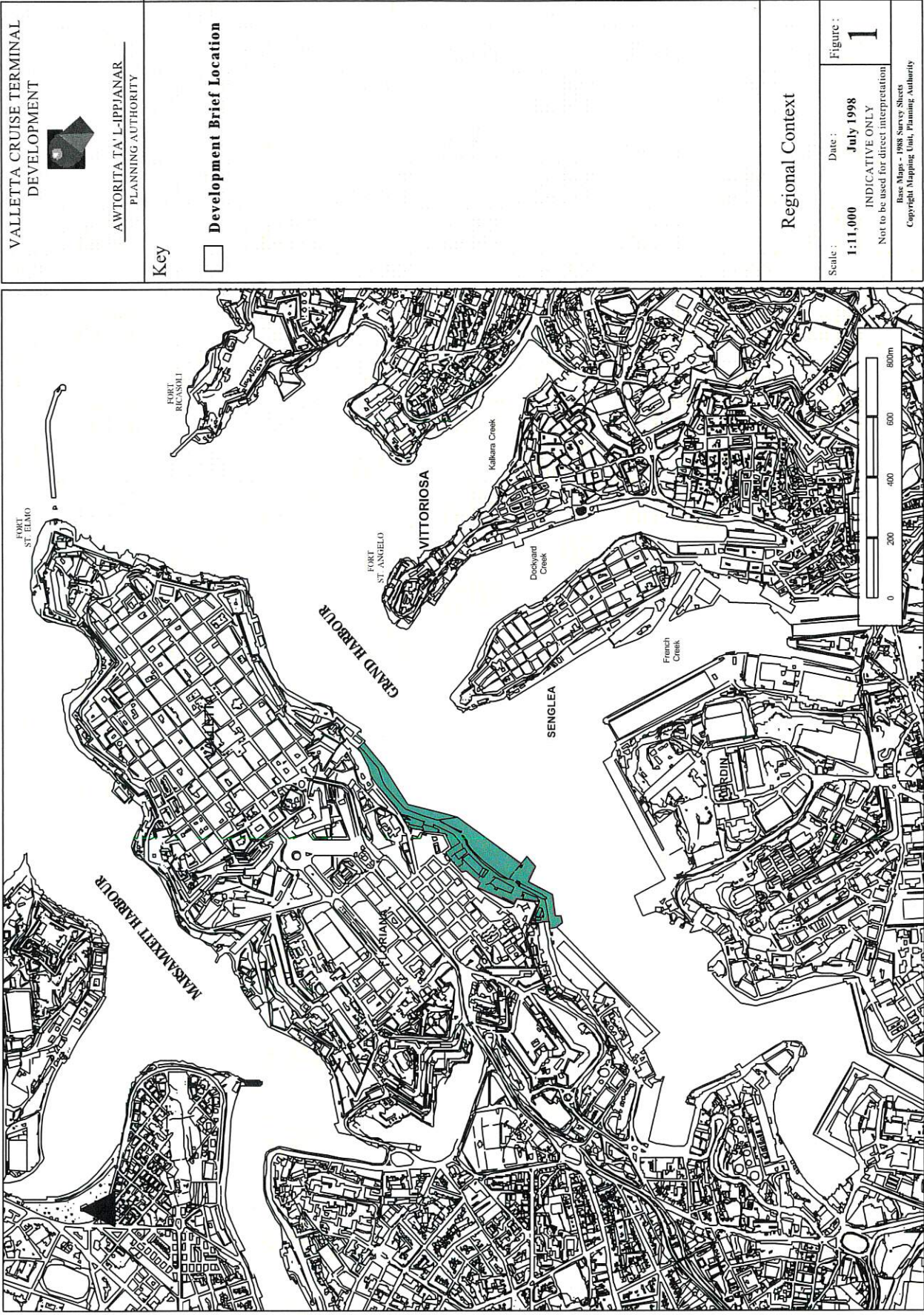
1.4 Project Opportunities

1.41 The **opportunities** offered by this project include:

- Political, government's commitment to implement project
 - Geographic, excellent Mediterranean location;
 - Market, expanding Mediterranean market;
 - Flexibility, type of support facilities to be included;
 - Ferries, existing passenger volumes;
 - Uniqueness, a place to remember, good position in port;
 - Valletta, proximity to the Capital City;
 - Complementary Projects, nearby;
 - Ownership, mostly belongs to Government;
 - Airport, good infrastructure;
 - Quays, basis already existing;
 - Geology, tunneling relatively easy in soft rock.
- **Political Commitment.**
An important consideration in this project is that there exists a strong, commitment by the Government to implement this project. Government is keen to economically revive the Valletta port area.

- **Geographic Location.**
Malta's strategic location at the very centre of the Mediterranean makes it an ideal place for this type of development. Prospective operators can easily tap cruise shipping routes without necessarily having to significantly change these routes. More importantly, its position makes it an ideal location for hubbing, starting and ending cruises in Malta.
- **Mediterranean Market.**
Indications show that Mediterranean cruise holidays are the fastest expanding market after the Caribbean. This augurs well both for prospective operators and for Malta itself. It encourages investment in this type of development, making it a more feasible option both for short term and long term investment.
- **Support Facilities.**
In order to make the development more economically attractive, it is realised that other facilities will be needed in order to support, encourage, and increase the viability of the primary function. This development brief is suggesting a number of support facilities which are considered as capable of serving this function, however, this is not totally binding and the opportunity exists for prospective developers to propose other options. All proposals will be assessed according to existing policies for the area, notably the Structure Plan for the Maltese Islands and the Grand Harbour Local Plan. Consultation with these documents is therefore solicited.
- **Ferry Services.**
The development could also include opportunities to capitalise on ferry services in Malta. Although present volumes are substantial, this is still considered as a small share of the market which could be developed further. This is a complementary role to the main development and provides an added opportunity for investment.
- **Unique Position.**
Any prospective operator is guaranteed that passengers will remember the Grand Harbour as a unique port in a special setting. This increases the probability of repeat customers and visitors to Malta. The backdrop of the fortifications is magnificent, and on the other side of the port, Fort St. Angelo and Bighi offer a visual experience difficult to forget. Industrial areas do not affect the image as these are concentrated within the inner parts of the harbour.
- **Proximity to Valletta.**
Malta's Capital and World Heritage City, Valletta, is only a few minutes away. A city built by the Knights, it is Malta's main retail centre. Given the short time usually available for sight seeing for passengers on cruise ships ` this proximity is considered as one of the assets of the development and an opportunity to be exploited to the full.
- **Other related Projects.**
The regeneration of the Grand Harbour waterfronts is a priority. There are other developments on the agenda on which preparatory work has already started. An example is the project for improving pedestrian access between the central area of Valletta and the waterfronts. Another private project which can have a significant role in this development is the possibility of increasing car parking spaces at MCP car park in Floriana. This can have a direct access link to the waterfront. Such a possibility, however, has to be negotiated with the private owners. Thirdly, across the port, a Cottonera waterfront revival development is also in the making, including facilities such as a promenade and a yacht marina. Cross harbour river boats are also encouraged and will probably be provided once demand for access between the opposite sides of the harbour increases.

- **Site Ownership.**
Although there are a few private tenants, most of the site is government owned. This facilitates coordination, phasing, planning and design of the development. Some of the tenants are also government departments, with government therefore having a direct influence on issues of relocation.
- **Airport Infrastructure.**
The airport terminal building is a few minutes drive from the proposed project area. This modern terminal was built a few years ago, is up to international standards and is capable of serving as a key function in the cruise hubbing concept. Through increased collaboration with the eventual cruise operators and sea passenger terminal operators, direct links which would facilitate easy, fast and efficient transportation of passengers and luggage would be possible.
- **Quay Infrastructure.**
Recent investment in quay construction implies that the basis for operation is already in place and functioning.
- **Tunneling Options.**
Modern tunneling techniques, and the relative softness of local globigerina increase the economic viability of tunneling options in order to maintain access to Valletta whilst at the same time liberating the waterfront development from through traffic.



2.0 THE SITE AND ITS CONTEXT

2.1 SITE DESCRIPTION

- 2.1.1 The site proposed for the development of the cruise passenger terminal occupies a strategic location within the context of the Grand Harbour (Figure 1). The development brief area extends along the entire Floriana waterfront on the Grand Harbour side. The precise boundaries of the development brief area are outlined as per Figure 2. The area extends from the foot of Crucifix Hill in close proximity to the Valletta Customs House all the way to the existing ferry passenger terminal.
- 2.1.2 The waterfront site is bounded by the various Pinto wharves (1-5) and Wine wharf on the seaward side and by the line of the Floriana fortifications facing the Grand Harbour. Currently, Pinto road divides the development brief area into two roughly equal sectors. The quays are separated from the road by a chain-link fence for security reasons. Most of the buildings on the other side of Pinto road are of historic importance.
- 2.1.3 Undoubtedly the most historically significant buildings within the development brief area are the Pinto Stores which in their original form were a fine series of nineteen warehouses built in the Baroque architectural style in the mid-18th century under the patronage of Grand Master Pinto. Five of the original stores were destroyed during the war (two of these still retain their original facade). However the rest of the Pinto Stores together with the adjoining chapel offer one of the most splendid Baroque urban settings on the island.
- Other historical buildings include two vaulted magazines adjoining the chapel and the old power station which dates to the late 19th century. There are also a number of buildings which are architecturally nondescript, have no historical significance and in some cases actually detract from a full visual appreciation of the fortifications. Those buildings not worthy of retention are outlined in Figure 6.
 - The existing ferry passenger terminal facility is also situated within the development brief area. The two storey ferry terminal building and its more recent extensions are architecturally of no significance.

2.2 HISTORICAL CONTEXT

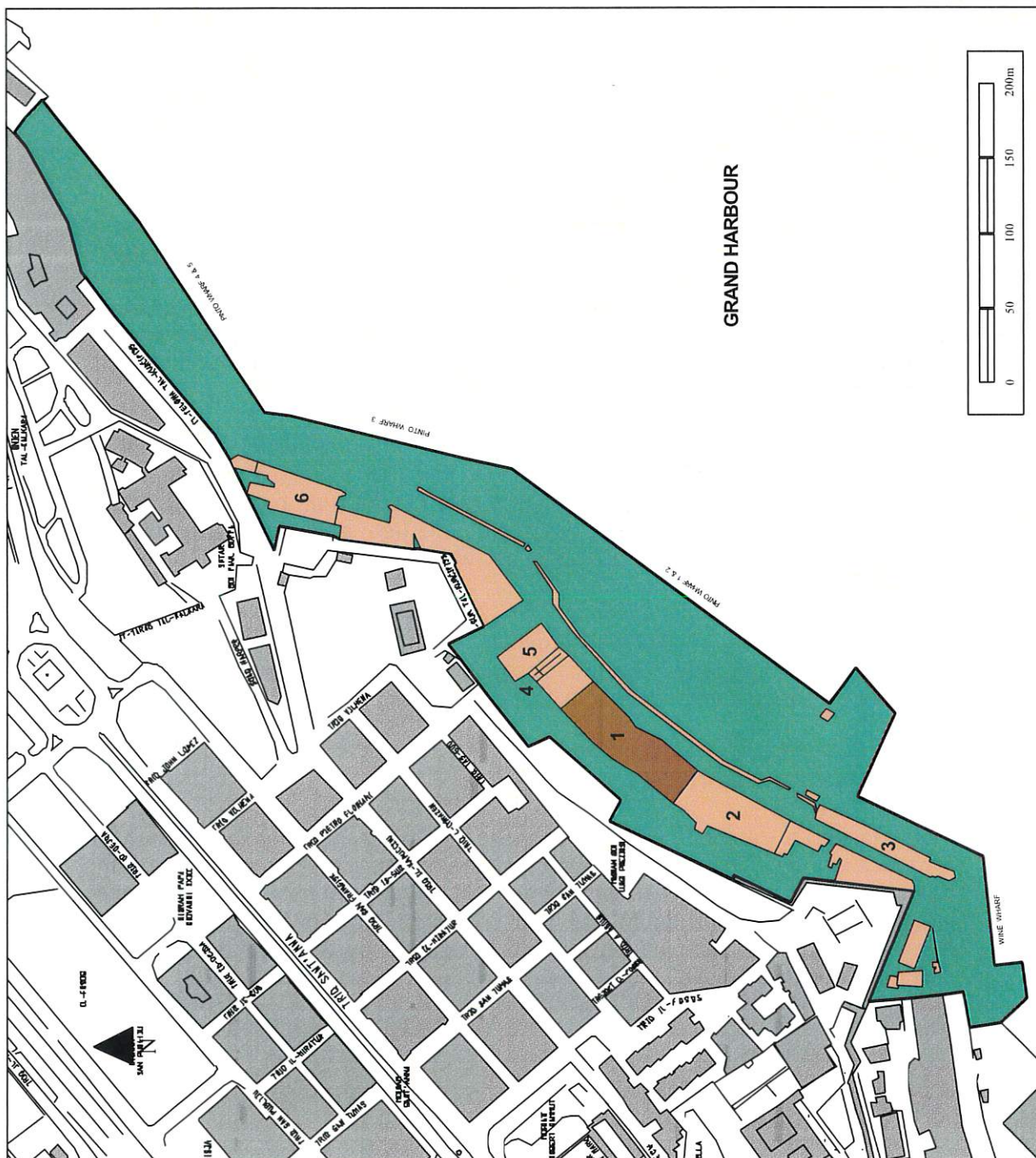
Grand Master La Vallette, the hero of the Great Siege of 1565, decided to build a new town on the peninsula called Sciberras. The foundation stone of the new city, Valletta was laid by La Vallette himself in 1566. The single gate onto the Grand Harbour was called Porta del Monte, after his successor. The fortifications were designed by Laparelli and during their construction they were overseen by his assistant Girolamo Cassar.

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PLANNING AUTHORITY

Development Brief Boundary	
Proposed Site for Cruise Passenger Terminal	1
Ports Directorate / Maritime Offices	2
Ferry Passenger Terminal	3
Chapel	4
Education Department	5
Old Power Station Site	6

Development Brief Area

Scale : 1:2500	Date : July 1998	Figure : 2
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In 1634, Pietro Paolo Floriani, who was sent to Malta by Pope Urban VII to report on the state of the fortifications, considered the land in front of Valletta as vulnerable because Valletta was overlooked by high ground. Floriani's report resulted in the extension of the fortifications, consequently known as the Floriana lines, to reach the innermost marshy wasteland of Marsa.

On the Valletta side of the Grand Harbour beneath the bastions, the rocky foreshore used to extend from Fort St. Elmo a rocky promontory which impeded communication with Marsa. Due to constant fear of another imminent attack by the Ottoman Empire, the Valletta waterfront, paradoxically, was not born with the construction of the city, but rather through the peace and stability that characterised the 18th century. In order to accommodate the expansion of its foreign trade, Valletta had to improve and extend its commercial facilities at almost regular intervals, which in turn made the island more attractive to merchant shipping.

During this period, the previously undeveloped rocky coastline became a precious interface for an economy that was increasingly dependent on trade and commerce. The 18th century was also characterised by vessels becoming increasingly mercantile in nature, by trading along the Mediterranean coast and by the involvement in piracy for the looting of ware. This source of income resulted in an era of great prosperity and luxury, which was reflected not only in the Baroque architectural style of the palaces of Valletta, but also in the improvements of maritime facilities along the Valletta waterfront.

Grand Master Lascaris enlarged the old mole and after building a line of warehouses outside Del Monte Gate pierced the promontory to link Valletta with the rest of the Harbour. The Lascaris Tunnel is right at the North East end of this part of the Valletta waterfront and ends at the south west with the sumptuous Pinto Stores at the marina bearing, Grand Master Pinto's coat of arms.

Above the tunnel, Lascaris built a fabulous garden, known as 'Gnien is-Sultan' (the Sultan's Garden) which also included the Grand Master's own belvedere. This garden was furnished with the precious commodity, water, which had earlier been brought to Valletta from Rabat by Grand Master Alof de Wignacourt. The belvedere was demolished by the British in 1853 to make way for Lascaris Battery. Vessels used to find shelter at Porto Pidocchio on the inlet where the Customs House was later built.

The rocky area of the waterfront south of the Lascaris tunnel, known as Lascaris wharf, was developed. A number of stores were built for supplies, equipment and raw materials like oars, arms, ammunitions and timber required for naval constructions. At the end of the row of these warehouses a furnace for lime (*kalkara*) was constructed. The Kalkara Gate in the Floriana bastions next to this lime kiln was demolished to make way for Crucifix Hill in 1948.

Various magistrates between the periods of Lascaris and Pinto continued the development along the Valletta waterfront from Porta del Monte to the Floriana lines by extending the warehousing accommodation and other related port facilities; wharves were built, grain stores set up with dwelling houses for merchants and rooms for brokers. These adequately maintained warehouses were rented to local merchants and to several other European agents who had settled in Malta.

The extension of the wharves towards Marsa with the construction of Pinto wharf, together with the Customs House (1776) and other port facilities is an indication of

the trade that must have been generated by the Knights' fleet at this time. The cotton industry flourished due to its good dyeing qualities and due to being free from the plague.

In the mid-18th century Grand Master Pinto erected nineteen large warehouses together with a small chapel dedicated to the 'Flight of the Holy Family to Egypt'. When the new building was ceremoniously unveiled on the evening of 10 August 1752, the whole wharf was lit with torches and a water carnival, including a full orchestra on a barge, was held in that part of the Grand Harbour.

The arrival of the British in 1800 was preceded by a brief 2 year interlude in which the French tried to keep Malta but failed. Both Napoleon and Nelson were convinced that the Grand Harbour could shelter, victual and repair the largest fleets of the time. The strategic location of the islands, soon became vital to the British plans to maintain important commercial links and this invested Malta with a great commercial significance which contributed to the wealth of Malta's commercial community.

During the 19th century great changes were underway; viz: the transition from sailing vessels and galleys to iron steamships propelled by steam engines using coal as the primary source of energy and the transition of port facilities to cater for the mercantile activity to one which catered for a military base by providing facilities to the large number of British naval ships berthing in the Grand Harbour. Six docks were built and the port was protected from the distraction of the *grigale* by the construction of a breakwater in 1906.

The Valletta waterfront also witnessed the construction of the first electric power plant at Lascaris wharf. Apart from its boilers and tall chimneys, warehouses for oil vats, grain stores and offices were also added to this construction.

Although, indirectly Malta stood to gain from world war 1, this was certainly not the case with world war II. The Grand Harbour and the Dockyards were earmarked for intense bombing. This resulted in the extensive destruction of Valletta and its waterfront.

A number of Knights' period stores at Lascaris and Pinto wharves sustained heavy damages. Five of the 19 stores of Pinto suffered a direct hit from Axis bombing and the ruins were eventually dismantled. The two stores built by Manoel de Vilhena next to Pinto's Chapel and Forni stores, which were used as the first royal naval bakery up to 1844 also met the same fate.

During the last decade, as part of the infrastructure required for converting the Valletta waterfront into a hub for cruise liners, five cruise liner berths were constructed in the place of Lascaris and Pinto wharves.

2.3 LAND OWNERSHIP

- 2.3.1 Land ownership of the development brief area is predominantly Government as per Fig. 3. Pinto Stores, the former power station building, the ferry terminal and the quays along the waterfront are all the sole and exclusive property of the Maltese Government. However, there are a few buildings of secondary importance which although Government owned are currently leased to the private sector. This is the case mainly with the block of terraced tenements in between the Pinto stores and the old power station, and the stores below Crucifix Hill. Most of these building's are currently used for retail/commercial use and very few are used as residences.
- 2.3.2 Negotiations are currently being conducted by the Malta Maritime Authority and the Lands Department so as to ascertain the specific conditions of the existing leases. It is anticipated that such cases can be resolved to the satisfaction of all parties concerned prior to the commencement of negotiations with the successful consortium.
- 2.3.3. The Steering Committee of the Valletta Cruise Terminal Development Project will on behalf of Government issue in due course the conditions and terms that will be offered for the lease of the land to the successful development consortium. The selected consortium will have to abide by the terms and conditions established by the Government for the land in question.

VALLETTA CRUISE TERMINAL DEVELOPMENT



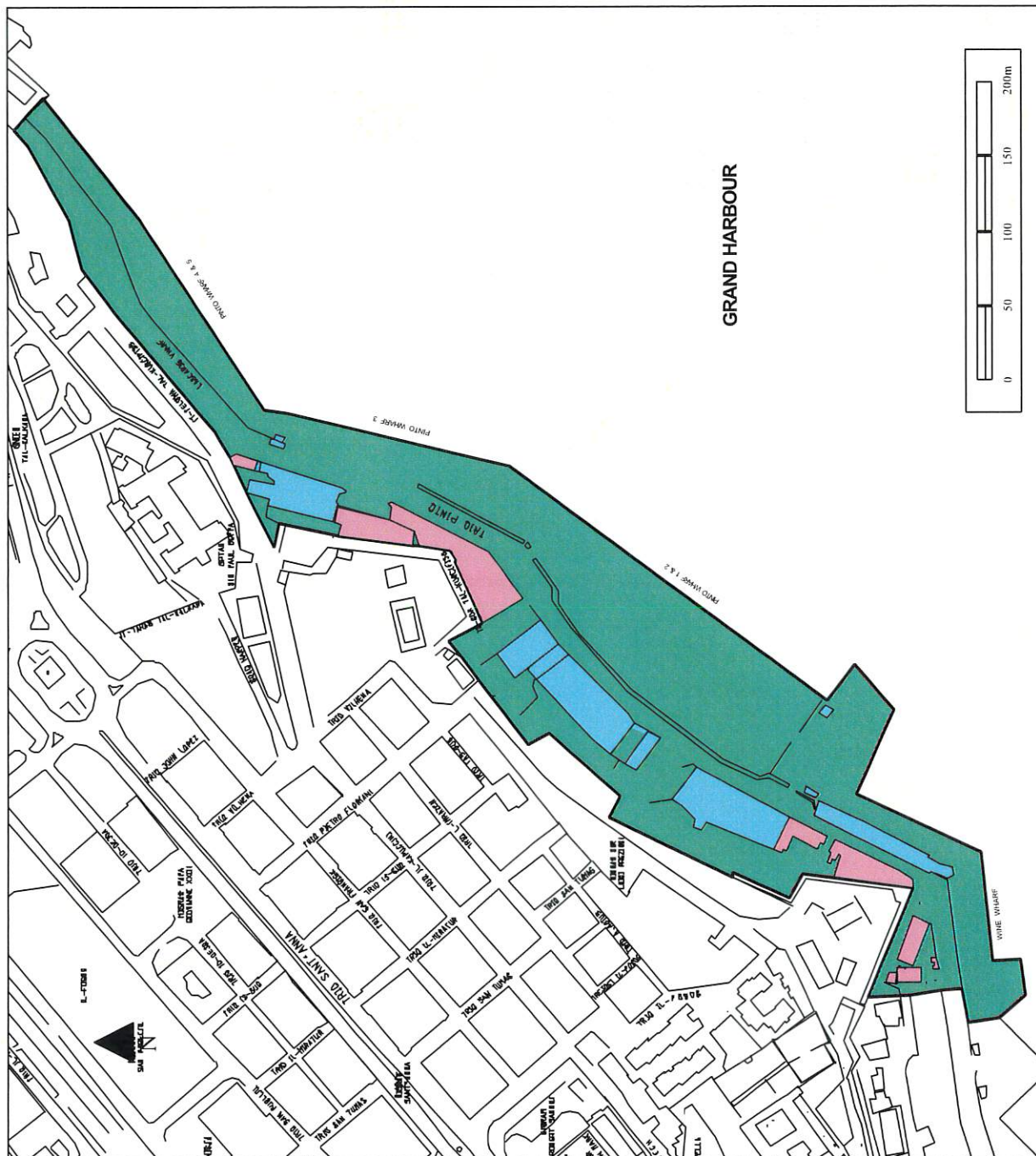
Key

-  Development Brief Boundary
 Government Property
 Government Property on Lease

Land Ownership Map

Scale: 1:2500 Date: July 1998 Figure: 3
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Figure: 3



3.0 LAND-USE FRAMEWORK

3.1 EXISTING LAND-USES

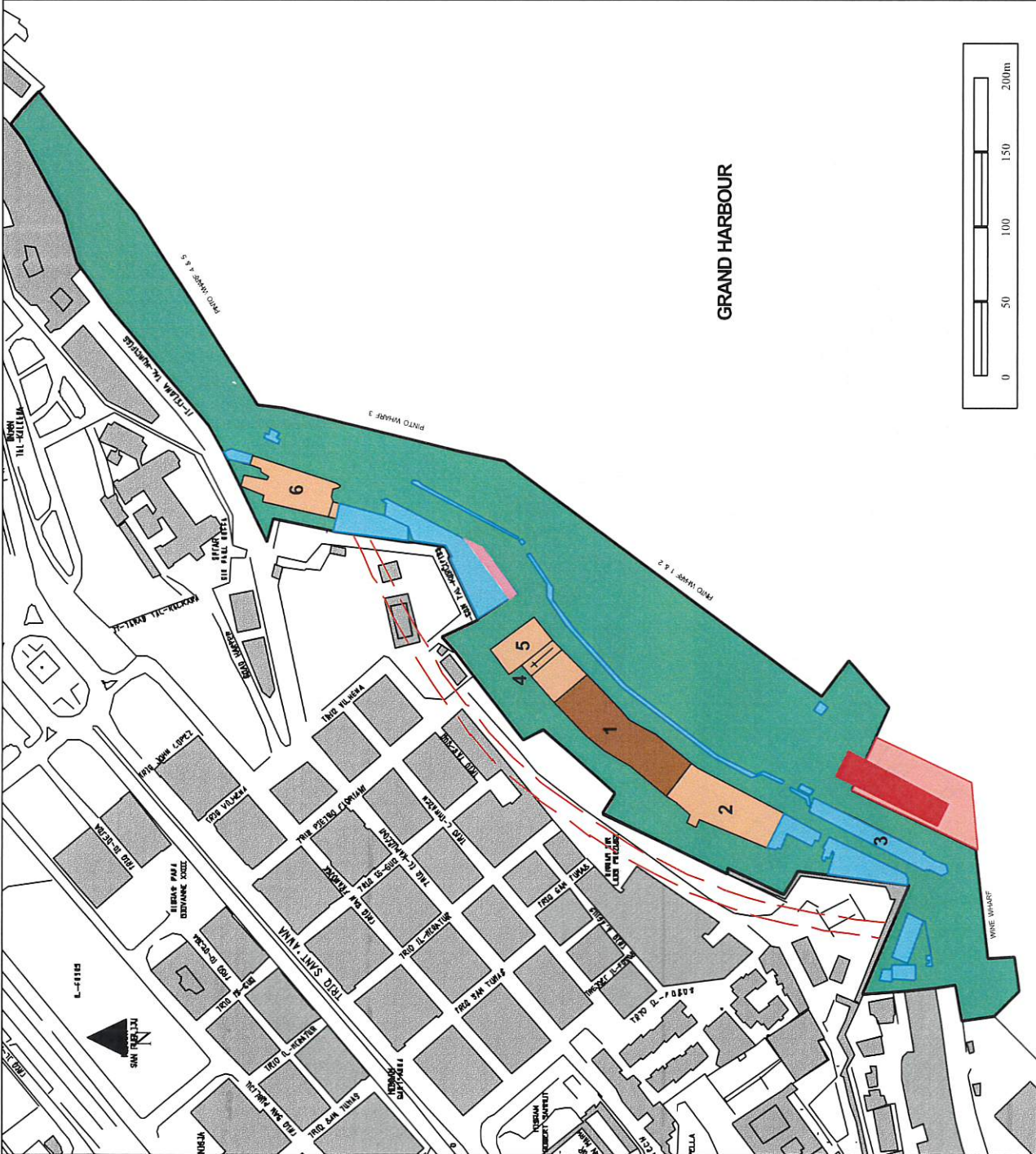
Existing and proposed land-uses within the development brief area are indicated as per Figure 5.

- **Pinto Stores:** Part of Pinto Stores (no. 2, shaded in yellow) has been recently converted and is used as the offices of the MMA and the Ports Directorate. Other parts of the Pinto Stores (no. 1A, part of 1) are used by Customs as Bonded stores and also includes some offices.
- **Forni stores** (no. 5, shaded in blue) has recently been converted and is currently used by the Education department.
- **Forni stores** (no. 8, shaded in pink) accommodates a mix of private offices and duty free retail outlets currently leased to tenants.
- **Old power station** (no. 6, shaded in purple) accommodates the offices of the Drainage department of the Works department.
- **Ferry terminal building** (no. 3, shaded in brown) serves as a facility for incoming and outgoing sea ferry passengers.
- The development brief area also comprises a number of other buildings (shaded in brown) which serve for a variety of uses ranging from a small snack bar close to the ferry terminal, a 'Nissan' hut used for storage, and a number of tenements abutting onto "is-sur tal-kurcifiss" which serve as retail outlets, stores and residential units.
- The various wharfs along the Pinto marina have a total length of circa 800 metres and are used for the berthing of cruise passenger liners.

3.2 PROPOSED LAND-USES AND FACILITIES

- The following land-uses and facilities are being proposed for the development brief zone as per Fig. 4:
- A cruise passenger terminal facility is to be built partially on the open space in between the Pinto Stores and part of the stores (no. 1 in Fig. 4). The terminal facility should be able to handle circa one thousand passengers per hour and should have all the amenities and services that are provided in similar international terminals. The terminal should be connected to the quays by means of an underground passenger walkway and which provides direct access to the terminal.
- A duty-free retail complex is being proposed for the open space in between the bastions and Pinto Stores (no. 7 in Fig. 4). The area behind that part of Pinto Stores which will be retained by the Ports Directorate and the MMA offices is excluded.

- Forni stores (no. 5 and 8, in Fig. 4) are to be utilised for a retail, recreational or tourist related use. Proposed uses have to be compatible with the historic nature of the building and the overall scheme.
- The old power house (no. 6 in Fig. 4) has considerable potential to be used for a range of uses including commercial/retail and recreational facilities.
- A new ferry terminal is to be constructed instead of the existing one on the extended quay as indicated in Fig. 4.
- The open space along the marina in front of Pinto Stores is to be landscaped and is to be freely accessible to both visitors and the general public. Other amenities and secondary facilities may be proposed subject to the condition that they do not detract from views of the historic waterfront.



VALLETTA CRUISE TERMINAL DEVELOPMENT

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PLANNING AUTHORITY

Key

- Development Brief Boundary
- Proposed Site for Cruise Passenger Terminal
- Ports Directorate / Maritime Offices
- Ferry Passenger Terminal
- Chapel
- Education Department
- Old Power Station Site
- Proposed Demolition
- Proposed New Ferry Terminal
- Proposed Quay Extension
- Proposed Tunnel
- Facade of Forni Stores to be retained

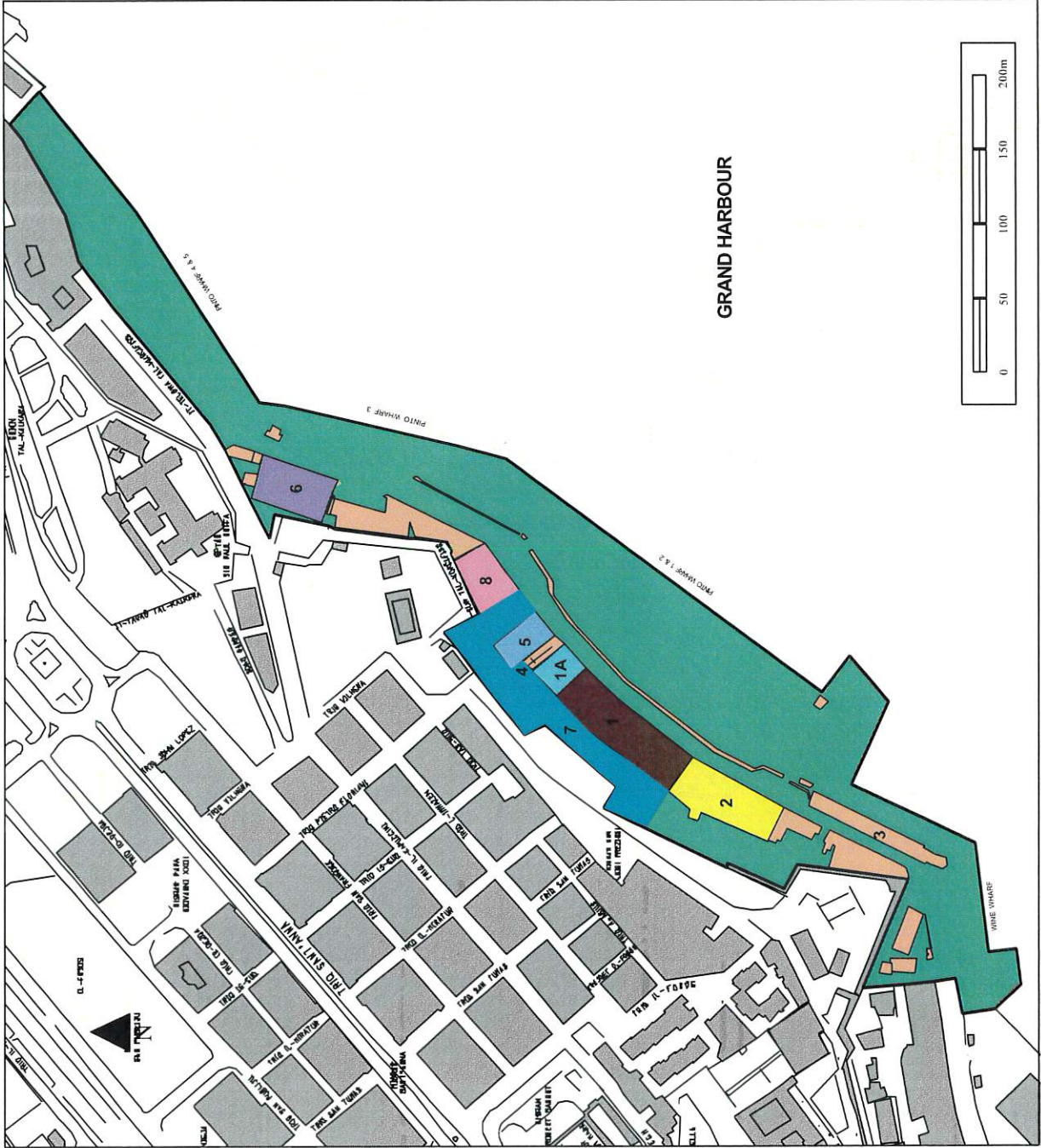
Outline Proposal

Scale : **1:2500**

Date : **July 1998**

Figure : 4

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VALLETTA CRUISE TERMINAL DEVELOPMENT				AWTORITA TAL-IPPJANAR PLANNING AUTHORITY	
					
Key					
Development Brief Boundary					
1 Proposed Site for Cruise Passenger Terminal					
2 Ports Directorate / Maritime Offices					
3 Ferry Passenger Terminal					
4 Chapel					
5 Education Department					
6 Old Power Station Site					
REF	SITE	PROPOSED OCCUPATION	PROPOSED USE	TOTAL FLOORSPACE	
1	 Ports Shores	MDX/Casualty Dept	Cruise Passenger Terminal	5,500sq m	
1A	 Ports Shores	Customs and Border Service	Porter's Lodge and Terminal and related facilities	1,200sq m	
2	 Ports Shores	Port Directorate & Maritime Offices	Saw	4,100sq m	
5	 Ports Shores	Education Dept	Leisure Retail	1,000sq m	
6	 Old Power Station	Thames Dept	Leisure Retail	2,000sq m	
7	 Ports Shores	MDX Operations	Day Ferry Complex	4,000sq m	
8	 Ports Shores	Private Day Time Public	Leisure Retail	2,000sq m	
Existing & Proposed Land Use					
Scale : 1:2500		Date : July 1998		Figure : 5	
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Existing & Proposed Land Use

Scale: 1:2500
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4.0 DEVELOPMENT PROPOSALS

4.1 GENERAL DESIGN PHILOSOPHY & CONCEPTS

- 4.1.1 The development brief area contains a number of significant historical buildings. The eighteenth century Pinto Stores and the Floriana fortifications which serve as a backdrop are of major historical significance. Any proposed scheme would have to ensure that these monuments are fully protected, conserved and rehabilitated.

Any external alterations to the facade including any proposal for the addition of other floors to the existing Pinto Stores will not be permitted.

- 4.1.2 The design of the new cruise passenger terminal facility would have to be in full harmony and in consonance with the existing Pinto Stores. Designs which disrupt the visual integrity of the Pinto Stores and/or which compromise the fortifications will not be acceptable.

- The external facade of the new cruise passenger terminal should be built as an identical replica of the existing stores. but could than have modern interiors. Historical drawings and engravings illustrating the original facade of the Pinto Stores should be closely studied so as to ensure that the facade be faithfully reconstructed.

4.2 BUILDINGS TO BE RETAINED AND DEMOLISHED

- 4.2.1 Figure 6 outlines buildings and other structures to be demolished. These include a number of one storey buildings between the fortifications and the beginning of Pinto Stores, the existing sea ferry terminal, and a cluster of buildings abutting "is-sur tal-kurcifiss" (except for the historical facade of building no. 8 which is to be retained.). The demolition of these non-historical buildings will serve to improve accessibility and to enhance the appearance of the fortifications.

- 4.2.2 The developer has to take note that of the buildings to be retained a few are committed and will not form part of any future lease concession. These committed buildings are part of Pinto Stores (indicated as 2 in Fig. 4) which accommodates the Ports Directorate and other offices of the MMA, and the chapel dedicated to the Flight of the Holy Family in Egypt (indicated as 4 in Fig. 4).

- 4.2.3 In some cases only the historic facade is worthy of retention and total redevelopment of the internal structure would be permitted. This is applicable to building no. 8 and a segment of the Pinto Stores in the area being proposed for the construction of the cruise passenger terminal. Restoration works on the relevant facades may be required in order to reinstate the original facade.

4.3 FORM AND SCALE OF RE-DEVELOPMENT

- 4.3.1 Designs must resolve the problem of inserting new developments within an historical framework. All new buildings and additions to existing buildings should be of an appropriate scale, proportion and bulk, especially paying careful attention to the backdrop of fortifications and the scale, massing and design of nearby buildings, to enhance this historical context. The mass and scale of new

development should not visually dominate the older buildings. The relationship of new development with retained buildings and elements must be clearly shown by means of elevations, sections, and plans.

4.3.2 Historic building styles or vernacular architectural elements should not be copied slavishly and stylised pastiche will not be acceptable. Favourable encouragement would be given to creative contemporary design solutions which are sensitive and graft onto the surrounding historic context and location. The use of modern designs will be considered carefully in relation to their impact on the character of the site and its setting.

- New developments should reinforce the scenic and unified qualities of the waterfront.
- The scale of new buildings, particularly in the use of floor heights, window patterns on elevations, and architectural features, must respect the historic context, whilst also providing for modern interior space requirements; and a creative approach will also be encouraged.

4.3.3 The building envelope of the proposed development should not exceed the height of the Pinto Stores. Furthermore, no buildings and structures should be built on the open area along the waterfront as these would seriously detract from a full visual appreciation of the Pinto Stores.

4.3.4 The old power station building (no. 6 in Figure 4) has the potential to be redeveloped into a commercial/retail facility. The grand atrium should be retained and be roofed over by a modern space frame type structure. The facade of the old power station as expressed in its restrained classical style should be conserved so as to maintain the visual integrity of the waterfront.

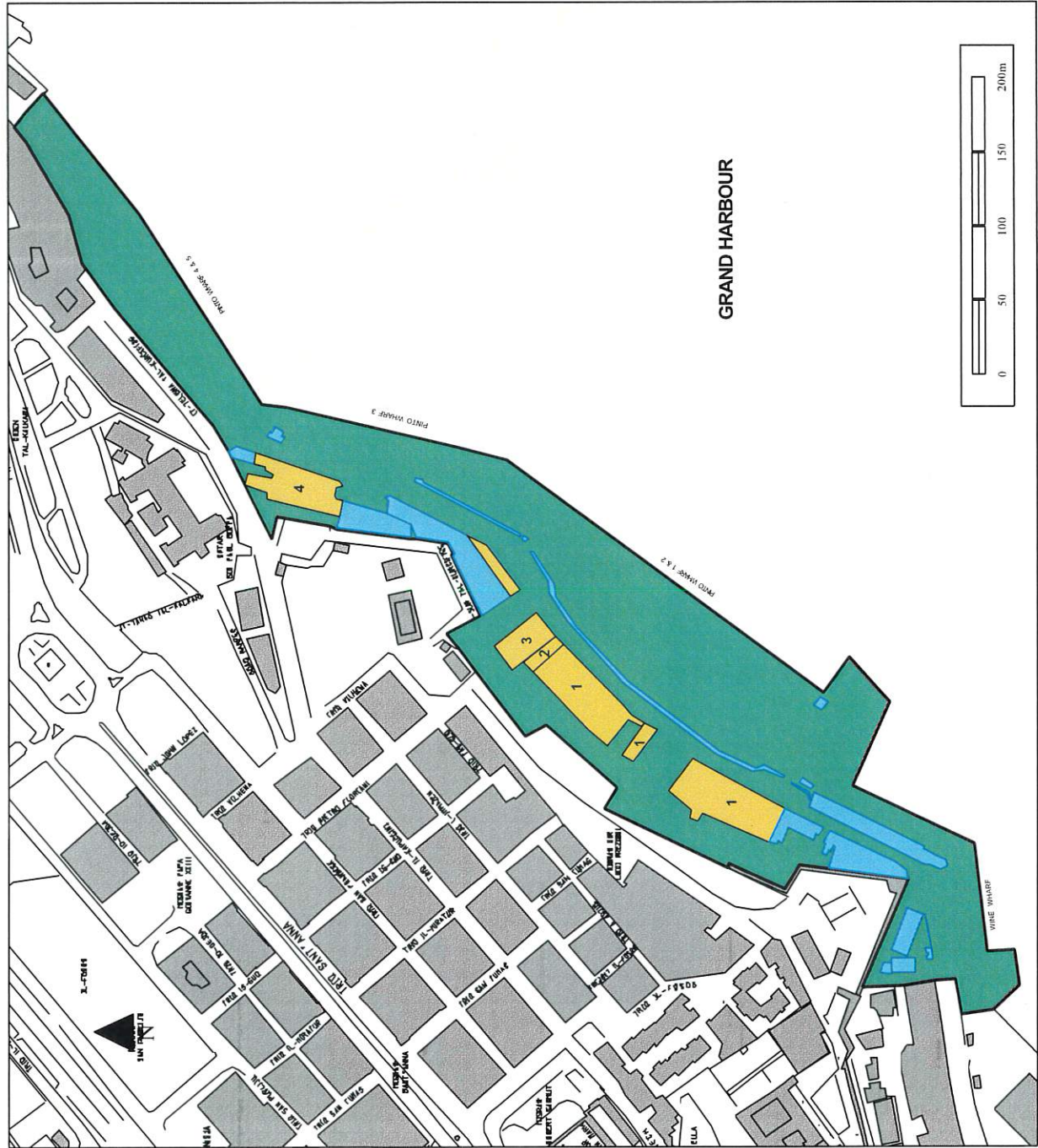
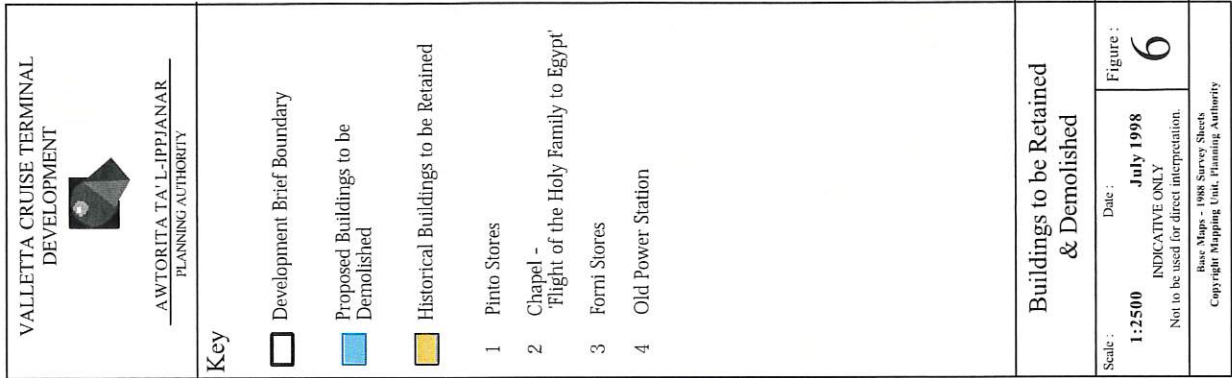
4.4 DESIGN OF PUBLIC OPEN SPACES

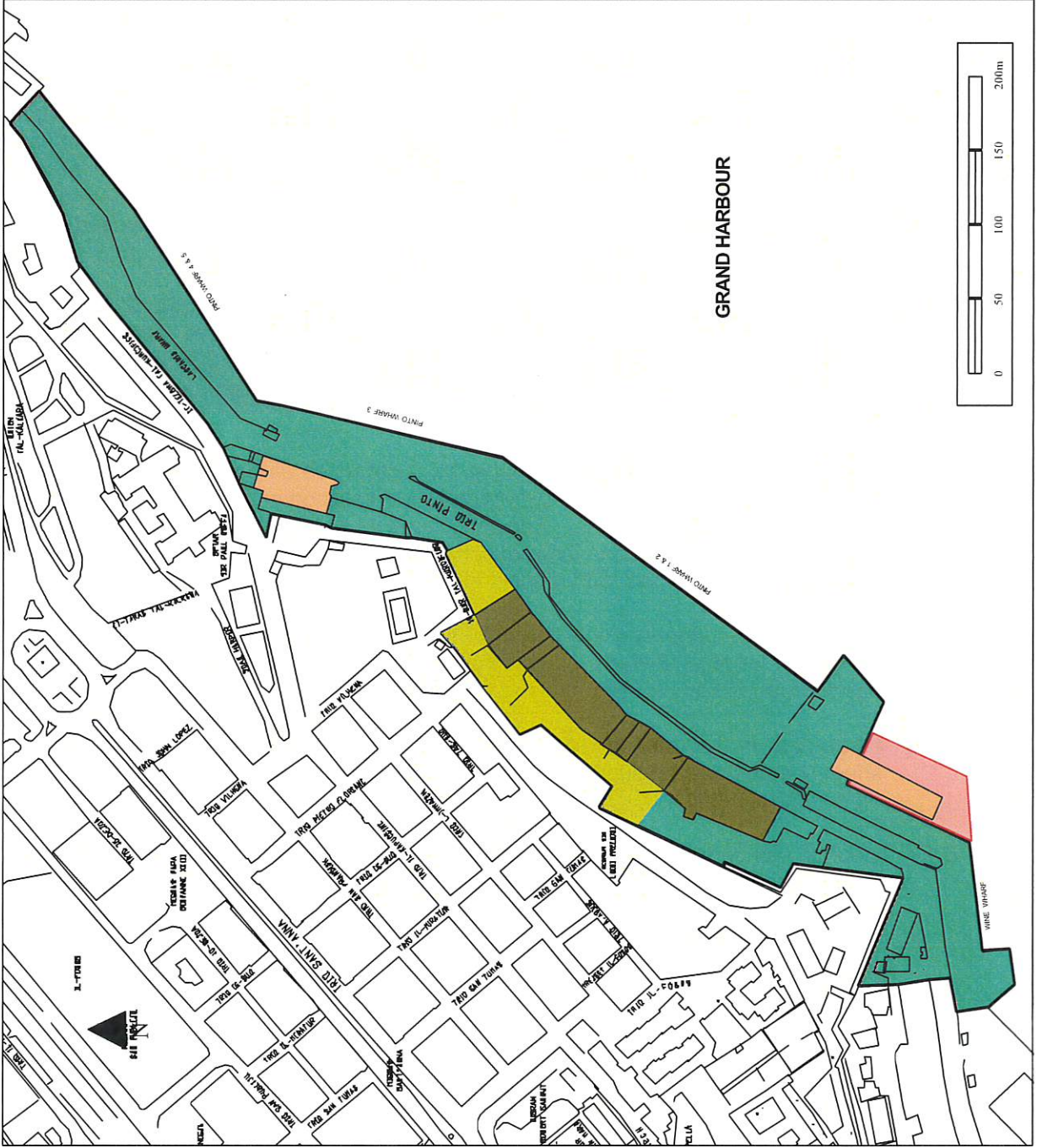
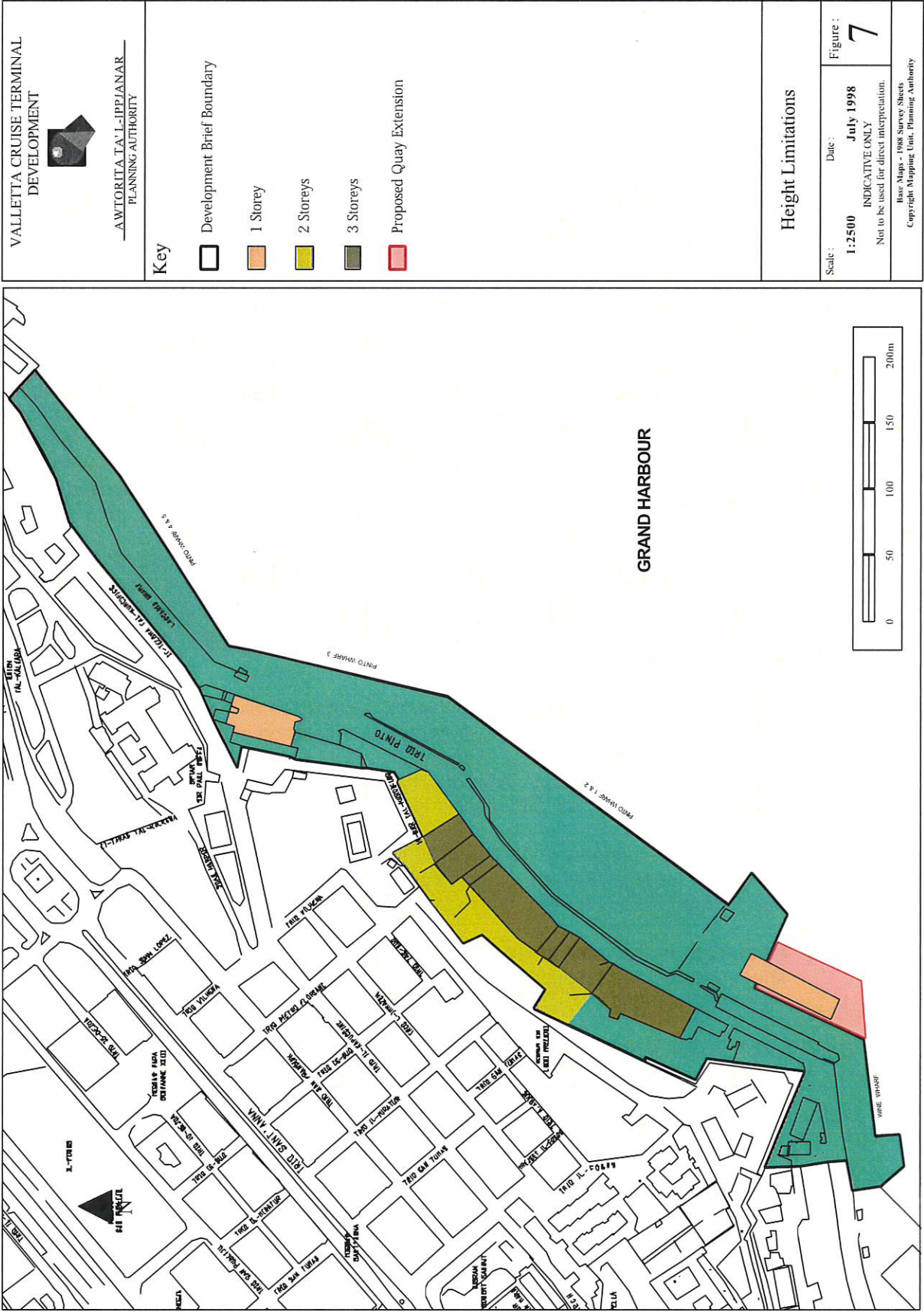
4.4.1 The development should be structured by landscape which visually and physically links the various parts together, rather than a random collection of open spaces. The appearance and treatment of the spaces in between and around buildings is considered to be very important. Special attention should be given to the design of formal open spaces, landscaping of open spaces along wharves. The use of public sculpture, works of art and other art forms will be encouraged.

4.4.2 In the proposed scheme, the developer should clearly differentiate between those spaces which are controlled as "security areas" and those spaces which are unrestricted and freely accessible to the general public. Furthermore it is imperative that some form of adequate barrier be provided so as to segregate the quays from the rest of the development. Wherever practicable a minimum distance of 6 metres from the edge of the quay to the barrier should be maintained. The design of the security barrier should be such that it is visually unobtrusive whilst fulfilling its security function. The use of transparent materials such as glass or perspex is encouraged.

- In addition some form of enclosed and covered walkway would be required to connect the quay where the cruise passenger liner is berthed to the cruise passenger terminal. This passageway should be partly excavated under the current road level and should not exceed two metres in height above the same level. Preferably the covered walkway should predominantly be made of glass, perspex or any other similar transparent cladding material. The length of the exposed pedestrian walkway above ground level should be kept to a minimum.

4.4.3 Unrestricted public access to the open space in front of Pinto Stores is highly desirable. The development proposal would also have to give special attention to the landscaping of the public waterfront. It is important that there should be the right balance between soft and hard landscaping, that street furniture be of a high standard, and details should be provided as to the number and type of trees and plants that would form part of the landscaping scheme. Careful consideration must be given to the exposed nature of the site and its historic setting. Any proposed interventions should not be incompatible with of the overall ambience.





GRAND HARBOUR

0 50 100 150 200m

VALLETTA CRUISE TERMINAL DEVELOPMENT

AWTORITA TAL-IPPLANAR
PLANNING AUTHORITY

Key

- Development Brief Boundary
- 1 Storey
- 2 Storeys
- 3 Storeys
- Proposed Quay Extension

Height Limitations

Scale : 1:2500 Date : July 1998
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Figure : 7

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5.0 DESIGN CONSIDERATIONS

5.1 SPECIFIC DESIGN ISSUES

- 5.1.1 The facade of the cruise passenger terminal that would occupy the current vacant space in between the Pinto Stores should be identical to the original stores that were destroyed during the war. Detailed drawings of the elevation would be submitted on the basis of old photographs, drawings and plans of the original Pinto Stores. This provision of restoring the facade to its original form does not apply to the interior of the new cruise passenger terminal.
- 5.1.2 The area between the fortifications and the Pinto Stores (indicated as no. 7 on Figure 5) would be covered in such a manner so as to permit the area to be utilised as a duty-free complex. It is recommended that a design solution be adopted which considers the use of an appropriate structural roofing system such as a space frame supported on free standing supports. This roofing system should be physically detached from the fortifications and any attachments to the fortifications should be kept to a bare minimum. It is also imperative that the fortifications are not concealed and that they form an integral part of the interior of the proposed duty free complex.
- 5.1.3 The historic eighteenth-century facade of the Forni Stores (no. 8 in fig. 5) would be preserved, restored and rehabilitated to its original form. However, the building's interior is not historic and has no architectural significance. The building's interior can be entirely remodelled in consonance with the facade which has to be retained and restored.
- 5.1.4 The design of the new ferry terminal to be constructed on the proposed extended wharf should ideally be a one storey structure expressed in modern materials such as galvanised steel and glass. The ferry terminal should not be overpowering in form and should incorporate large expanses of translucent materials such as glass so as to soften its impact with respect to the backdrop of the fortifications.
- 5.1.5 All walkways connecting the berths of the cruise passenger liners to the cruise passenger terminal should be below the level of the quay and should not physically obstruct pedestrian movement along the waterfront.
- 5.1.6 All barriers in the form of fences along the quay required for security purposes should be designed in such a manner so as to minimise any adverse visual effects on the surroundings.
- 5.1.7 There is a presumption against the construction of any permanent buildings or other permanent structures on the waterfront and quays. This provision should be strictly adhered to so as to avoid the negative visual impact that any such development would have on Pinto Stores.

5.2 BUILDING CONSTRUCTION REQUIREMENTS

- 5.2.1 All tanks, plant and lift overruns (especially water tanks, air conditioning units and motor rooms) must be contained within the envelope of the buildings. be screened by appropriate features or should be located underground. The location of utilities (power, water, drainage and telecommunication facilities (including antennae/dishes) must be shown on all drawings.
- 5.2.2 All buildings and facilities used by the general public such as: duty free facilities, shops, restaurants, cafes, community facilities, etc., must be accessible to wheelchair users and adequate provision must be made for access and parking for the physically handicapped.
- 5.2.3 All new buildings should satisfy the construction, sanitary, fire, safety and hygiene requirements of both the European Community's Directive on Construction Products, 1991, which imposes 'essential requirements'. and the Economic Commission for Europe (ECE) Compendium of Model Provisions for Building Regulations, 1991.
- 5.2.4 All buildings should incorporate energy conservation features, such as: solar power and heating, efficient heating and cooling systems, efficient building insulation, secondary water use through the incorporation of water collection and storage facilities, use of sea water, solid waste disposal and management and wind powered installations.

5.3 BUILDING MATERIALS

- 5.3.1 There should be a consistency of appearance by using traditional building materials such as franka and tal-qawwi stone and lime mortar mixes in construction works relating to the exterior of the new cruise passenger terminal. Restoration materials for refurbished buildings and structures should match the original in type, quality and colour as close as possible.
- 5.3.2 As regards the historic buildings along the Pinto marina, the use of materials such as concrete (employed as an external cladding material for facades or for ground treatment), aluminium, PVC or other modern cladding materials should be minimal because of their impact and will be resisted without substantial justification. The use of colour will be considered carefully in relation to its context.
- 5.3.3 All external window and door apertures should be made of timber. Closed balconies should be made of timber while open balconies should be made of wrought iron. The choice of adapting a closed timber balcony or an open wrought iron balcony is to be determined on the basis of historical documented evidence in the case of restoration of historical buildings such as Pinto Stores and Forni Stores.
- 5.3.4 A high level of design quality, detailing and construction finish must be achieved in all buildings/landscaping of open spaces. Project management must ensure that construction quality is of a high standard, finished according to approved designs. This aspect will be monitored carefully during construction.

6.0 TRANSPORTATION

6.1 GENERAL

- 6.1.1 The proposed development is located on a busy thoroughfare, which according to the Grand Harbour Local Plan is being considered for upgrading into a distributor road. In view of the requirement of having a vehicular-free open space and restricted access space along the waterfront the existing Pinto marina road would need to be diverted. (Fig. 8)
- One option being considered is that of having a tunnel behind the line of fortifications as schematically indicated in Figure 8. The tunnel road would need to have a carriageway of minimum width of 7.3 metres besides a suitable pedestrian footpath of a minimum 2 metres width. The tunnel would need to be adequately lit and ventilated by mechanical means.
 - Although the proposed tunnel option is not obligatory, an alternative to the existing Pinto marina road has to be provided. In their proposals the developer should support the proposed transportation system adopted in their scheme by adequate preliminary traffic studies. The onus of justifying the efficiency of the proposed transportation system lies with the developer.
- 6.1.2 The developer would be required to conform to the appropriate standards for the design and layout of any additional new traffic junctions to the existing network. This provision is also applicable to the design of all internal roads and the pedestrian network.
- 6.1.3 The successful developer is required to prepare a Traffic Impact Statement (TIS) illustrating the likely impact of their proposals on the highway network, in accordance with guidance/terms of reference to be issued by the Planning Authority.

6.2 SITE CIRCULATION AND ACCESS

- 6.2.1 Access to the site is to be mainly from the southern end of the development zone so as to discourage generated traffic from passing through Crucifix Hill and from further overloading of St. Anne Street. Thus, traffic will be encouraged to be channelled through the arterial road of December 13 road. A secondary access may also be permitted at the northern side of the site at the foot of Crucifix Hill which is to be used mainly for servicing and for emergency purposes. This access from the north side would also serve for other buildings adjoining the proposed development.
- 6.2.2 The vehicular circulation within the development brief site is to permit sufficient space for circa ten coaches to park whilst waiting to load and unload passengers. Permanent parking of the coaches overnight will not normally be permitted. Figure 8 shows the proposed location for the parking coaches, both a preferred short-term and a long-term site are indicated.
- 6.2.3 The developer is expected to provide a comprehensive network of pedestrian routes, giving public access to the waterfront except for those areas restricted for security reasons. The creation of a landscaped open space accessible to the public is an integral element of the development proposal.

6.3 CAR PARKING REQUIREMENTS

- 6.3.1 There is a requirement for the provision of a minimum ten parking spaces for coaches. Other parking provision is to be kept to a minimum to cater for essential vehicles only such as servicing vehicles. This will discourage the use of private cars by employees who should be provided with a good public transport link between the main bus terminus and the development.
- 6.3.2 A parking area incorporating a taxi stand will be created on the site currently occupied by the nondescript buildings abutting onto the bastions as per Fig. 8. The design of the taxi stand has to be as visually unobtrusive as possible so as not to conflict with the fortifications.
- 6.3.3 In order to reduce the need for parking requirements which cannot be realistically catered for the operator is to propose a plan which identifies alternative means of transport for the employees and visitors.
- 6.3.4 With the exception of the taxi stand, coach park and service vehicles, the use of the open space along the waterfront for visitors or employee parking will be discouraged.

6.4 SERVICING

- 6.4.1 In relation to all uses but especially to the cruise passenger terminal and the duty free complex facility, adequate circulation, maneuvering and loading/unloading space will be required for service, refuse and delivery vehicles. Also, unrestricted access is to be ensured for fire and emergency vehicles to all parts of the sites provided with vehicular access, and especially to all sides of any building in which large numbers of the public may be expected to congregate. Adequate provision for access by tourist coach must be ensured.
- 6.4.2 Service areas should be located as unobtrusively as possible, preferably to the rear of buildings and screened from important views within the sites. Servicing access should be separate from the parking areas and should be large enough to accommodate the largest delivery vehicle. Proposals for servicing should be clearly identified on plans and must demonstrate how these requirements have been achieved.

6.5 OFF-SITE TRANSPORT IMPROVEMENTS

- 6.5.1 The road link between the waterfront development and December 13th road is to be Upgraded. in order to make it attractive for the driver and visitors alike. The upgrading of this road link is imperative in improving the route between the development and the airport which will be used by the majority of cruise liner passengers.
- 6.5.2 The junction between this link and December 13th road is also to be upgraded, in order to facilitate traffic flow. A grade separated junction or traffic lights may be used. However, a Traffic Impact Statement for the development is to demonstrate that the capacity of this junction will be able to handle the traffic up to 15 years after the upgrading.

- 6.5.3 The developer shall be required to finance any off-site transport improvements directly related to this project.
- 6.5.4 The introduction of a sea-ferry service link between Valletta and the Three Cities is to be given high priority. A sea-ferry link between the Cottonera waterfront project and the proposed cruise terminal development would improve accessibility and would alleviate vehicular traffic in both areas.

AWTORITA TA' L-IPPJANAR
PLANNING AUTHORITY

Development Brief Boundary

Proposed Tunnel

Proposed Roads and Junctions

A Short term location for coaches until relocation of existing ferry terminal

B Permanent location for coach parking after relocation of existing ferry terminal

Proposed New Ferry Terminal

Proposed Quay Extension

Proposed Traffic Management Scheme

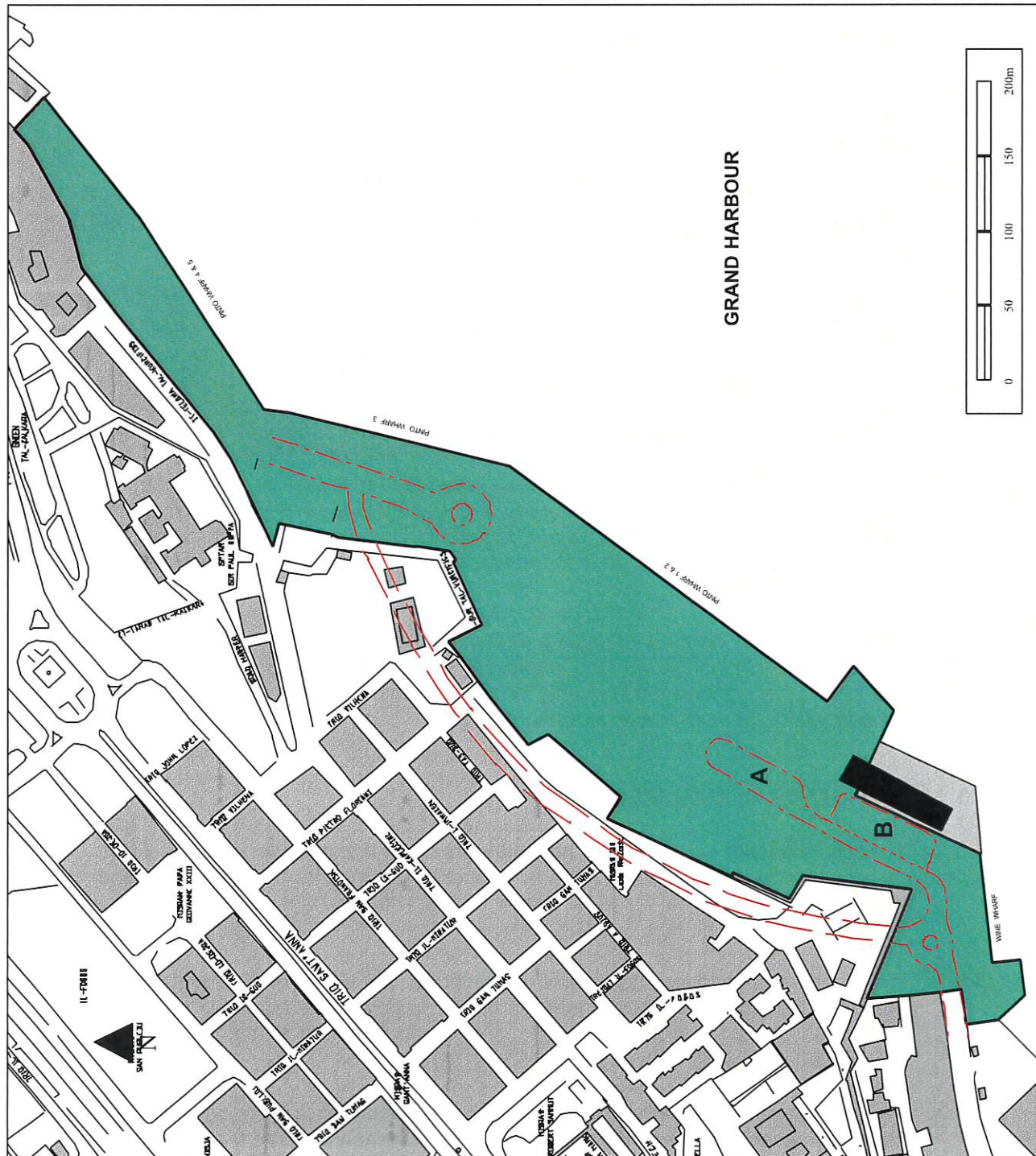
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Date : **July 1998**

Figure: 8

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7.0 UTILITIES

7.1 EXISTING INFRASTRUCTURE & SERVICES

- 7.1.1 The electricity power distribution system for the Pinto marina area is serviced by means of a combined 11 kV high voltage and low voltage (415V) power network. There are also a number of electrical power distribution substations as indicated in Fig. 9.
- 7.1.2 The existing sewerage network along the waterfront is connected to the main sewer underground tunnel as delineated in Fig. 10.
- 7.1.3 The water network along the Pinto marina is serviced by means of a 4in diameter main which runs linearly along the waterfront as per Fig. 11.
- 7.1.4 The telecommunications main trunk network is made up of a combination of overhead distribution cables and buried underground cables along "it-Telgha tal-Kurcifiss" as delineated in Fig. 12.

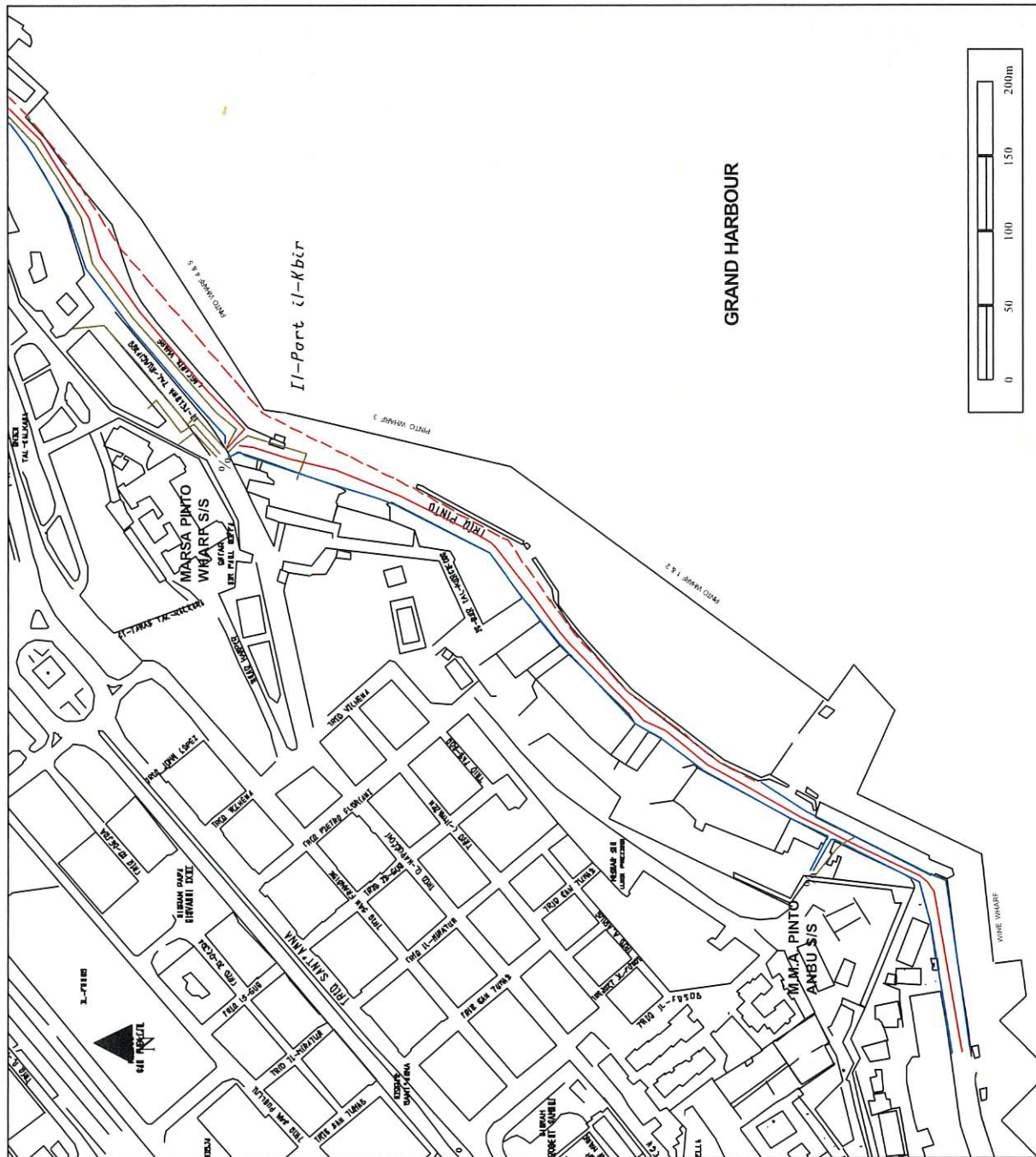
7.2 UPGRADING OF SERVICE INFRASTRUCTURE

- 7.2.1 The electricity power network along the Pinto marina waterfront should suffice initially for the projected power demand generated by the proposed project. Enemalta is planning to further upgrade the infrastructure in the development brief area by the addition of an 11 kV cable. Currently there are 2 substations (MMA Pinto and Marsa Pinto Wharf) within the development brief area as indicated in Fig. 9 and 2 other substations (Marsa Cold Stores, Valletta Customs House) situated in close proximity to the area. Any further upgrading can only be accurately assessed after the calculation of projections for energy consumption required for the selected development proposal.
- 7.2.2 The current water distribution system of 4" main may need to be upgraded. As in the case of electrical power, the additional water supply required can only be assessed after calculations of the projected water consumption have been determined for the selected development project.

7.3 GENERAL REQUIREMENTS

- 7.3.1 All utility networks on site must be underground and connections to the public network are the responsibility of the developer. It will also be the responsibility of the developer to finance the construction of any additional substations and other structures that may be deemed necessary by the specific utilities agency.
- 7.3.2 The proposals should seek to provide self-sufficiency in power and water provision, especially providing proposals for stormwater runoff (including any necessary reservoirs), power generation plant or substations on site and all necessary pumps and networks for water, drainage, and power consumption.
- 7.3.3 The impact of the development proposals on the existing utility networks and capacities must be assessed by the developer. A written statement of this impact and proposals to cater for it must be submitted to the relevant authorities prior to the approval of any schemes.

- 7.3.4 All utility proposals should be formulated and approved in consultation with each utility agency.
- 7.3.5 Telecommunication provision should include the use of fibre optic cables, coaxial and microwave links. Proposals regarding telecommunications should be discussed with officials of Maltacom.



VALLETTA CRUISE TERMINAL DEVELOPMENT

AWTORITÀ TAL-IPPIANAR
PLANNING AUTHORITY

Key

- Existing 11KV Cable
- Existing ex-DOE 11KV Cable
- Proposed 11KV Cable
- Existing Low Voltage Cable
- % Substation

Electricity Network

Note : Information was derived from Drawing Office records as on 9/02/98

Scale : **1:2500**

Date : **July 1998**

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Figure : **9**

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VALLETTA CRUISE TERMINAL DEVELOPMENT



AWTORITA TA' L-IPPJANAR
PLANNING AUTHORITY

Key

— Water distribution pipes

Water Distribution Network

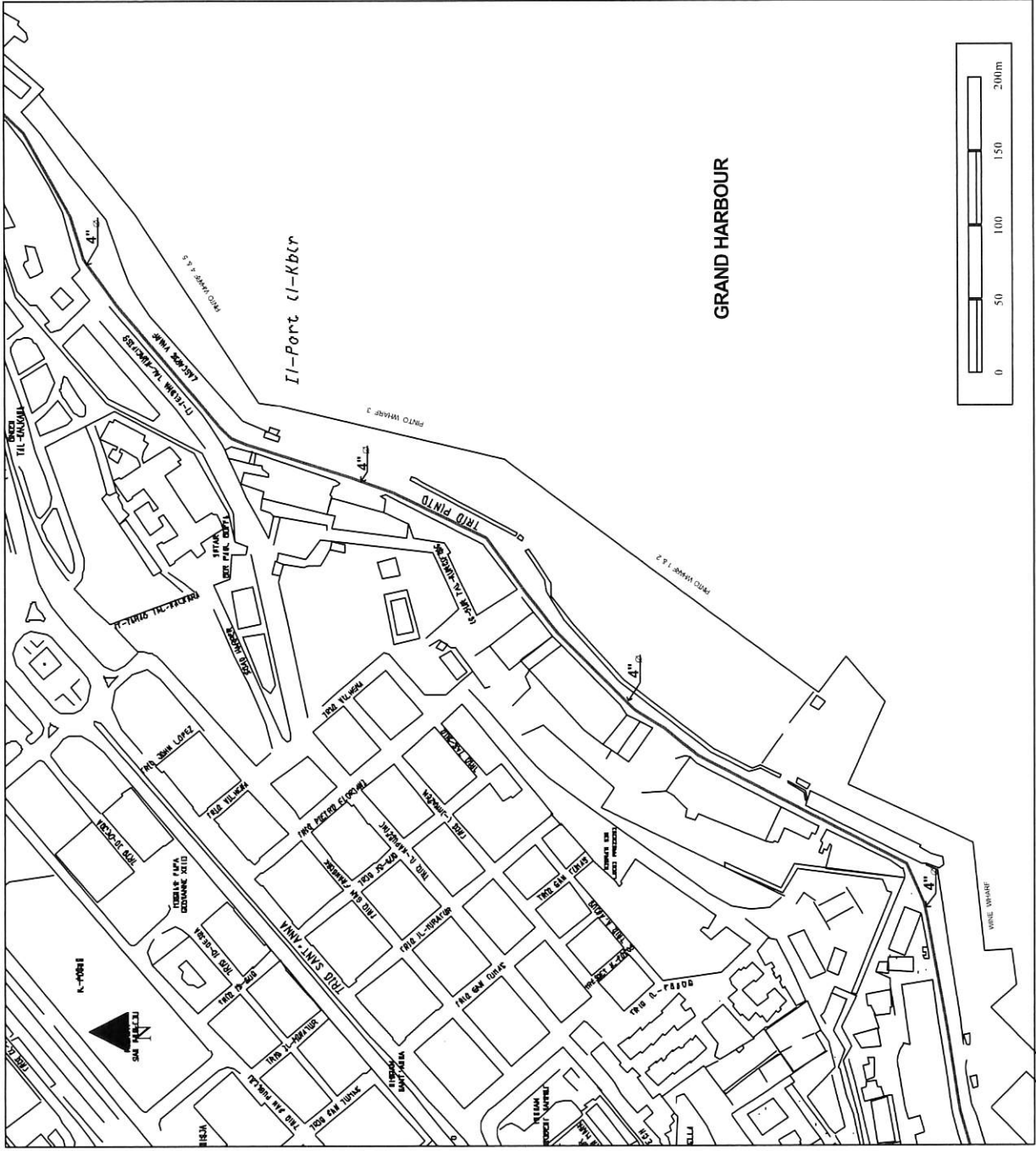
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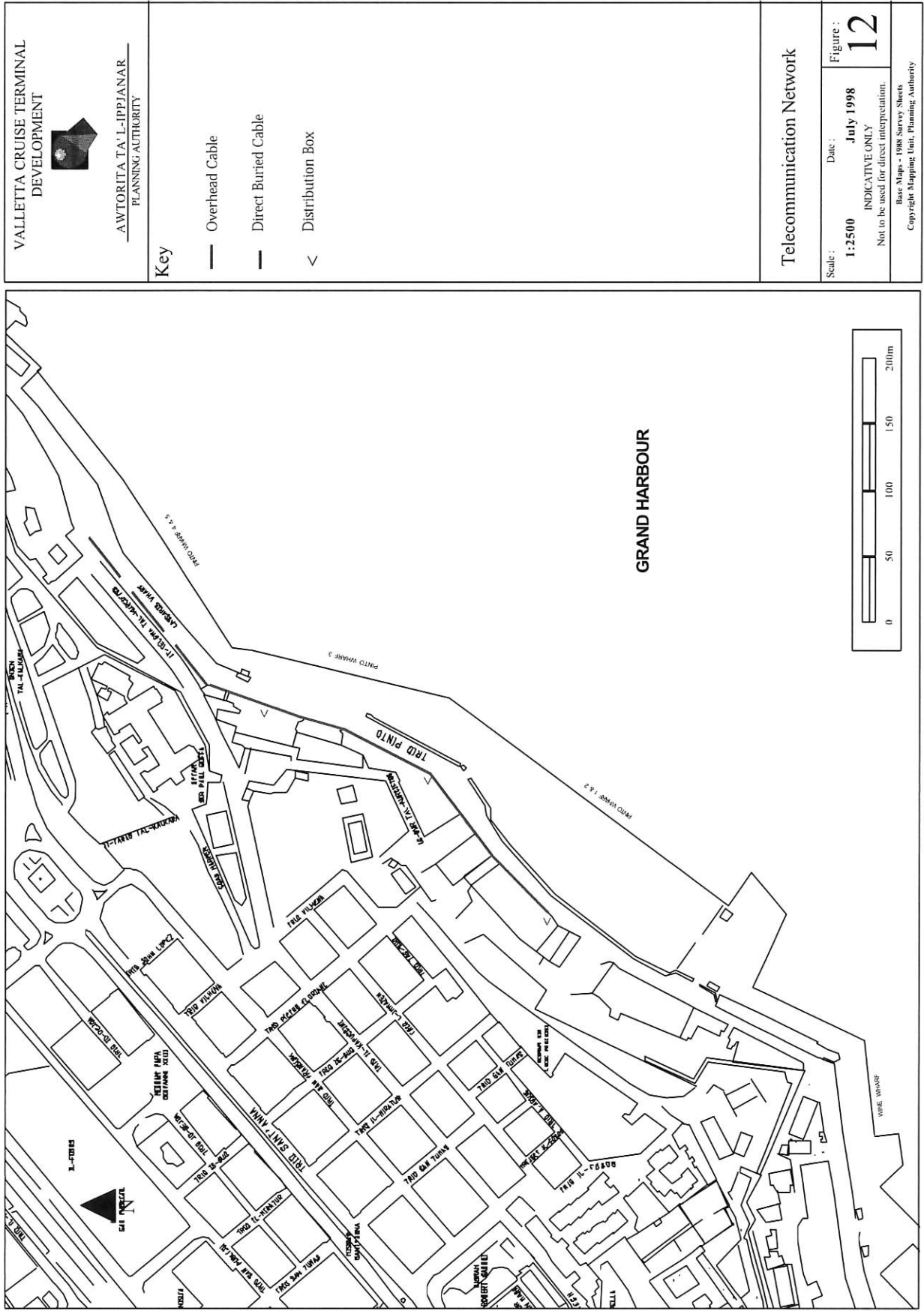
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8.0 CONSTRUCTION & PHASING OF WORKS

8.1 CONSTRUCTION MANAGEMENT PLAN

- 8.1.1 The main construction constraint in the redevelopment of the Valletta cruise terminal waterfront is the limited access and the need to provide an alternative traffic route to the existing waterfront road that connects the Valletta waterfront to Marsa.
- 8.1.2 Construction phasing must be co-ordinated so as to minimise disturbance to the surrounding areas and traffic flows. A construction programme for each site must be prepared and agreed with the relevant authorities prior to any construction commencing. In particular, any drilling and/or blasting works with regard to the implementation of the proposed underground tunnel are subject to conditions established by the Planning Authority.
- 8.1.3 Full details of construction access points, storage areas for materials and plant, workers' accommodation, site management offices, protection measures for retained buildings and areas of landscaping and a construction programme must be submitted for approval prior to commencement of any construction works.
- 8.1.4 All debris and other waste material must be immediately removed from the site to a controlled or approved tipping location. Under no circumstances will debris or other material be allowed to be stored even temporarily on the quays or along the waterfront.
- 8.1.5 The developer will receive the allocated buildings along the waterfront free from any occupying tenants.
- 8.1.6 The developer will have the site free from any material that could possibly hinder works. It will also be the responsibility of the developer to demolish any buildings and structures as outlined in section 4.2, to dismantle the enclosing boundary fence around the wharves and to dispose of the rubble material to a approved tipping site. These demolition works should be carried out by the developer without any undue delay.

8.2 PHASING OF WORKS

- 8.2.1 It is recommended that some elements of overall site development are dealt with comprehensively, such as : utilities, roads and pedestrian routes.
- 8.2.2 The sequence of the redevelopment of the Valletta cruise terminal waterfront project is to take into account Government priorities. The developer is required, within each phase, to provide for a balance between commercial and revenue earning development; and restoration and landscaping works. The Government priorities for the redevelopment of the Valletta Terminal waterfront project are as follows:

Phase 1 priorities:

- Construction of Cruise Passenger Terminal
- Implementation of alternative to Triq Pinto
- Provision of Parking facilities for vehicles

Phase 2 priorities:

- Extension of quays along Gun wharf
- Construction of new ferry terminal

8.2.3 The developer must provide a detailed phasing plan, with broad timescales, which respects the Government priorities for development (refer to paragraph 8.2.2) and maintains a suitable economic return for the developer.

8.2.4 The proposed phasing plan must also ensure that current activities in the vicinity of the development area are not disrupted.

9.0 SUBMISSION REQUIREMENTS

GENERAL

- 9.1 Submission requirements for the assessment of proposals comprise two stages as follows:
- Stage 1 requirements are compulsory from all short-listed development groups/consortia responding to the development brief. This preliminary phase represents the preparation of concept design proposals for the redevelopment which will enable Government to select the preferred groups.
 - Stage 2 requirements are compulsory for the consortium that is awarded the project and should be achieved, to the satisfaction of the Planning Authority, prior to the completion of any legal agreements relating to the development. Stage 2 is the preparation and development in detail, of the concept designs outlined in Stage 1 in close consultation with the Government. Stage 2 should take the form of an interactive relationship between the Valletta Cruise Terminal Steering Committee and the developer.

STAGE 1 REQUIREMENTS

- 9.2 These requirements will set the framework for more detailed work and discussions within Stage 2 and must include the following aspects:
- Overall scheme plans (Scale 1:500) showing broad site levels, land use, buildings, roads, pedestrian networks, landscaping, berthing facilities, proposed phasing and construction space requirements.
 - Overall plan (Scale 1:500) showing retained buildings and structures and accompanied by a written statement (not more than 15 A4 pages) explaining historic building retention, restoration and reuse proposals.
 - Overall plan (Scale 1:500) showing proposed layout of vehicular and pedestrian traffic flows, the proposed tunnel, areas demarcating cruise passenger terminal security zone and open spaces that are freely accessible to the general public
 - Block elevations of the whole waterfront redevelopment (Scale 1:200) from key locations demonstrating urban design context and sensitivity.
 - Front elevation of the Pinto Stores including the new cruise passenger terminal facility. Elevation should clearly distinguish between the existing historic building fabric and the proposed additions/alterations. Elevations of the Pinto stores should also include the fortifications as a backdrop.
 - General statement (not more than 30 A4 pages) explaining proposals and giving a schedule of land-use/space provision, proposed floor areas of cruise passenger terminal, duty-free shop area, retail/recreational facilities and other uses. Information should also be provided regarding construction and operation employment levels by category.

- Statement (not more than 10 A4 pages giving detailed comments on the contents of the Development Brief).
- Method statement on the restoration and interventions within Pinto Stores. Forni Stores. the old power station and the fortifications (maximum 0 A4 pages giving detailed comments and illustrative material where applicable).
- Summary brochure of the proposals for public consultation purposes, including the overall scheme plans (full size and colour) and material for 3 exhibition panels (2 x 1.5 metres each).
- Photomontages along segments of the waterfront of the proposed scheme. including perspectives and/or axonometric drawings showing design concepts and relationships of buildings and spaces.
- Block model of proposed Valletta terminal waterfront project showing proposals (Scale 1: 1000 or 1:500)
- A preliminary Traffic Impact Statement (TIS) showing the impact of the proposals on the existing highway network in accordance with the terms of reference prepared by the Planning Authority.

STAGE 2 REQUIREMENTS

9.3 The Stage 2 requirements are as follows:

- Existing site survey with levels (Scale 1: 1000)
- Proposed layout, including: any new site levels, broad areas of existing and proposed landscaping, layout of open spaces on quays, and all land-based uses. (Scale 1: 500).
- Proposed circulation layout showing separation of pedestrian and vehicular traffic. Proposed access to surrounding road network, proposed tunnel underneath bastions, traffic flow directions, car parking, servicing and any road/junctions improvements (Scale 1:500). This layout must be accompanied by relevant transport studies including a Traffic Impact Statement.
- Composite overall scheme plans (Scale 1: 1000) showing levels, landuse, buildings, roads, pedestrian network, landscaping, servicing arrangements, utility proposals, proposed phasing and construction space requirements.
- Statement explaining proposals and demonstrating compliance with the detailed requirements of the Development Brief.
- Plans, elevations and sections of each retained building (Scale 1:200)
- Plan. elevations and sections of proposed additions/alterations/new buildings (Scale 1:200)
- Long sectional elevations of the entire waterfront delineated in development brief.
- Detailed proposals for landscaping of promenade and open spaces, new planting (with species and numbers), hard landscaping (roads, footpaths and other areas). street furniture, lighting and soft ground cover (Scale 1:200).

- Schedule of materials for buildings, structures, walls and hard landscaping.
- Proposed site utilities layout, including connections to public network, any proposed power generation plants or substations, location of all pumping facilities. water tank/reservoir or RO plant (Scale 1:500).
- Traffic Impact Statement (TIS) showing the impact of the proposals on the existing highway network in accordance with the terms of reference prepared by the Planning Authority.
- Comprehensive restoration method statement which would include all proposed restoration details for all retained buildings, structures, bastions, outerworks, etc., including, methods to be applied, materials and phasing schedule.
- Proposed phasing plan, including buildings, uses and areas within each phase. phasing order and timing of each phase.
- Proposed construction management plan, including all construction access points, storage areas for materials and plant, workers accommodation, site management offices, construction programme and protection measures for retained buildings and landscaping. (Scale 1: 500 and written statement).
- Photo-montage of proposals from an agreed number of viewing points, including Senglea, Birgu, and the open sea.
- Axonometric of proposals from several agreed views (Scale 1: 1000)
- Block model of proposed Valletta terminal waterfront project showing proposals (Scale 1: 500)

APPENDIX A

A. POLICY CONTEXT - KEY ELEMENTS

The Structure Plan (SP, 1992) and the Grand Harbour Local Plan (GHLP, Public consultation draft, 1997) are the relevant strategic policy documents for the proposed Valletta cruise terminal development. The key elements of policy relevant to guide this development, are outlined below, but should not be used as a substitute for the full text of these documents. Proposals for development, in accordance with this Brief must adhere to this policy guidance, which will be used, *inter alia*, to assess their suitability and acceptability; in particular that relating to guidance on urban conservation within the Grand Harbour area.

GENERAL

The development brief area lies within Zone B (Valletta/Floriana) of the GHLP which is earmarked for uses related to cruise passenger services, leisure and tourism.

GP04 The Valletta/Floriana waterfront expresses support for the concept of a cruise passenger terminal so long as other policies in the Plan relating to historic buildings are observed. The range of uses that have been identified include specialised retail, office and other consumer facilities related to the use and expansion of the Port for passenger services, including cruise ship handling. (Refer to *GHLP, General Policies*, p. 51).

This policy statement emphasises the fact that the cruise passenger terminal concept needs to be placed within the context of other specific objectives which include the need to revitalise Valletta and of forging stronger links between the harbourside and Valletta/Floriana.

TOURISM POLICIES

GD10 Tourism Development Zones states that the principal development zones in the Local Plan area are Valletta/Floriana and the Three Cities. The introduction of tourist related facilities is encouraged although preference would be given to small scale tourist accommodation as opposed to large hotel complexes. (Refer to *GHLP, General Policies*, p. 62).

GD11 Development of new Tourist Attractions

Development permission for new tourist attractions and facilities, or extensions to existing ones will be permitted provided that there is no conflict with Structure plan policies BEN 1, 2 and 3. (Refer to *GHLP, General Policies*, p. 63).

GD12 Hotel development

Proposals for the development or extension of hotels or guest house accommodation as indicated in policy G1) 10 will usually be permitted subject to a number of conditions as outlined in the policy statement. Preference will be given to proposals involving the restoration and re-use of buildings of historical or architectural importance. (Refer to *GHLP, General Policies*, p. 63).

TRANSPORTATION POLICIES

The intention of the Structure Plan (Policy RDS 1) is to ensure that the existing road network is gradually upgraded to form a hierarchy of improved roads.

GP06 Access

Improved access to the Grand Harbour area will be sought, including better connections to the arterial road system and measures for better peripheral movement along the shoreline. This will include pedestrian access. New developments on or near the waterfront will be expected to take these requirements into account in their design and layout. (Refer to GHLP, General Policies, p. 53).

- Specific GHLP transportation policies applicable to proposed development include GF 04 and GF 05.
- Highways and traffic guidance is set out in Chapter 14 and Appendix 2 of the Explanatory Memorandum.
- The promoters of major developments are required to prepare a Traffic Impact Statement illustrating the likely impact of their proposals on the highway network (Policy TRA 2). Also, agreements with developers for the funding of the necessary remedial highway works required to accommodate proposals are required (Policy TRA 3).
- Vehicle parking principles are set out in Policy TRA 4 and for urban conservation areas they are: restraining standards catering for operational vehicles only, with peripheral public parking for cars and other vehicles. Annex C sets the car parking standards which are broadly in accordance with the Structure Plan standards.

URBAN CONSERVATION POLICIES

GH 01: Urban Conservation Areas

The development brief area is situated within an 'Urban Conservation Area' Development proposals within Urban Conservation Areas will be required to preserve and enhance the character of the area, and will have to follow the approved guidance 'Development Control within Urban Conservation Areas' (July 1995). (Refer to GHLP, General Policies, p. 26).

The development brief area also contains a number of prime historic listed buildings. The provisions of listed buildings as outlined in GH02 apply.

GH 03: Bastions Improvement and Re-use

The Planning Authority will support initiatives to restore the bastions, clear unauthorised and/or incompatible uses, and maintain the fortifications in a suitable setting. Reuse of the bastions for activities which respect and are complementary to their historical setting will be encouraged. (Refer to GHLP, General Policies, p. 27).

GH 05: Restoration of Monuments

The Planning Authority will encourage initiatives for the restoration of monuments, listed properties and other buildings of national importance in the Local Plan area. (Refer to GHLP, General Policies, p. 28).

GH 08: Developments in Historic Buildings

The Planning Authority will adopt a flexible attitude where conservation objectives would be better served by allowing change of use accompanied by minor development works in respect of historic buildings. Such developments may be permitted if by so doing the restoration and future of a historic building would be secured. All such cases will be considered on their own merits, but bearing in mind the overall strategy of the plan and other established policies where relevant. (Refer to *GHLP, General Policies*. p. 30).

Other relevant urban conservation policies are outlined in the Structure Plan.

- Developments will not be permitted which adversely affect views of or from UC0s, or which detract from the traditional urban skyline (SP, Policy UCO 10).
- There is a continuing commitment to enhancement in UC0s by means of promoting restoration, good street furniture, landscaping and finding new uses for vacant and under-utilised buildings. (SP, Policy UCO 12)

UTILITY POLICIES

- Structure Plan policies PUT 2 and 3 require that common service reservations and ducts are used to minimise disruption to vehicles and pedestrians., also. that utilities planning involves efficient management and conservation of resources, recycling and reuse of waste water and waste materials, avoidance of pollution, etc.
- Water storage reservoirs should be used (Policy PUT 7) and conservation of potable water supplies and other water should be maximised by various measures (Policy PUT 8).
- Controls over the generation of waste is strictly controlled (Policy PUT 13) and waste treatment and disposal must be included within an environmental impact assessment and impacts should be satisfactorily mitigated (Policy PUT 14).
- All utility networks must be underground (Policies PUT 1, 23) and 25).

APPENDIX B

B. RESTORATION OF BUILDINGS/STRUCTURES

GENERAL

- The removal of all vegetation growing in the faults and cracks of walls should precede any restoration and special attention should be given to the complete removal of all roots.
- All repair works, restoration, modifications and new additions to historic buildings should be carried out using the local globigerina / franka limestone and/or hardstone / 'tal-qawwi'.
- The most effective method for the restoration of decayed and decaying stone is the replacement of damaged blocks by newly cut stone and their careful isolation during laying, from adjacent blocks, by treatment with a good waterproofing material. Only badly deteriorated stones should be replaced and those blocks in a fairly good state of repair should have all loose chippings and dust removed and be washed with unchlorinated water under controlled pressure.
- All restoration and repair works must be approved by the Museums Department prior to any execution. Detailed guidance may be sought during all stages of the design and implementation of these works and the restoration works will be continuously monitored.

RESTORATION METHOD STATEMENT

- The selected consortium will be obliged to undertake a comprehensive restoration method statement to be drawn up by recognised experts in the discipline of architectural restoration. The restoration method statement should be an integral part of the documentation submitted for the full planning development application. The method statement would include the following:
- Condition report on the state of the historic buildings/ structures with specific emphasis on Pinto Stores, Fomi stores, the old power station and the line of fortifications bounding the proposed development. The condition report should give all relevant technical details on the present state of the building fabric and fortifications and should be supplemented by plans and photographic documentation
- Details on the new physical interventions that are being proposed in relation to the existing fabric of the building and other structures
- Details regarding the restoration techniques to be adopted giving full technical details where necessary.

APPENDIX C

C. CAR PARKING STANDARDS

Development Type	Car Parking Standards
Hotel	0.75 space per guest bedroom 1 space per resident staff 2 coaches per 50 guest bedrooms
Commercial/Retail/ Mixed Use (no supermarket)	1 customer space per 50 sq. metres 0.33 spaces per employee
Offices	1.5 spaces per 50 sq. metres
Restaurant/Bar/Club	5 customer spaces per 50 sq. metres 0.5 spaces per employee