

Qormi

Planning Control Applications

PC Number: PC 35/17

Proposal: Proposed Rationalisation of Development Boundaries - 17.5m

Location: Ta' Farzina, Triq Ta' Farzina, Qormi

Architect: Dr Edwin Mintoff

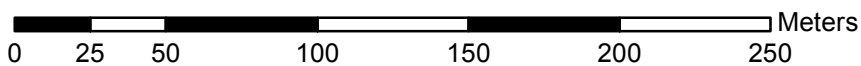
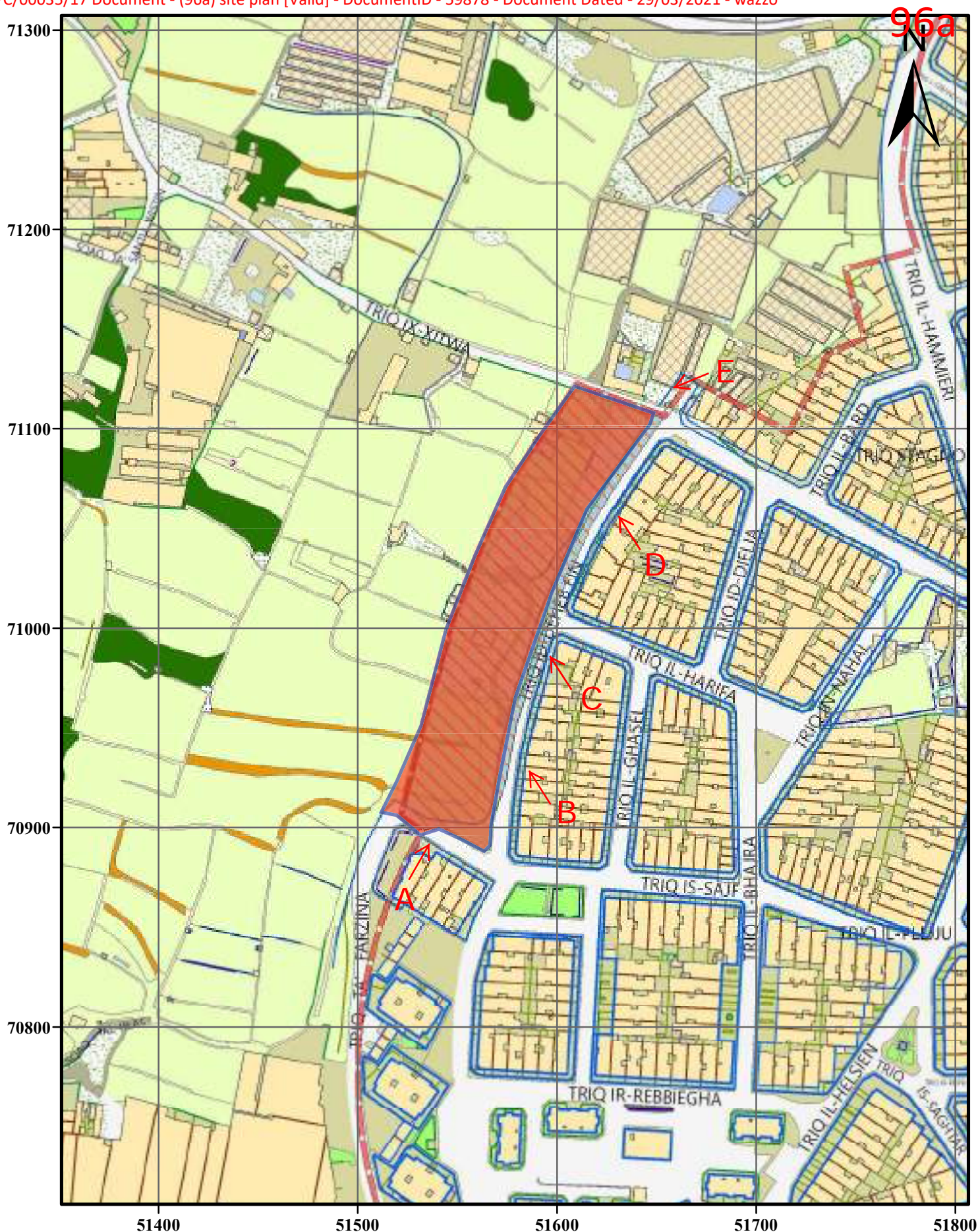
Applicant: Mr. George Portelli

Date of Endorsement: 2nd August 2023

Drawing Numbers: PC 35/17/96A/161B

Conditions:

1. The site is zoned as a residential area in terms of policy CG 07 of the Central Malta Local Plan (2006), or any other subsequent amendment.
2. The building height limitation shall not exceed Three Floors plus Semi-Basement (overall height 17.5 metres as per DC15 Annex 2, or any subsequent amendment).
3. Boundary walls at the edge of the Development Zone, in this case, a new road, should be constructed in traditional random rubble (sejgiegh), avoiding ashlar walls and walls faced/clad in rubble. The height of edge-of-scheme walls should not be visually dominant in the surrounding rural landscape.
4. Roads/pavements should incorporate facilities whereby all services and ancillary infrastructure (including water, electricity, sewerage, runoff management and telecommunications) are located underground without overhead wiring, poles, above ground pipework, etc. This should also include provision for eventual replacement of existing overhead wiring and poles, with underground cabling, especially at edge of the Development Zone boundary. The view of the area should be maintained.



1:2,500

Date Printed: 29/03/2021

Public Geoserver

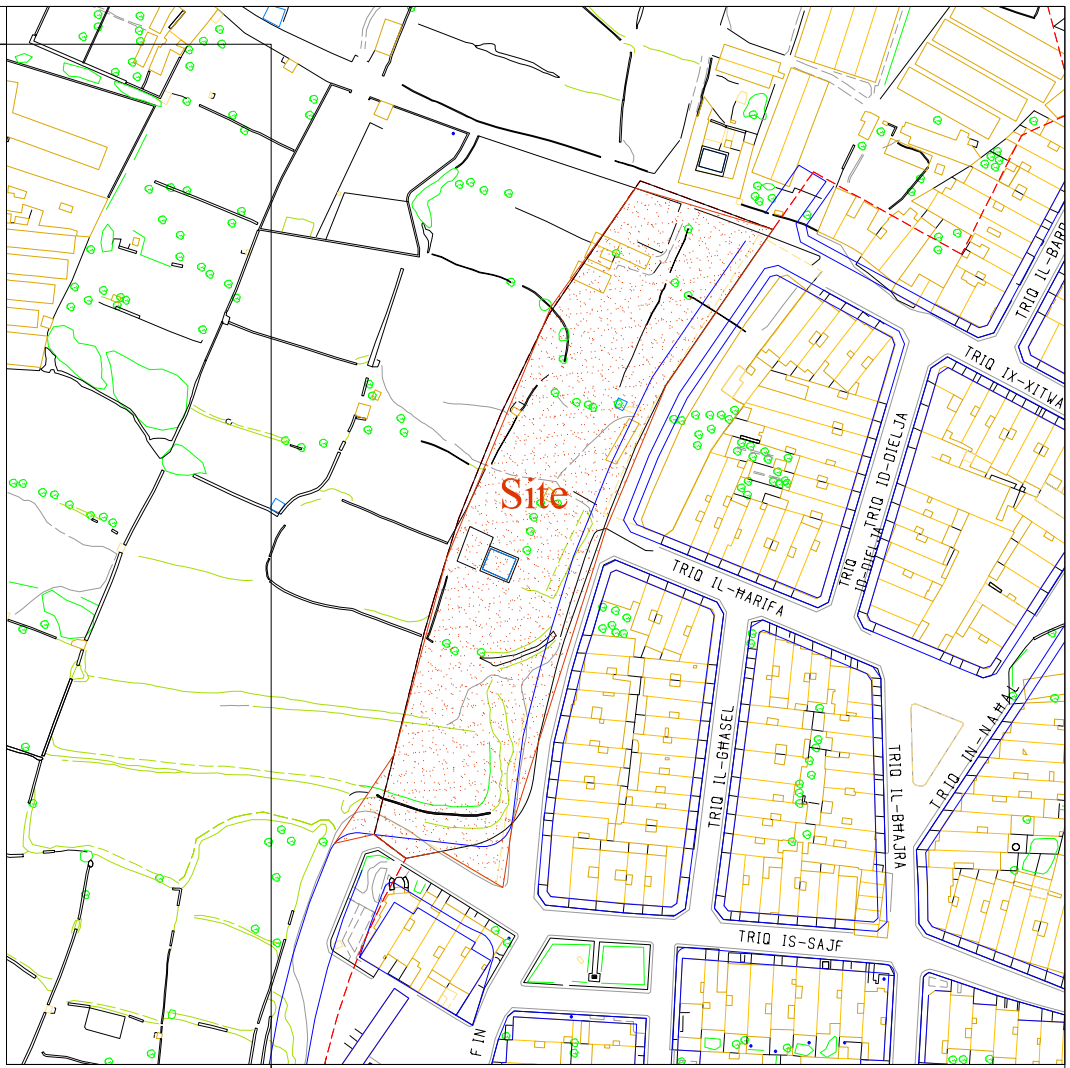
Compiled for and published by the Mapping Unit, Planning Authority ©PA.
 Not for resale. Reproduction in whole or in part by any means is prohibited without prior permission of the Mapping Unit. ERDF.02.030 - SintegraM data, (2018), Developing Spatial Data Integration for the Maltese Islands, Planning Authority. Data captured from: 2018 aerial photography. Truncated U.T.M. Coordinates. Levelling Datum M.S.L. (Mean Sea Level).
 Not to be used for interpretation or scaling of scheme alignments.

PA



PLANNING AUTHORITY

St. Francis Ravelin, Floriana.
 Tel: +356 2290 0000, Fax: +356 2290 2295
 www.pa.org.mt, mappingshop@pa.org.mt



S.S. No.: 5070 Scale: 1:2500



Subsidiary Plan
Minor Modification

Local By:
Qormi

Plan Reference Number:
PC 35/17/161B

Scale:
1:500

Survey No.:
Qrm0670e2-13

Grid System:
U.T.M.

Scale Factor:
0.999632

Map Coordinate:
51400|70870

Level datum:
M.S.L.

Survey Completion Date:
28/01/2013

Plan Completion Date:
27/01/2022

Survey Checked By:
M. Azzopardi (LSU)

Plan Checked By:
I. Fava

Map as approved by Minister
on the 2nd August 2023

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

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

PC Number: PC 14/20

Proposal: Change of zoning from Qormi Local Plan Area Policy Map – QOM1 to a residential development zone (three floors plus semi-basement) (as per similar commitments under CG07 & QO06) including change in alignment.

Location: Plots 90-102, Triq il-Wied, Qormi

Architect: Mr. Samuel Formosa

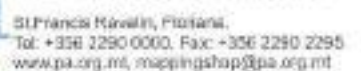
Applicant: Onobed Attn: Carmel Debono o.b.o. all applicants

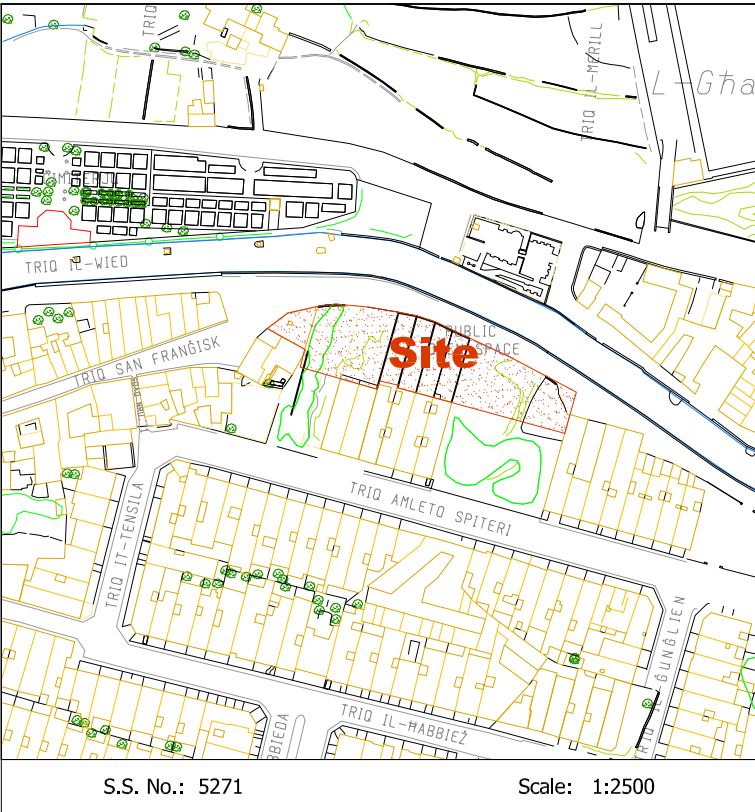
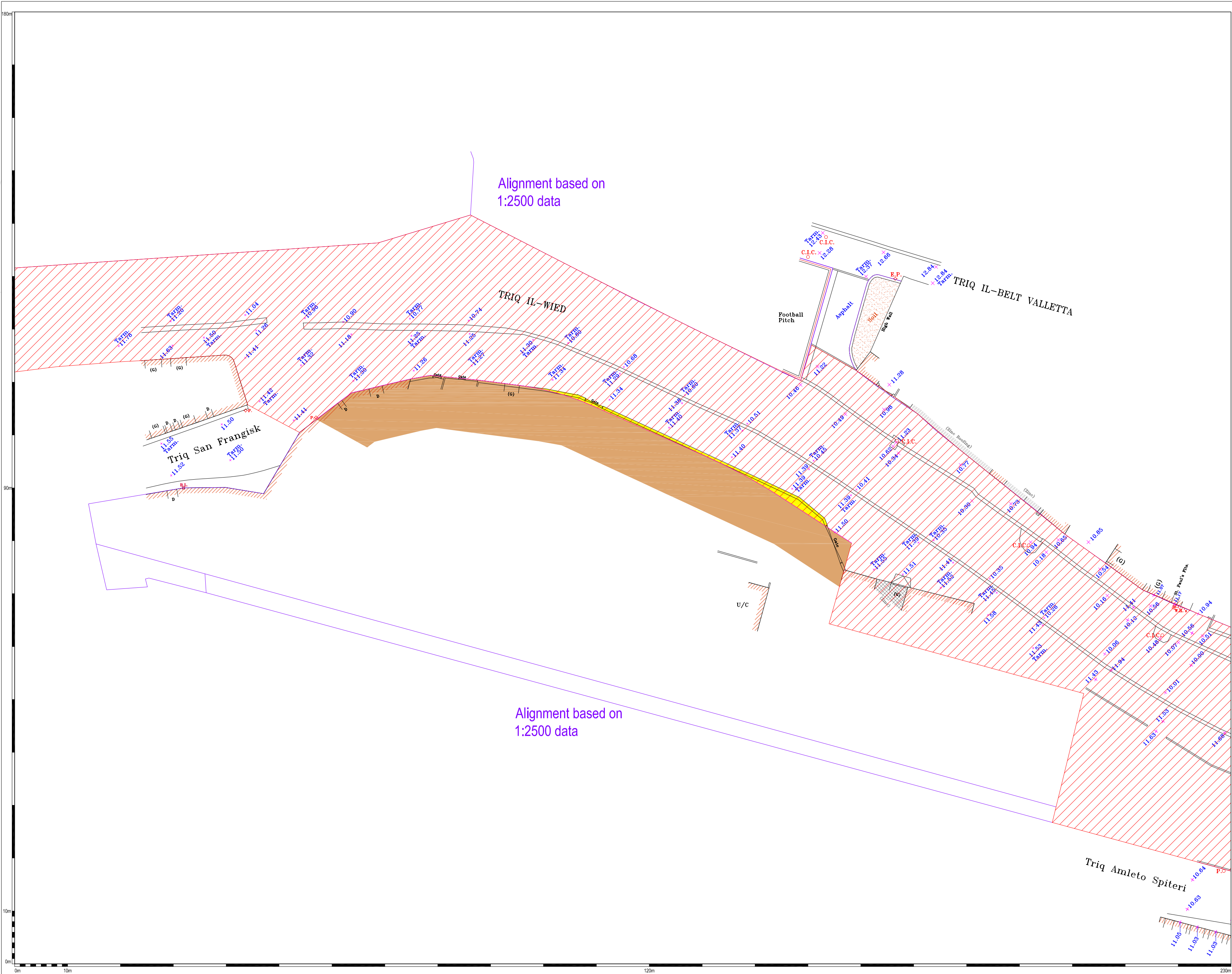
Date of Endorsement: 21st October 2022

Drawing Numbers: PC 14/20/62A/78B.

Conditions:

1. Land is zoned for Terraced Development (Residential) following Central Malta Local Plan Policies CG07 and QO06.
2. The building height limitation is 3 Floors Plus Semi-Basement.
3. The site still falls within the Boundary marking limit of zone prone to flood risk as indicated on Central Malta Local Plan Maps QOM1, QOM3 and QOM4. Therefore, the relevant provisions of Central Malta Local Plan Policy CG30 remain applicable.
4. Detailed development proposals shall be subject to any legal third party access rights through or to the site.
5. PC Zoning Application Fees are to be settled by applicants as per LN356/10 at the Development Planning Application (DPA) stage.





Subsidiary Plan Minor Modification

Locality: Qormi			
Plan Reference Number: PC 14/20/78B			
Scale: 1:500	Survey No.: 866E3-21		
Grid System: U.T.M.	Scale Factor: 0.99962	M.N. Coordinates: 52600 71080	Level datum: M.S.L.
Survey Completion Date: 9/2/2021		Plan Completion Date: 09/08/2022	
Survey Checked By: M. Azzopardi (LSU)		Plan Checked By: I.Fava	

Map as approved by Minister
on the 21st October 2022

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

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

- Legend:

Existing Field Walls

Existing Building

Existing Vegetation

Street Furniture

Spot Level

Formation Level

Limit to Development

Urban Conservation Area

Alignment

Proposed Alignment

Scheme Road
- Terraced Development (Residential)
Height - Three Floors Plus Semi-Basement

Valley Water Course Area CMLP Policy CG30

PC Number: PC 0050/16

Proposal: To alter conditions of PC0052/10. To amend boundary of area of containment and to introduce service road.

Location: Site at Triq L-Imdina, Triq Il-Helsien, Sqaq Ta' Barnaw, Qormi.

Architect: Mr. Charles Buhagiar A&CE

Applicant: Mr. Anthony Fenech

Date of Endorsement: 16th August 2017

Conditions

Drawing Numbers: PC 50/16/15/50B.

The proposal on drawing PC 50/16/50B was **Approved** with the following conditions:

Policy QOAC11: Land Use Zoning

For sites located within the designated Area of Containment at Triq I-Imdina as indicated in Map PC 50/16/50B, the development of the following land uses will be considered by the Planning Authority.

1. Class 4B, (Use Classes Order, 2014) Showrooms;
2. Class 4A (Use Classes Order, 2014) Offices;
3. Class 5A (Use Classes Order, 2014) Business and Light Industry provided that development will not cause undue disturbance to the nearby residential area of Qormi, and that these are totally hidden away from view from Triq I-Imdina;
4. Class 6A (Use Classes Order, 2014) Storage and Distribution;
5. Supermarkets provided that these comply with Central Malta Local Plan Policy CG17;
6. Taxi Business or for the hire of motor vehicles; and
7. The sale or display of motor vehicles and vehicular parts.

Land-uses falling outside those mentioned above will not be considered favourably within the Area of Containment, unless there are overriding reasons to locate such uses within these areas. Such exceptions include considerations of proposals that are ancillary or relate directly to existing Planning Authority permitted uses in this area that are being retained and that are justified as being necessary.

For Use Classes 5A and 6A, clearance from the Environment and Resources Authority and the Water Services Corporation is required to the effect that the proposed activity is deemed acceptable.

Policy QOAC12: Building Height Limitation

The height of development within this Area of Containment, as indicated in Map PC50/16/50B, shall not exceed the maximum allowable height of 10.5 metres above the service road level and in accordance with the relevant Development Control Policy and Design Guidance. Stairwells, plant rooms and lift rooms will be the only built structures considered above this height limitation in accordance with the relevant Development Control Policy and Design Guidance. Developments within this Area of Containment shall not be subject to Floor Area Ratio (FAR) planning considerations.

Policy QOAC13: Site Coverage

Within the designated Area of Containment as indicated in Map PC 50/16/50B, new or complete re-development is to ensure that adequate space is provided for the following purposes;

1. Vehicular circulation and manoeuvring areas;
2. Loading/Unloading areas; and
3. Parking and servicing areas.

Policy QOAC14: Design Guidance

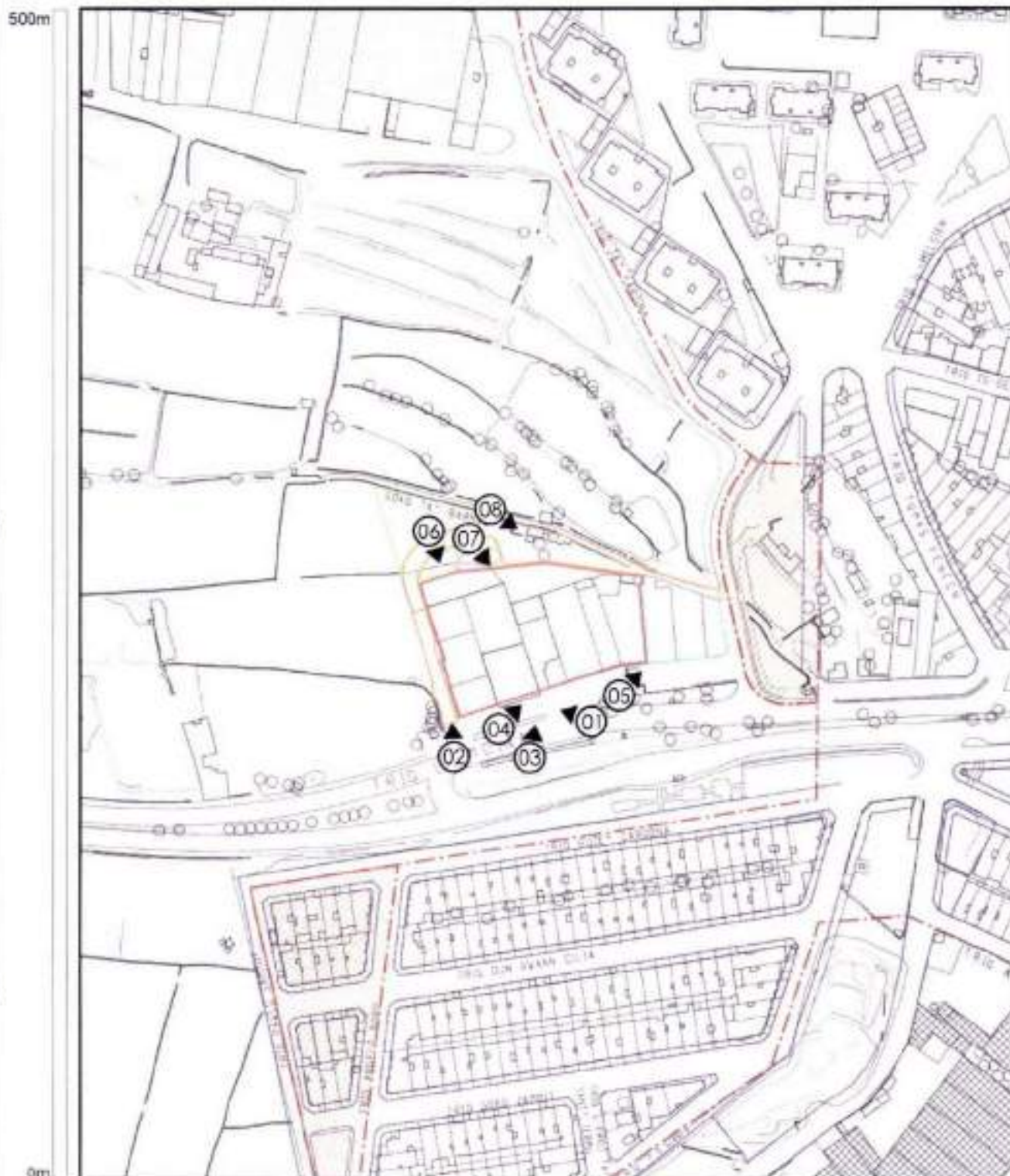
Development shall lead to a general improvement in the appearance of the Area of Containment. Development within the Area of Containment, as indicated on Map PC50/16/50B to have the following characteristics:

1. The form and treatment of the elevations of development should provide both detailed and large scale visual interest and shall enhance the streetscape and the surrounding environment through high quality design;
2. Where possible, and subject to other considerations, the massing of buildings should create interest through the juxtaposition of different built volumes and voids;
3. External facades and apertures are to be painted in matt and light colours, to the satisfaction of the Planning Authority;
4. Development will not result in the creation of blank party walls;
5. Particular regard will be given to the provision of advertising space in order to ensure that this will not be overly conspicuous;
6. The solid parts of boundary walls located along the periphery of the Area of Containment are not to exceed a height of 1.2 metres above pavement or soil level; and
7. Building services are to be satisfactorily and sensitively integrated in the design of the building.
8. The designated landscaped area as identified in Map PC 50/16/50B shall only be used for landscaping purposes. Continuing protection and maintenance of such spaces will be secured by development control conditions. The landscaped area to be satisfactorily landscaped as per relevant guidelines.
9. The developer shall at his own expense construct, implement and maintain the landscaped area indicated on map PC 50/16/50B.

Policy QOAC15: Transport, Circulation, and Parking

New built development is to be adequately setback from the distributor road to the satisfaction of Transport Malta and the Planning Authority in order to allow for the formation of a service road and a continuous belt of trees, as indicated in Map PC 50/16/50B. New development or redevelopment within the Area of Containment requires the introduction of new physical parking spaces on site. The Urban Improvement Fund (UIF) Scheme is not applicable to the Area of Containment.

Detailed development proposals shall be subject to any Legal Third Party access rights through, or to, the site.



Min Easting 51315.47, Min Northing 70245.63, Max Easting 51715.47, Max Northing 70745.63

0m

400m

MEPA - www.mepa.org.mt

St. Francis Ravelin
Floriana FRN 1230, Malta
PO Box 200, Marsa MRS 1000, Malta
Tel: +358 2290 0000 Fax: +358 22902295

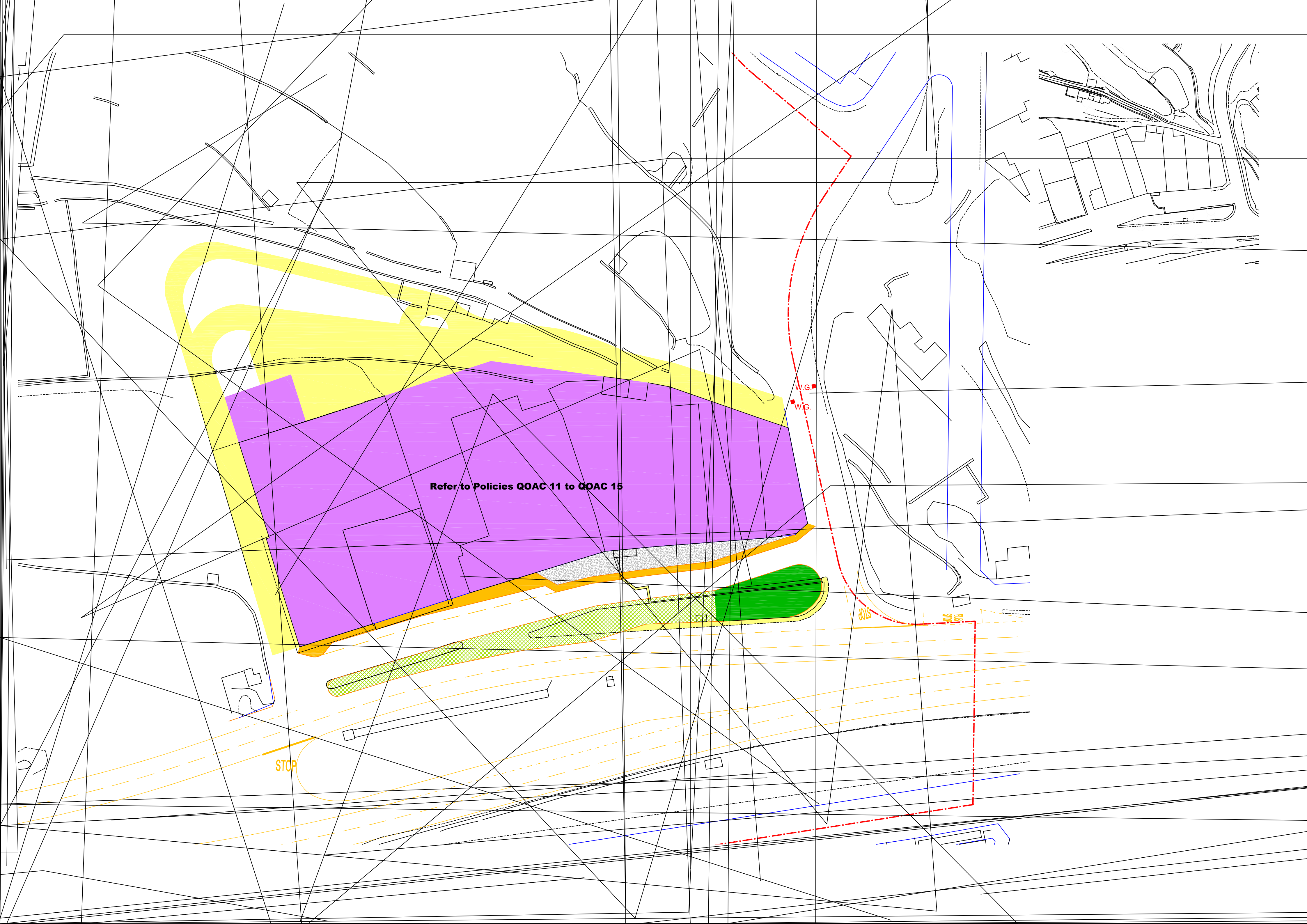
Site Plan, Scale 1:2500

Printed on: Monday, May 18, 2015

Not to be used for interpretation or scaling of scheme alignments
Copyright © MEPA - Malta Environment & Planning Authority. Not for resale.

- PROPOSED BUILDING HAVING AN AVERAGE HEIGHT OF 14m
- PROPOSED VEHICULAR ACCESS
- PROPOSED GREEN AREAS
- PROPOSED CAR RAMP
- THIRD PARTY PROPERTY

MEP DESIGN ASSOCIATES LTD.
HERCULES HSE - St. Mark's
Valletta - MALTA
Tel: (00355) 21220010
E-Mail: info@medesign.com



Refer to Policies QOAC 11 to QOAC 15

STOP

W.G.

W.G.

QOAC

QOAC

PC Number: PC 0051/16

Proposal: Amendments to PC 15/09.

Location: Site at Triq Hal-Qormi, Triq It-Tigrija, Qormi.

Architect: Mr. Charles Buhagiar, A & CE

Applicant: Paul Caruana obo Centre Park Holdings Ltd.

Date of Endorsement: 25th April, 2017.

Conditions

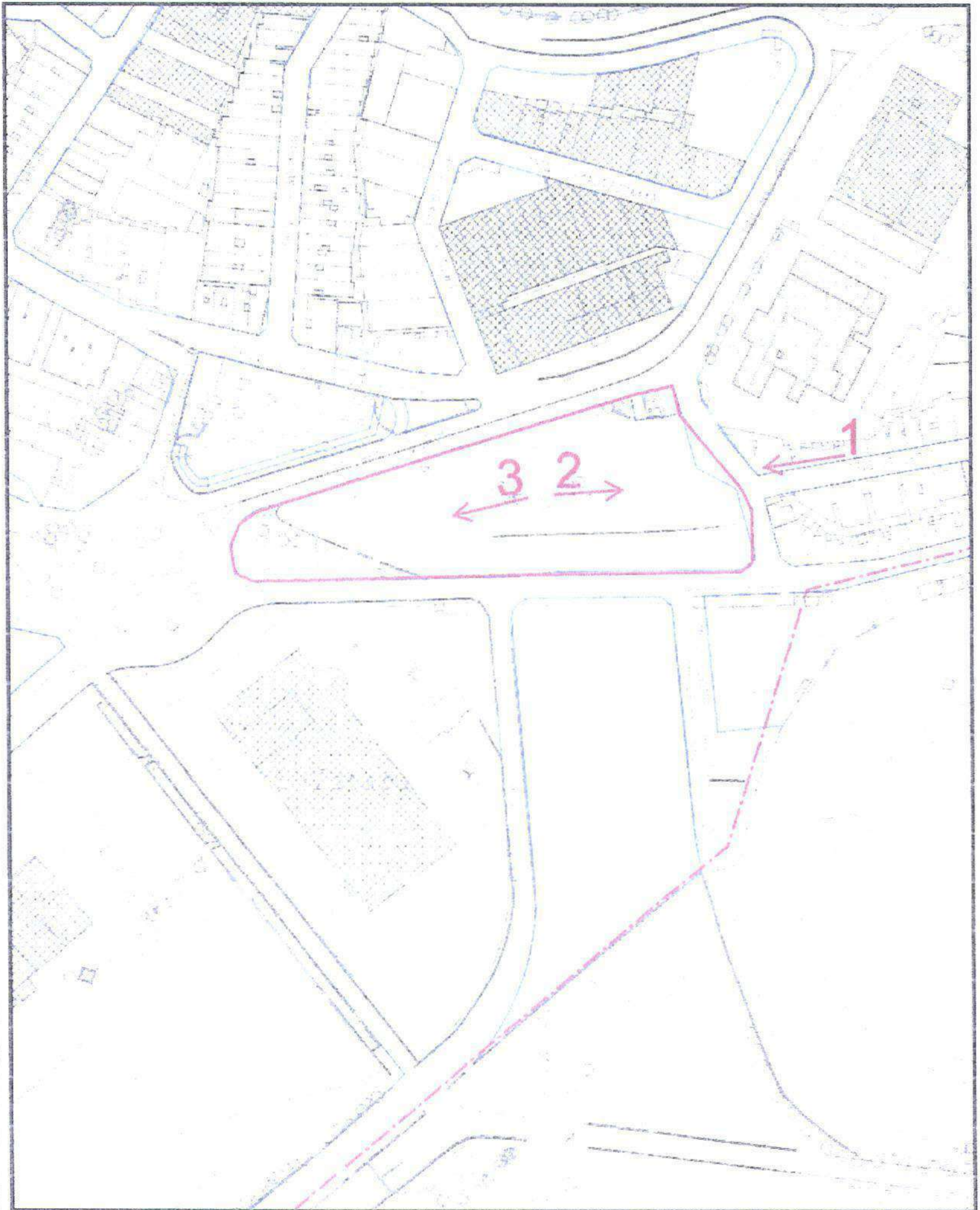
The proposal on drawing PC 51/16/48B was **Approved** with the following conditions:

1. The part of the site that is designated for development as indicated in map PC 51/16/48B the development of the following land uses will be considered;
 - a. Class 4A, 4B, 4C, 4D - Commercial
 - b. Class 3C - Sports and Recreation Facilities
- Car Parking Provision
2. The designated public open space as identified in Map PC51/16/48B shall be made accessible to the public. Continuing protection and maintenance of such spaces will be secured by development control conditions. The public open space to be satisfactorily landscaped as per relevant guidelines.
3. The developer shall at his own expense construct, implement and maintain the public open space indicated on map PC 51/16/48B. Alternatively, the developer may financially contribute Euro 210,000 over and above any other rates established by LN 356/10 as amended by LN163/16 for implementation of the public open spaces indicated on map PC 51/16/48B. These monies shall be administered by the Urban Improvement Fund and shall be allocated for the implementation of these public open spaces indicated on map PC 51/16/48B.
4. Any elevation fronting the public open space may not be designed as a blank party wall, but is to be appropriately treated to minimise its visual impact. No direct access shall be permitted on designated public open spaces.
5. No direct vehicular or pedestrian access onto Triq Hal Qormi (arterial road) shall be permitted.
6. Archaeological and historically significant features which may be identified within the site are to be safeguarded.

7. The historical core of the existing farmhouse shall be dismantled and relocated on the new alignment. As part of the development planning application, the developer shall submit a detailed study, photographic survey of the existing farmhouse and a Method Statement.
8. A bank guarantee shall be imposed in the full development application to ensure the implementation of condition 7.
9. The profile of development on site is not to extend beyond the development profile as indicated on section on map PC 51/16/48B. The section shall only be used for the interpretation of the building heights and setbacks. The section does not prejudice the road widening.
10. The roof of the building below the level of Triq Hal-Qormi (arterial road) shall be allocated for soft landscaping.
11. Development on this site is to be planned and constructed comprehensively.
12. Development on this site is to conform with the provisions of Central Malta Local Plan Policy CG30 with respect to flood risk areas.
13. The Class E archaeological site that is located within the designated green area is to be protected to the satisfaction of the Planning Authority and the Superintendence of Cultural Heritage. The Superintendence of Cultural Heritage is to be consulted on this site prior to the submission of the PA application and during its processing.
14. Sewer infrastructure lying below the site is to remain accessible for works and/or maintenance to the satisfaction of the Water Services Corporation.
15. The applicant shall apply for a public sewer discharge permit with the Water Services Corporation and shall install adequate treatment facilities for the treatment of its trade effluent prior to discharge into the public sewer.
16. A culvert measuring 0.8m wide by 0.75m deep shall be provided along the façade of the development so that any overhead lines may be substituted by underground cables to the satisfaction of Enemalta Corporation.
17. Detailed development proposals shall be subject to third party access rights through or to the site.
18. Development within the site requires the introduction of new physical parking spaces on site. In view of this, the Urban Improvement Fund (UIF) Scheme is not applicable to the site.
19. The form and treatment of the elevations of development should provide both detailed and large scale visual interest and shall enhance the streetscape and the surrounding environment through high quality design.

20. Adequate measures are to be taken to safeguard for eventual use any good quality mineral resources extracted from the site, and inferior quality mineral resources are to be recycled or/and employed for restoration purposes or otherwise adequately disposed of.
21. Runoff rainwater in the site is to be collected and re-used for landscaping purposes.
22. PC Zoning Application Fees are to be settled by applicants as per LN356/10 as amended by LN163/16 at the Development Planning Application (DPA) stage.
23. Any eventual full development permission application will have to ensure that the continued licensing of existing fireworks launching sites, as approved by the competent authorities, would not be compromised by the development on this site.

500m



Min Easting 53239.02, Min Northing 70627.24, Max Easting 53639.02, Max Northing 71127.24

0m

400m

MEPA - www.mepa.org.mt

St. Francis Ravelin

Floriana FRN 1230, Malta

PO Box 200, Marsa MRS 1000, Malta

Tel: +356 2290 0000 Fax: +356 22902295

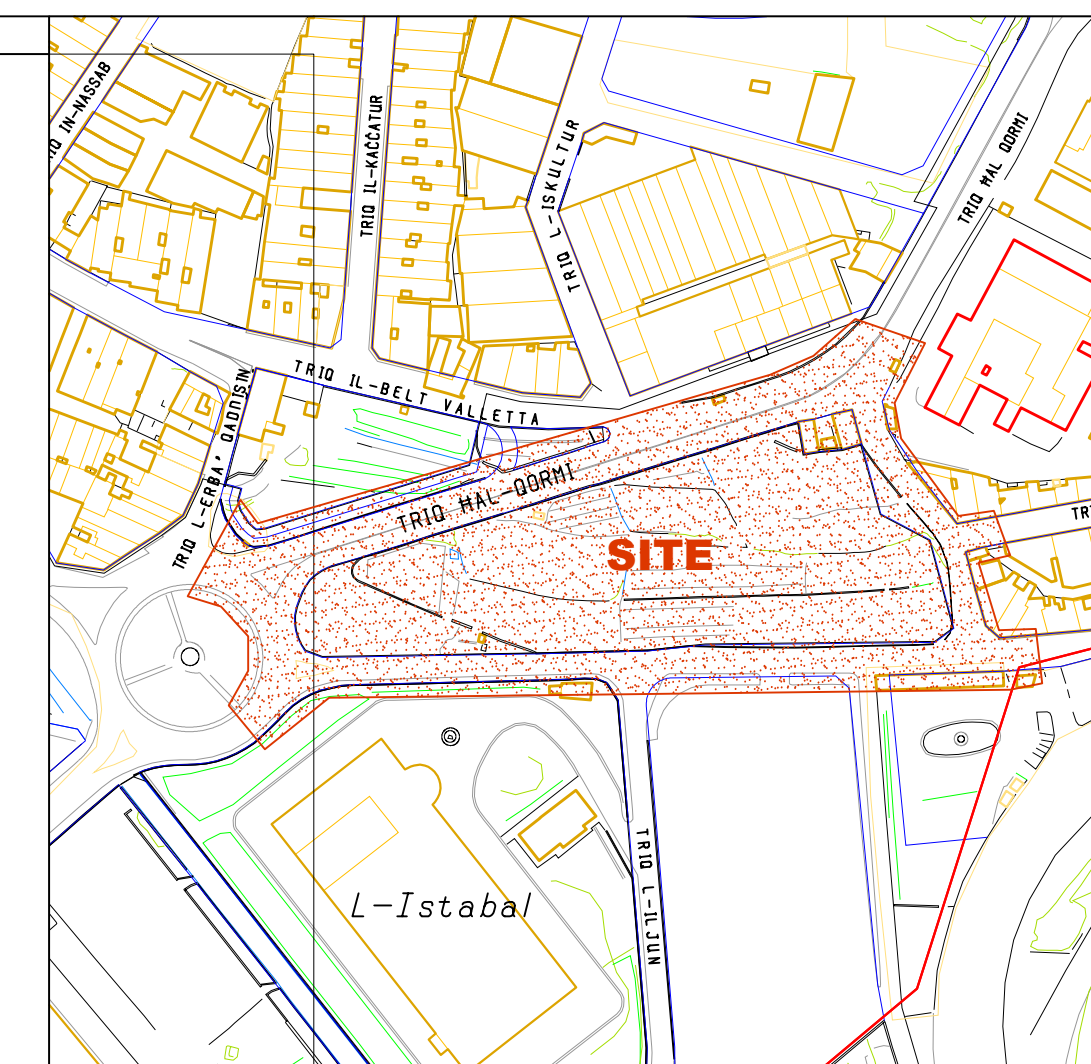
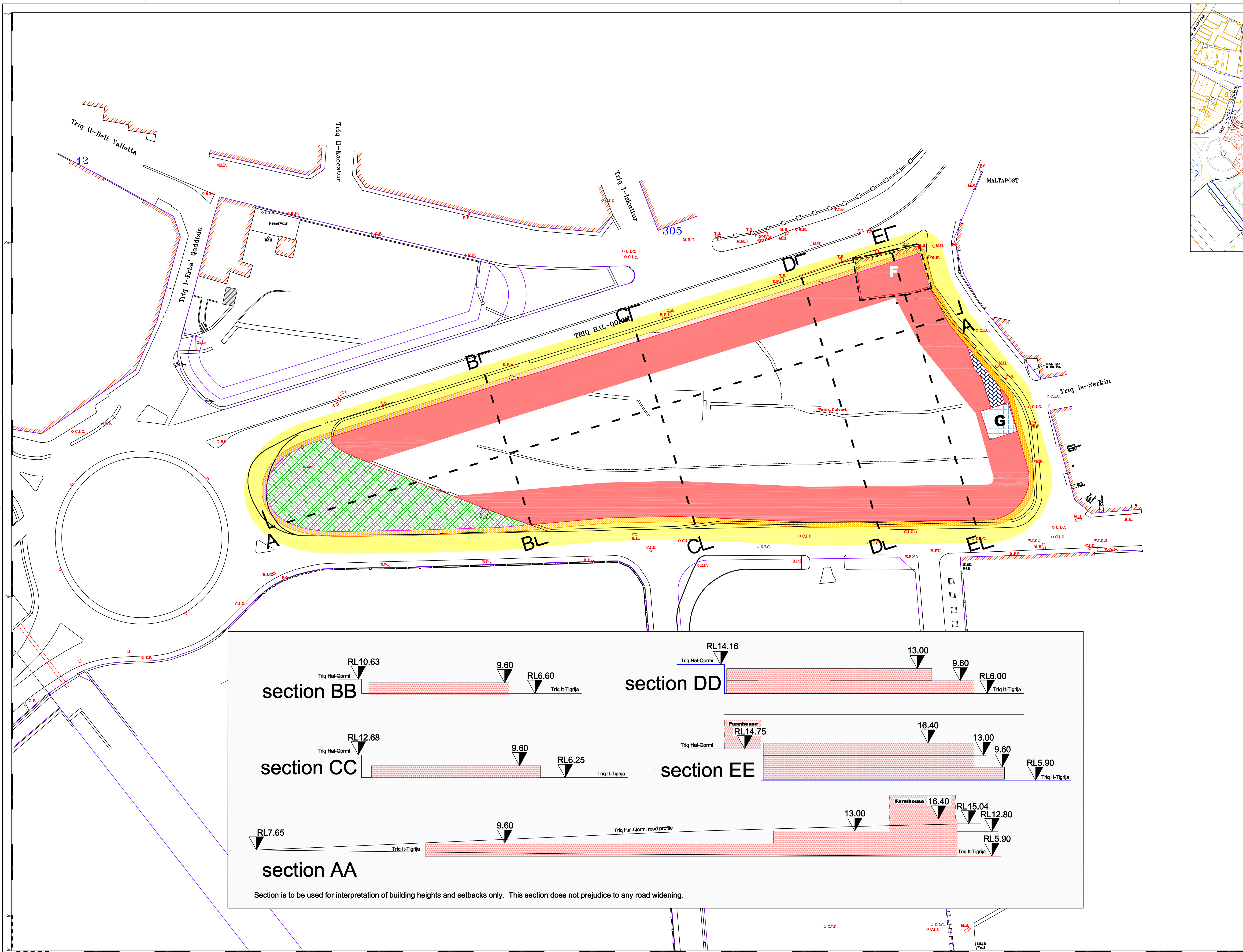
Site Plan, Scale 1:2500

Printed on: Tuesday, September 01, 2015

Not to be used for interpretation or scaling of scheme alignments

Copyright © MEPA - Malta Environment & Planning Authority. Not for resale

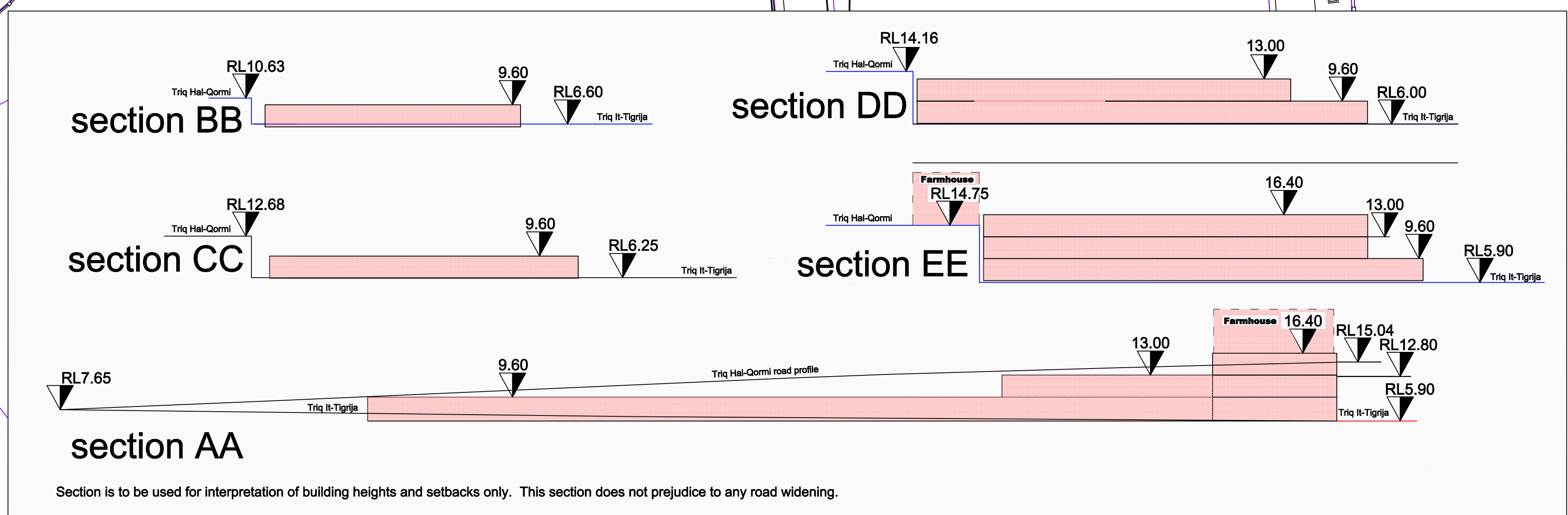




S.S. No.: 5270 Scale: 1:2500



PLANNING AUTHORITY



Section is to be used for interpretation of building heights and setbacks only. This section does not prejudice to any road widening.

- Legend:
- Existing Field Walls
 - Existing Building
 - Existing Vegetation
 - Street Furniture
 - Spot Level
 - Formation Level
 - Limit to Development
 - Urban Conservation Area
 - Front/Side Garden
 - Scheme Road
 - Public Open Space
 - Pedestrian Area
 - Alignment
 - Proposed Alignment
 - Mix of Uses as per condition 1.
 - The historical core of the building shall be dismantled and relocated on the new alignment.
 - Substation.
 - Clear passageway to substation

Note: No direct vehicular or pedestrian access onto Triq Hal-Qormi (arterial road) shall be permitted.

Subsidiary Plan
Minor Modification

Locality:
Qormi

Plan Reference Number:
PC 51/16/48B

Scale:
1:500

Survey No.:
858E3-13

Grid System:
U.T.M.

Scale Factor:
0.999632

Survey Completion Date:
21/05/13

Level datum:
M.S.L.

Plan Completion Date:
07/03/2017

Survey Checked By:
M. Azopardo (LSU)

Plan Checked By:
L. Stafface

Map as approved by Minister
on the 25th April 2017

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

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

PC Number: PC 110/07

Proposal: To amend para 1 of Policy CG16 in that the last 2 sentences of this paragraph will not be applicable to applicant's site. Change in road alignment. Height limitation of 3 floors. To exclude site from requirement of comprehensive planning as stipulated in CMLP Policy CG05.

Location: Site at Triq il-Handaq, Tal-Handaq l/o Qormi

Architect: Ms. Catherine Galea

Applicant: Mr Warren Azzopardi

Date of Endorsement: 11th January, 2016.

Conditions:

The proposal on drawings PC 110/07/1D, 93A, 93B was **Approved** with the following conditions:

- 1; Within the site as indicated in Map PC110/07/93B, permitted land uses are in accordance with those for SME Sites as per Central Malta Local Plan Policy CG15. Land-uses falling outside those mentioned in Policy CG15 will not be considered favourably, unless there are overriding reasons to locate such uses within this site. Such exceptions include considerations of proposals that are ancillary or relate directly to existing MEPA permitted uses that are being retained and that are justified as being necessary.
- 2; The height of development within the designated site as indicated in Map PC110/07/93B shall not exceed the maximum allowable height of 14 metres above street level and in accordance with the relevant Development Control Policy and Design Guidance. Stairwells, plant rooms and lift rooms will be the only built structures considered above this height limitation in accordance with the relevant Development Control Policy and Design Guidance. Developments within the designated site shall not be subject to Floor Area Ratio (FAR) planning considerations.
- 3; In view of the proximity of the site to the Special Area of Conservation and an Area of Ecological Importance, screening for possible Appropriate Assessment and other requirements (eg; derogations) in terms of LN 311/06 and other environmental permit (including LN 160/97, LN 169/04 and LN 12/01) will be considered through the operational permit.
- 4; Development shall lead to a general improvement in the appearance of the Area of Containment. Development within the designated site as indicated in Map PC110/07/93b is to have the following characteristics;

The form and treatment of the elevations of development should provide both detailed and large scale visual interest and shall enhance the streetscape and the surrounding environment through high quality design;

External facades and apertures are to be finished in matt and light colours to the satisfaction of MEPA;

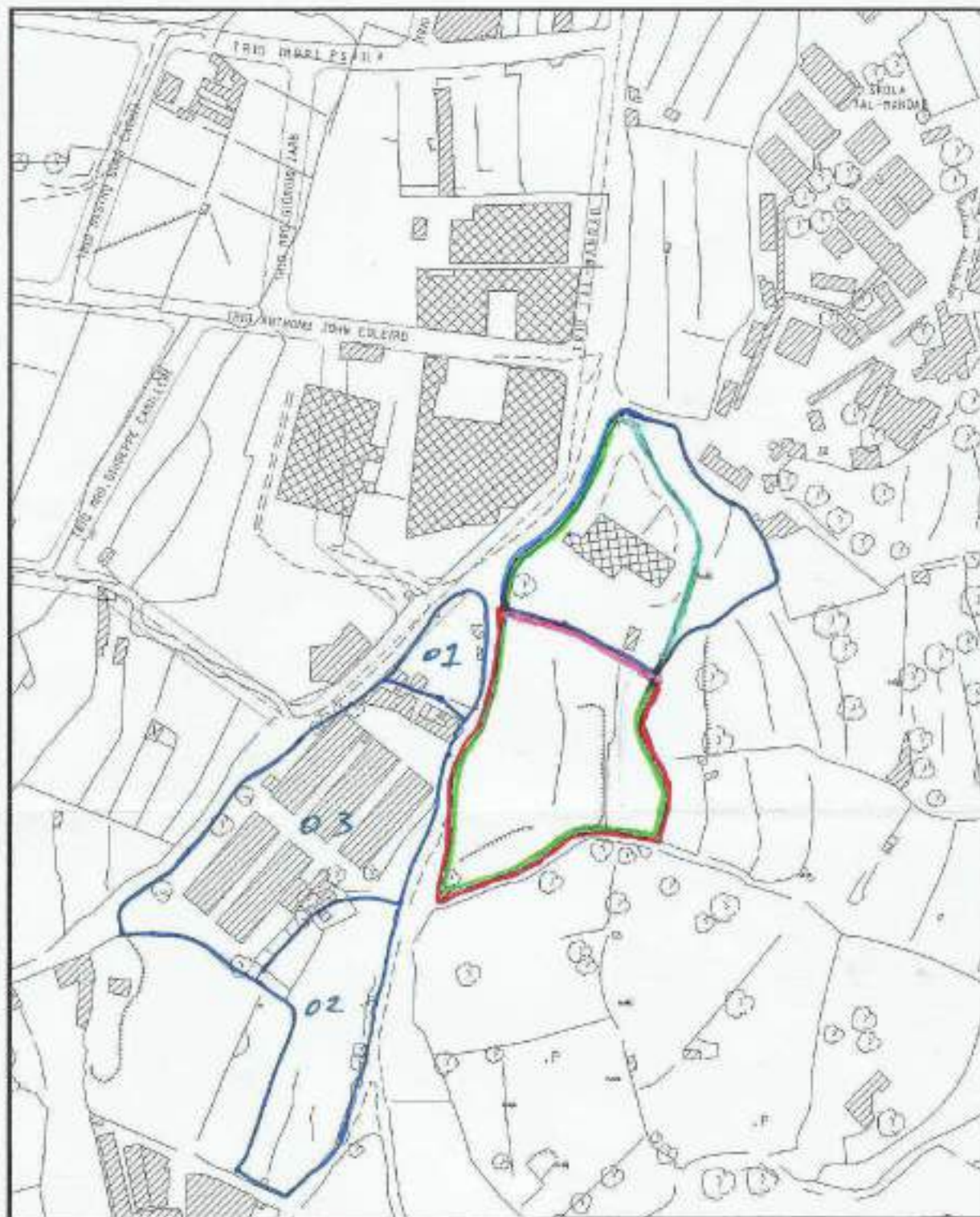
Particular regard will be given to the provision of advertising space in order to ensure that this will not be overly conspicuous;

The solid parts of boundary walls located along the periphery of the Area of Containment are not to exceed a height of 1.2 metres above pavement or soil level; and

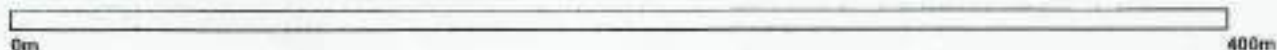
Building services are to be satisfactorily and sensitively integrated in the design of the building.

- 5; New development or redevelopment within the designated site as indicated in Map PC110/07/93B requires the introduction of new physical parking spaces. The Urban Improvement Fund (UIF) scheme is not applicable to this Area of Containment. In addition, loading and unloading operations are to be carried out within the development and not on the carriageway.
- 6; Detailed development proposals within the designated site shall be subject to third party access rights through or to the site.
- 7; Should there be a development application on site where the proposed industrial process would require considerable amounts of water, then the applicants are to submit more detailed requirements to the Water Services Corporation for assessment.
- 8; Wastewater generated on the site is to be collected in a common cesspit and pumped to the existing sewer. The wastewater system is to be to the satisfaction of the Wastewater Section of the Water Services Corporation.
- 9; Full payment of PC Zoning Application fees is to be paid as per LN356/10 (or as amended) in the Development Planning Application (DPA) stage.

500m



Min Easting = 52004.52, Min Northing = 69442.87, Max Easting = 52404.52, Max Northing = 69943.36



MEPA

St. Francis Ravelin
Floriana
PO Box 200, Valletta, Malta
Tel: +356 240976 Fax: +356 224846

www.mepa.org.mt

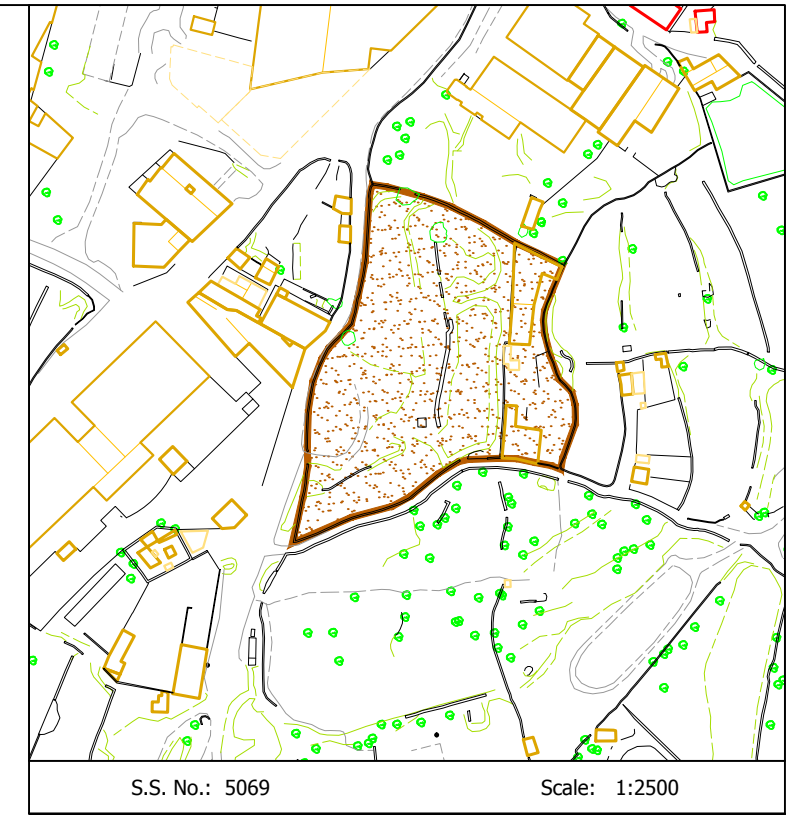
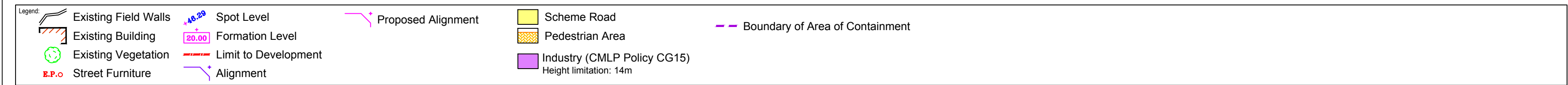
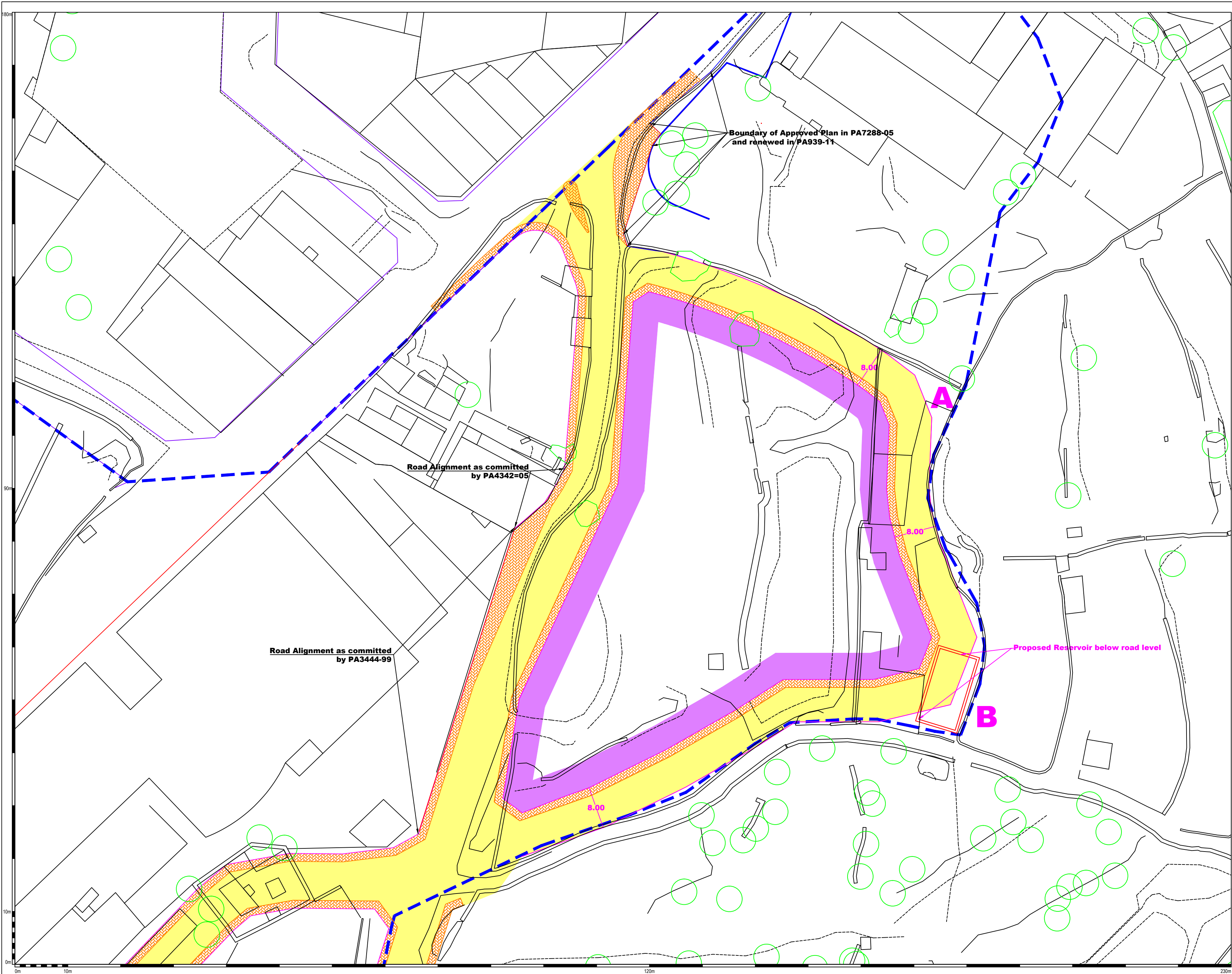
Site Plan, Scale 1:2500 Printed on: Friday, January 27, 2006

Not to be used for interpretation or scaling of scheme alignments

Copyright © Malta. Not for resale.

Perit Catherine Galea

Perit Catherine Galea
55, Balzan Valley,
Balzan BZN 08.
Tel: 21496468



Subsidiary Plan Minor Modification			
Locality: Qormi			
Plan Reference Number: PC110/07/93B			
Scale: 1:500	Survey No.: QrmH 1138e6-08		
Grid System: U.T.M.	Scale Factor: 0.999632	Min. Coordinates: 51942,69374	Level datum: M.S.L.
Survey Completion Date: 25/11/2008	Plan Completion Date: 20/08/2015		
Survey Checked By: M. Azzopardi (LSU)	Plan Checked By: V. Borg (PCU)		
Board Number:	Board held on:		
Chairman MEPA:	MEPA Board Secretary:		
Endorsed by Minister:	Date:		

Disclaimer:

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

PC Number: PC 002/08

Proposal: Proposed road alignment and zoning of Area of Containment at Tal-Handaq, Qormi for warehousing development on 3 floors and to exclude site from the requirement of comprehensive planning as stipulated in Policy CG05 of the CMLP.

Location: Site at Sqaq iz-Ziemel, Tal-Handaq.

Architect: Mr. Joe Cassar

Applicant: Mr Anglu Farrugia

Date of Endorsement: 18th December, 2015.

Conditions

The proposal on drawings PC 2/08/11Q; 115A; 115B was **Approved** with the following conditions:

- 1; Within the site as indicated in Map PC 2/08/115B, permitted land uses are in accordance with those for SME Sites as per Central Malta Local Plan Policy CG15. Land-uses falling outside those mentioned in Policy CG15 will not be considered favourably, unless there are overriding reasons to locate such uses within this site. Such exceptions include considerations of proposals that are ancillary or relate directly to existing MEPA permitted uses that are being retained and that are justified as being necessary.
- 2; The height of development within the designated site as indicated in Map PC 2/08/115B shall not exceed the maximum allowable height of 14 metres above street level and in accordance with the relevant Development Control Policy and Design Guidance. Stairwells, plant rooms and lift rooms will be the only built structures considered above this height limitation in accordance with the relevant Development Control Policy and Design Guidance. Developments within the designated site shall not be subject to Floor Area Ratio (FAR) planning considerations.
- 3; In view of the proximity of the site to the Special Area of Conservation and an Area of Ecological Importance, screening for possible Appropriate Assessment and other requirements (eg; derogations) in terms of LN 311/06 and other environmental permit (including LN 160/97, LN 169/04 and LN 12/01) will be considered through the operational permit.
- 4; Development shall lead to a general improvement in the appearance of the Area of Containment. Development within the designated site as indicated in Map PC 2/08/115B is to have the following characteristics;
 - I. The form and treatment of the elevations of development should provide both detailed and large scale visual interest and shall enhance the streetscape and the surrounding environment through high quality design;
 - II. External facades and apertures are to be finished in matt and light colours to the satisfaction of MEPA;
 - III. Particular regard will be given to the provision of advertising space in order to ensure that this will not be overly conspicuous;

- IV. The solid parts of boundary walls located along the periphery of the Area of Containment are not to exceed a height of 1.2 metres above pavement or soil level; and
- V. Building services are to be satisfactorily and sensitively integrated in the design of the building.

- 5; New development or redevelopment within the designated site as indicated in Map PC 2/08/115B requires the introduction of new physical parking spaces. The Urban Improvement Fund (UIF) scheme is not applicable to this Area of Containment. In addition, loading and unloading operations are to be carried out within the development and not on the carriageway.
- 6; Detailed development proposals within the designated site shall be subject to third party access rights through or to the site.
- 7; Development Applications within the designated site as indicated in Map PC 2/08/115B are subject to consultation with Enemalta Corporation in order to establish the location and provision of required substation/s.
- 8; If non-domestic trade effluents will be generated by development on site, adequate treatment facilities are to be installed to the satisfaction of the Water Services Corporation in order to meet the requirements as set in Legal Notice 139/02 and public sewer regulations.
- 9; Full payment of PC Zoning Application fees is to be paid as per LN356/10 (or as amended) at the Development Planning Application (DPA) stage.

500m

0m



Min Easting = 51880.01, Min Northing = 69375.26, Max Easting = 52280.01, Max Northing = 69675.14

0m

400m

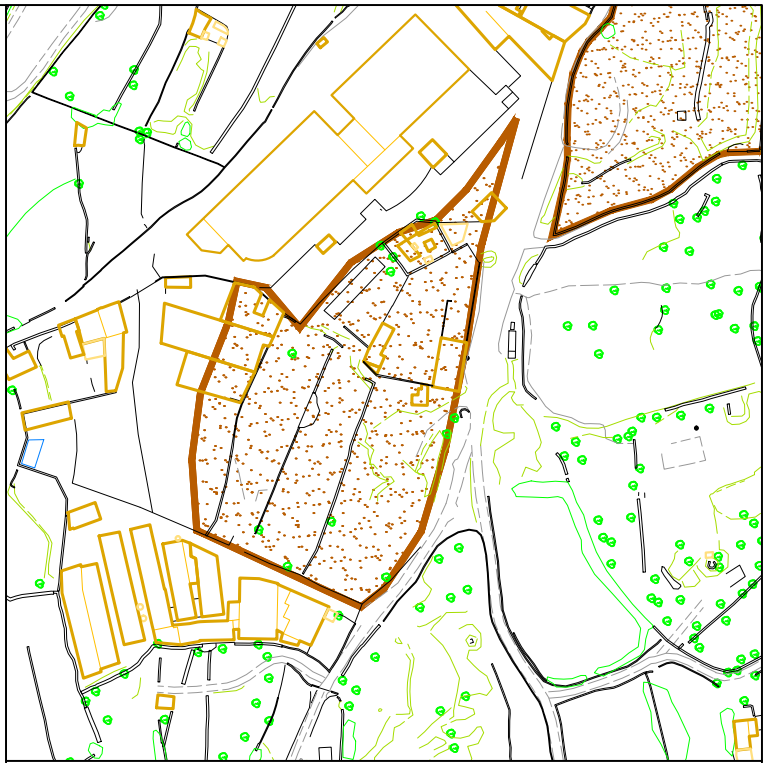
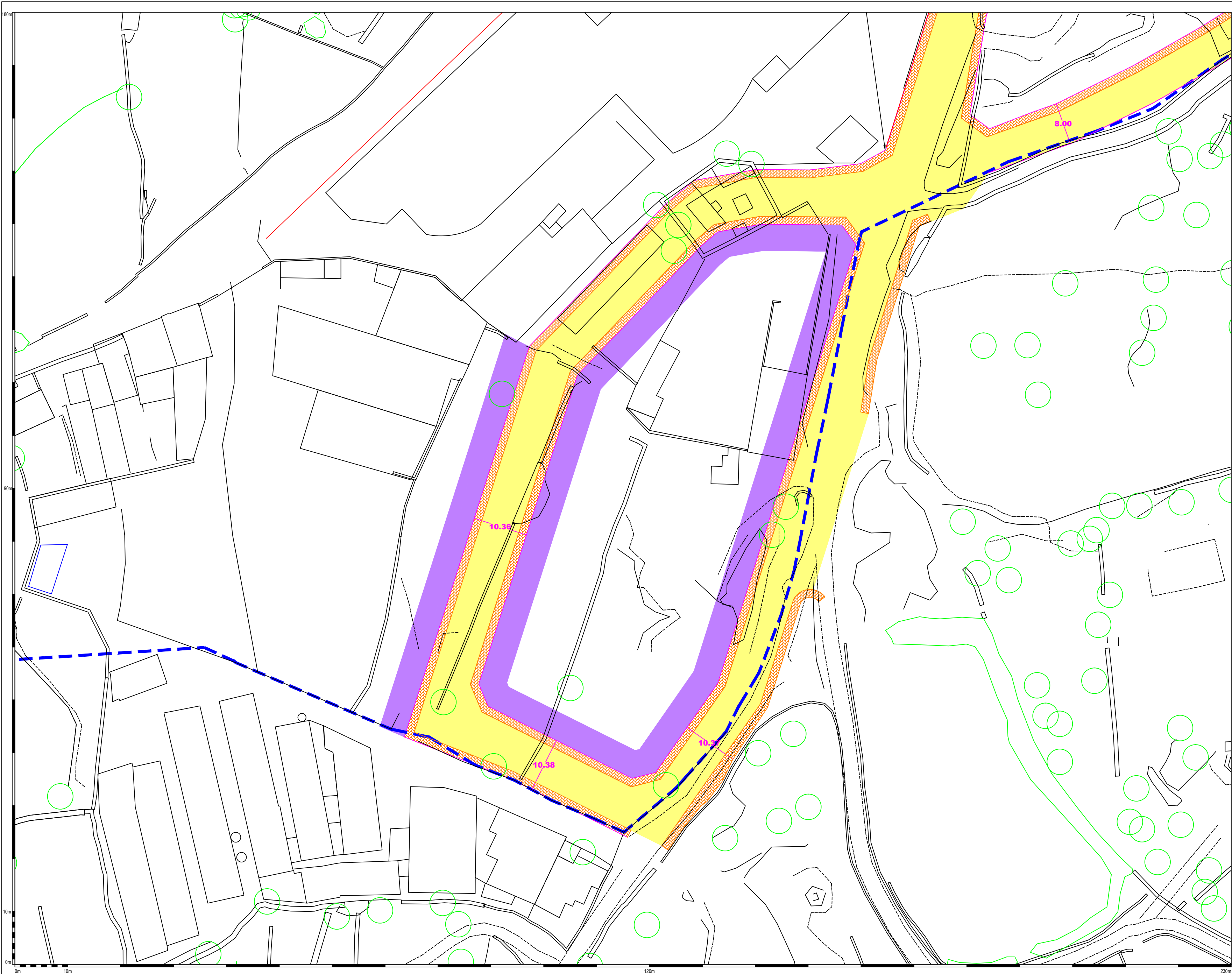
MEPA

St. Francis Road
Floriana
PO Box 300, Valletta, Malta
Tel: +356 260876 Fax: +356 224638

www.mepa.org.mt

Site Plan, Scale 1:2500 Printed on: Wednesday, January 14, 2004

Not to be used for interpretation or scaling of scheme alignments



S.S. No.: 5269

Scale: 1:2500

Subsidiary Plan Minor Modification

Locality:

Qormi

Plan Reference Number:

PC02/08/115B

Scale:

1:500

Survey No.:

QrmH 1138e6-08

Grid System:

Scale Factor:

0.999632

Min. Coordinates:

51942,69374

Level datum:

M.S.L.

Survey Completion Date:

25/11/2008

Plan Completion Date:

20/08/2015

Survey Checked By:

M. Azzopardi (LSU)

Plan Checked By:

V. Borg (PCU)

Board Number:

Board held on:

Chairman MEPA:

MEPA Board Secretary:

Endorsed by Prime Minister:

Date:

Disclaimer:

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



PC Number: PC 0015/09

Proposal: Change of Zoning from Warehousing to Retirement Complex, Sports Facilities and Parking Area.

Location: Site at Ta' L-Istabal, Triq Hal-Qormi, Qormi.

Architect: Mr. Stephen Farrugia

Applicant: Mr. Carmelo Cassar

Date of Endorsement: 6th August, 2013

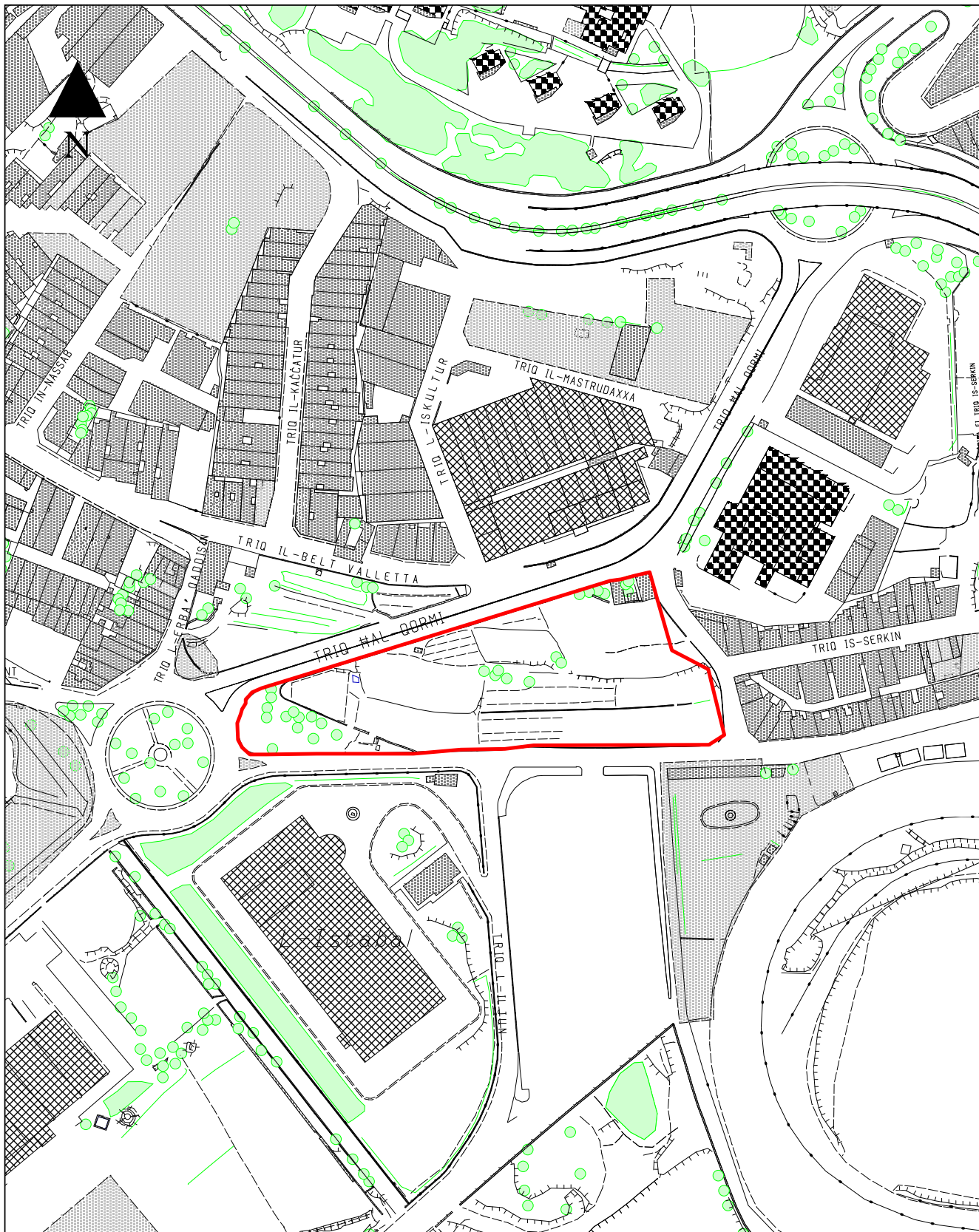
Conditions

The proposal on drawings PC 15/09/101;100B was **Approved** with the following conditions:

1. For that part of the site that is designated for the development of an old people's home as indicated in Map PC 15/09/100B, the development of Class 2(a), (Use Classes Order, 1994) Retirement Complex will be considered by MEPA. Class 1 (dwellings) shall not be considered on this site.
2. For that part of the site that is designated for the development of a mix of uses as indicated in Map PC 15/09/100B, the development of the following land uses will be considered by MEPA;
 - Class 2(a), (Use Classes Order, 1994) Retirement Complex;
 - Class 9(d), (Use Classes Order, 1994) Sports and recreational facilities;
 - and
 - Car parking provision.
3. The old corner building located on site is to be conserved and re-used for social and community facilities to the satisfaction of MEPA;
4. The area above the roof level of development shall be retained as open space. This area is to be designed and landscaped by the proponent to the satisfaction of MEPA;
5. Development on this site is to be planned and constructed comprehensively;
6. Development on site shall have a total gross floor area not exceeding 10,800 sqm. The floor area of on-site parking is not considered to form part of this maximum gross floor space;

7. The profile of development on site is not to extend beyond the development profile as indicated in Map PC 15/09/100B;
8. All of the site shall not be subject to Floor Area Ratio planning considerations;
9. The precise location of the building alignment denoted X – Y on Map PC/15/09/110B is to be determined at DPA stage;
10. Development on this site is to conform with the provisions of Central Malta Local Plan Policy CG30 with respect to flood risk areas;
11. MEPA is to be satisfied that vehicular access to the new development is safe and adequate. No direct access to the development will be permitted from Triq Hal-Qormi;
12. The Class E archaeological site that is located within the designated green area is to be protected to the satisfaction of MEPA and the Superintendence of Cultural Heritage. The Superintendence of Cultural Heritage is to be consulted on this site prior to the submission of the PA application and during its processing;
13. Sewer infrastructure lying below the site is to remain accessible for works and/or maintenance to the satisfaction of the Water Services Corporation;
14. The applicant shall apply for a public sewer discharge permit with the Water Services Corporation and shall install adequate treatment facilities for the treatment of its trade effluent prior to discharge into the public sewer;
15. A substation is to be integrated within proposed development on site to the satisfaction of Enemalta Corporation;
16. A culvert measuring 0.8m wide by 0.75m deep shall be provided along the façade of the development so that any overhead lines may be substituted by underground cables to the satisfaction of Enemalta Corporation;
17. Precautionary measures are to be followed during development in order to avoid contamination of the groundwater aquifer. These measures are to be to the satisfaction of the Malta Resources Authority;
18. Detailed development proposals shall be subject to third party access rights through or to the site;
19. Development within the site requires the introduction of new physical parking spaces on site. In view of this, the Urban Improvement Fund (UIF) Scheme is not applicable to the Site;

20. The form and treatment of the elevations of development should provide both detailed and large scale visual interest and shall enhance the streetscape and the surrounding environment through high quality design;
21. Adequate measures are to be taken to safeguard for eventual use any good quality mineral resources extracted from the site, and inferior quality mineral resources are to be recycled or/and employed for restoration purposes or otherwise adequately disposed of;
22. Runoff rainwater in the site is to be collected and re-used for landscaping purposes;
23. Full payment of PC Zoning Application fees are to be paid as per LN356/10 in the Development Planning Application (DPA) stage; and
24. Any eventual full development permission application will have to ensure that the continued licensing of existing fireworks launching sites, as approved by the competent authorities, would not be compromised by the development on this site.



Key



Site - PC15/09

PC 15/09 - Qormi - Site Plan

Scale : 1:2500 Date : June 2013

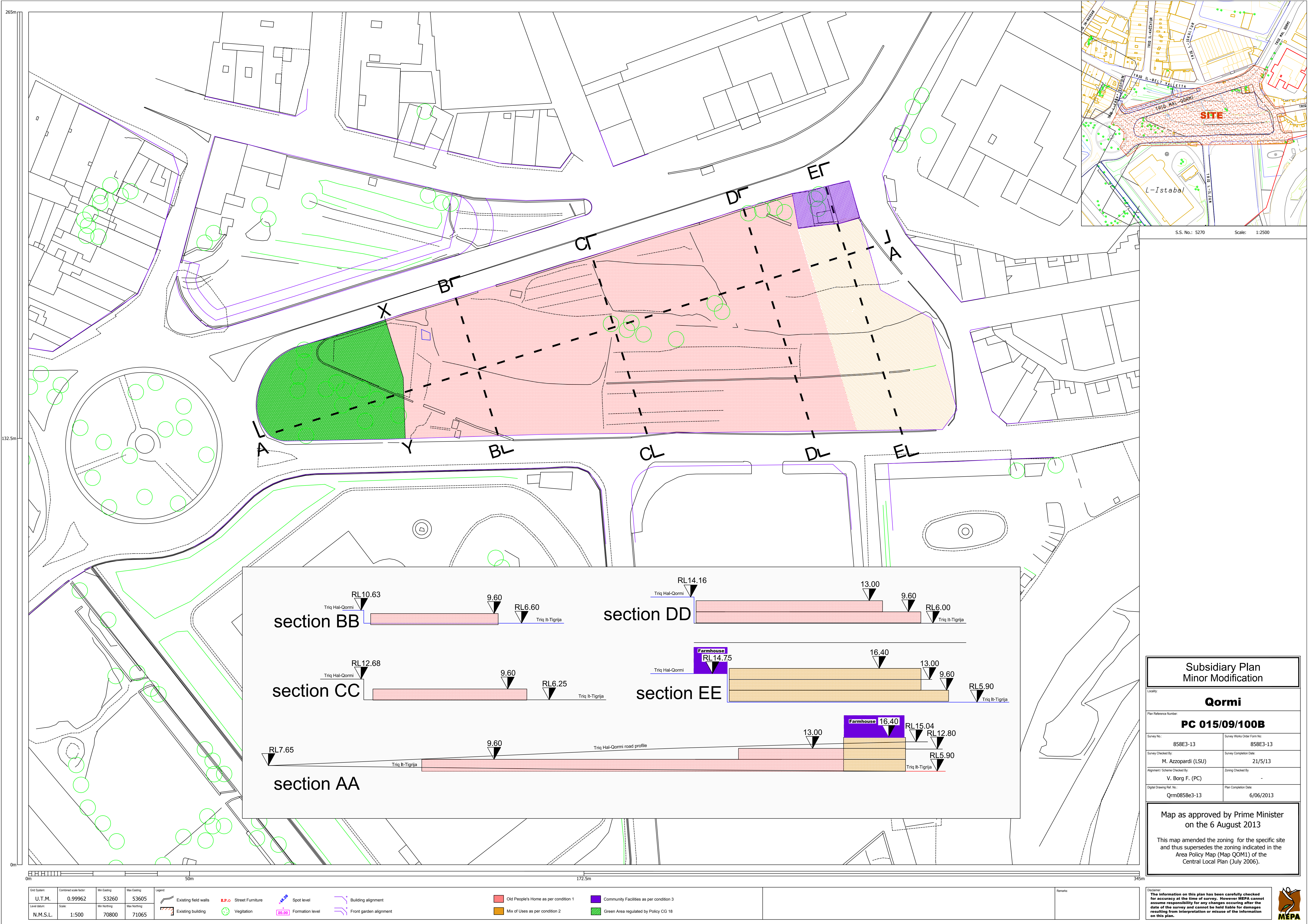
INDICATIVE ONLY

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.

Map :

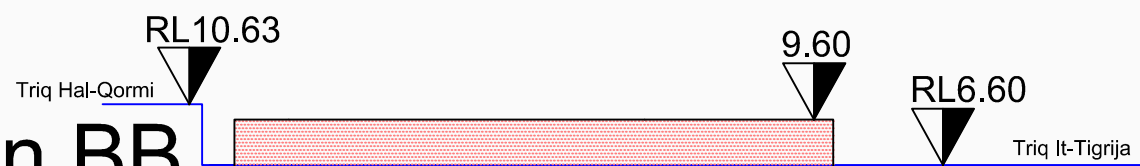
PC15/09/101

Copyright Malta Environment & Planning Authority

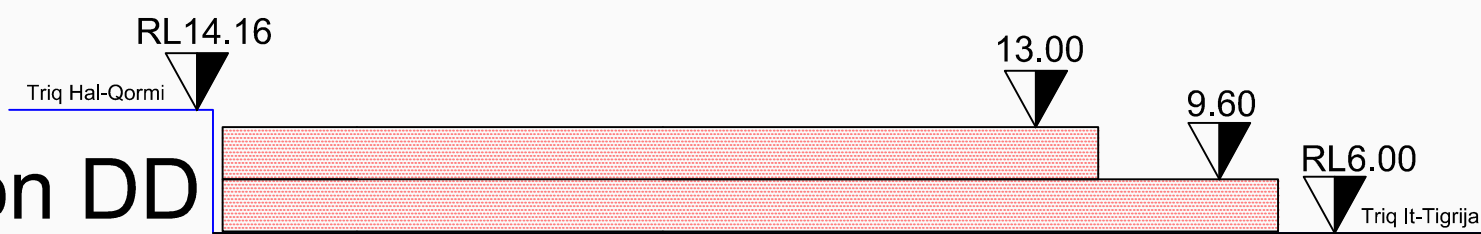


S.S. No.: 5270 Scale: 1:2500

section BB



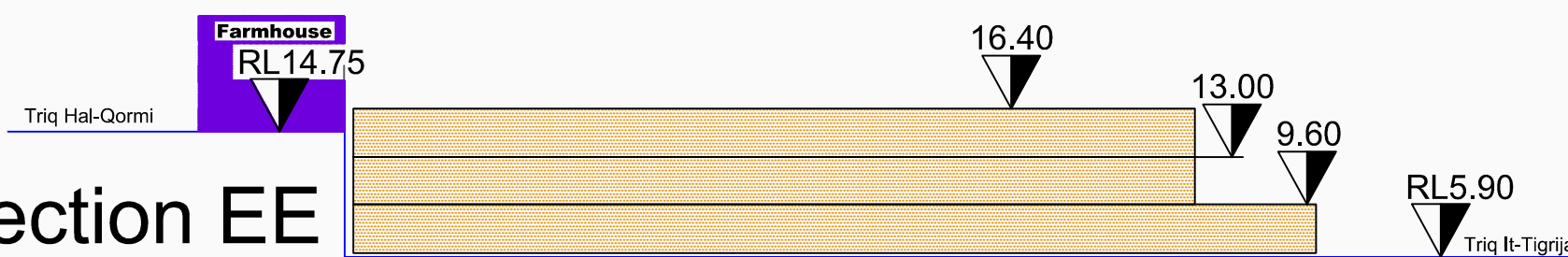
section DD



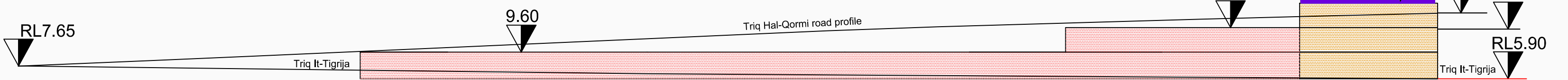
section CC



section EE



section AA



Subsidiary Plan
Minor Modification

Locality:
Qormi

Plan Reference Number:
PC 015/09/100B

Survey No: 858E3-13	Survey Works Order Form No: 858E3-13
Survey Checked By: M. Azzopardi (LSU)	Survey Completion Date: 21/5/13
Alignment / Scheme Checked By: V. Borg F. (PC)	Zoning Checked By: -
Digital Drawing Ref. No: Qrm0858e3-13	Plan Completion Date: 6/06/2013

Map as approved by Prime Minister
on the 6 August 2013

This map amended the zoning for the specific site
and thus supersedes the zoning indicated in the
Area Policy Map (Map QOM1) of the
Central Local Plan (July 2006).

Grid System: U.T.M.	Combined scale factor: 0.99962	Min Easting: 53260	Max Easting: 53605	Legend:
Level datum: N.M.S.L.	Scale: 1:500	Min Northing: 70800	Max Northing: 71065	Existing field walls
				Existing building

- Old People's Home as per condition 1
- Mix of Uses as per condition 2
- Community Facilities as per condition 3
- Green Area regulated by Policy CG 18

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



PC Number: PC 0052/10

Proposal: To establish the land use zoning, building height limitation and road alignments for this Area of Containment.

Location: Area of Containment at Triq I-Imdina, Qormi.

Architect: MEPA

Applicant: MEPA

Date of Endorsement: 10th July 2013.

Conditions

The proposal on drawings PC 52/10/31C/31D was **Approved** with the following conditions:

Policy QOAC11: Land Use Zoning

For sites located within the designated Area of Containment at Triq I-Imdina as indicated in Map PC 52/10/31D, the development of the following land uses will be considered by MEPA.

1. Class 4, (Use Classes Order, 1994) Showrooms;
2. Class 5 (Use Classes Order, 1994) Offices;
3. Class 11 (Use Classes Order, 1994) Business and Light Industry provided that development will not cause undue disturbance to the nearby residential area of Qormi, and that these are totally hidden away from view from Triq I-Imdina;
4. Class 17 (Use Classes Order, 1994) Storage and Distribution;
5. Supermarkets provided that these comply with Central Malta Local Plan Policy CG17;
6. Taxi Business or for the hire of motor vehicles; and
7. The sale or display of motor vehicles and vehicular parts.

Land-uses falling outside those mentioned above will not be considered favourably within the Area of Containment, unless there are overriding reasons to locate such uses within these areas. Such exceptions include considerations of proposals that are ancillary or relate directly to existing MEPA permitted uses in this area that are being retained and that are justified as being necessary.

For Use Classes 11 and 17, clearance from the Malta Resources Authority and the Water Services Corporation is required to the affect that the proposed activity is deemed acceptable.

Policy QOAC12: Building Height Limitation

The height of development within this Area of Containment, as indicated in Map PC 52/10/31D, shall not exceed the maximum allowable height of 10.5 metres above the service road level and in accordance with the relevant Development Control Policy and Design Guidance. Stairwells, plant rooms and lift rooms will be the only built structures considered above this height limitation in accordance with the relevant Development Control Policy and Design Guidance. Developments within this Area of Containment shall not be subject to Floor Area Ratio (FAR) planning considerations.

Policy QOAC13: Site Coverage

Within the designated Area of Containment as indicated in Map PC 52/10/31D, new or complete re-development is to ensure that adequate space is provided for the following purposes;

1. Vehicular circulation and manoeuvring areas;
2. Loading/Unloading areas; and
3. Parking and servicing areas.

Policy QOAC14: Design Guidance

Development shall lead to a general improvement in the appearance of the Area of Containment. Development within the Area of Containment, as indicated on Map PC 52/10/31D is to have the following characteristics:

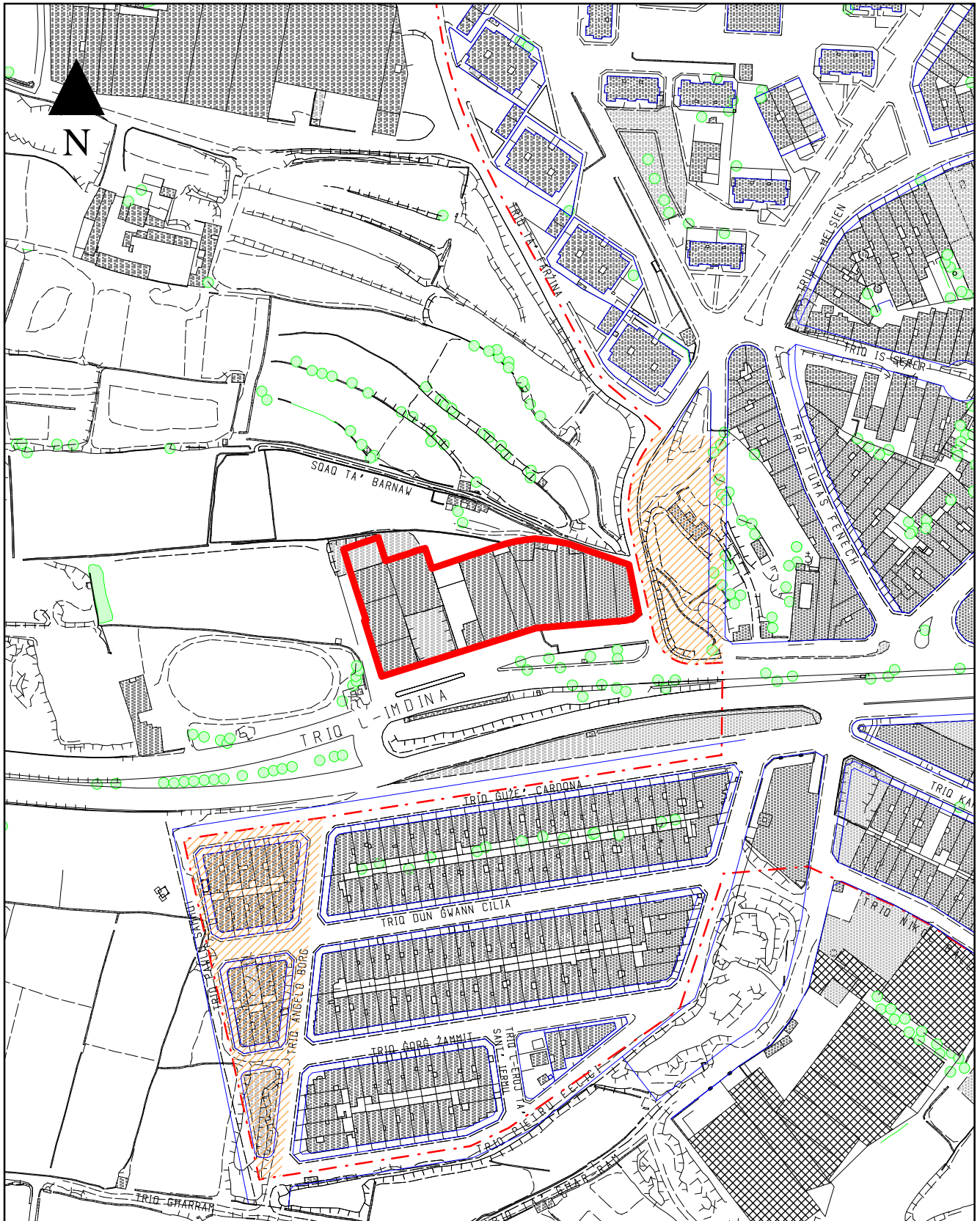
1. The form and treatment of the elevations of development should provide both detailed and large scale visual interest and shall enhance the streetscape and the surrounding environment through high quality design;
2. Where possible, and subject to other considerations, the massing of buildings should create interest through the juxtaposition of different built volumes and voids;
3. External facades and apertures are to be painted in matt and light colours, to the satisfaction of MEPA;
4. Development will not result in the creation of blank party walls;
5. Particular regard will be given to the provision of advertising space in order to ensure that this will not be overly conspicuous;
6. The solid parts of boundary walls located along the periphery of the Area of Containment are not to exceed a height of 1.2 metres above

- pavement or soil level; and
7. Building services are to be satisfactorily and sensitively integrated in the design of the building.

Policy QOAC15: Transport, Circulation, and Parking

New built development is to be adequately setback from the distributor road to the satisfaction of Transport Malta and MEPA in order to allow for the formation of a service road and a continuous belt of trees, as indicated in Map PC 52/10/31D. New development or redevelopment within the Area of Containment requires the introduction of new physical parking spaces on site. The Urban Improvement Fund (UIF) Scheme is not applicable to the Area of Containment.

Detailed development proposals shall be subject to any Legal Third Party access rights through, or to, the site.



Key



Area of Containment Boundary

Mдина Road - Qormi Area of Containment

Scale : 1:2500 Date : April 2012

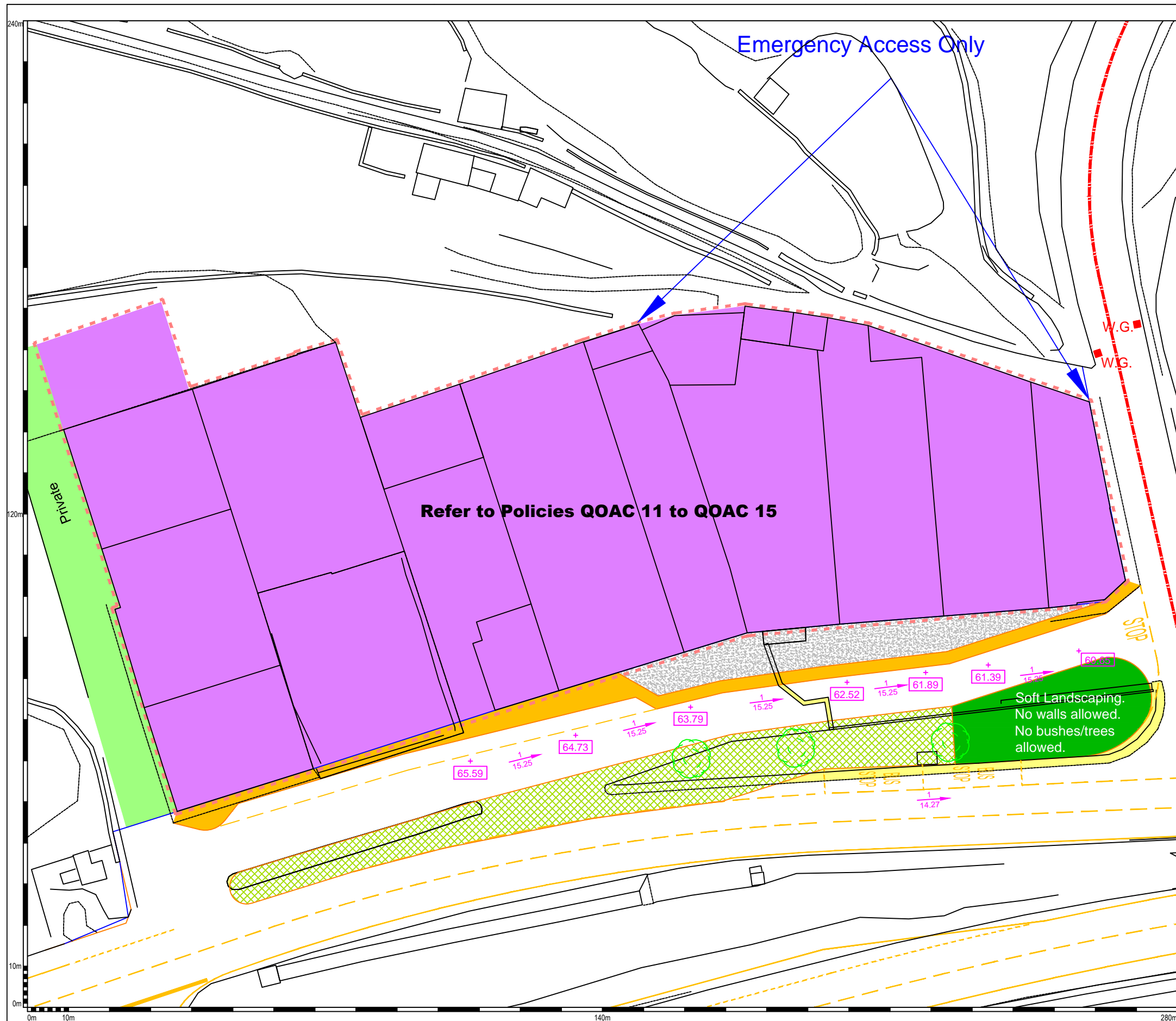
INDICATIVE ONLY

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.

Map :

**PC/52/
10/31C**

Copyright Malta Environment & Planning Authority



- Legend:
- Existing Field Walls
 - Existing Building
 - Existing Vegetation
 - E.P.O Street Furniture
 - Spot Level
 - Formation Level
 - Limit to Development
 - Alignment
 - Scheme Road
 - Kerb
 - Ramps
 - Front/Side Garden
 - Area of Containment
 - Green Area
 - Green Area with condition
 - Zoning: Refer to policy QOAC 11
Maximum Height limitation: 10.5 m (policy QOAC 12)



Subsidiary Plan Minor Modification

Locality:

Qormi

Plan Reference Number:

PC52/2010/31D

Scale:

1:1000

Digital Drawing Ref. No.:

PC2010-52-2012

Grid System:

U.T.M.

Scale Factor:

0.999632

Min. Coordinates:

51459,70420

Level datum:

M.S.L.

Levels Completion Date:

01/06/2010

Plan Completion Date:

26/01/2012

Levels Checked By:

M. Azzopardi (LSU)

Plan Checked By:

V. Borg (PCU)

**Map as approved by the Honorable Prime Minister in
his capacity as Minister responsible for planning
on the 10th July 2013**

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

Disclaimer:

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



PC Number: PC 0053/10

Proposal: To establish the land use zoning, building height limitation and road alignments for this Area of Containment, and to establish the front garden width of an existing commercial building.

Location: Area of Containment at Ta' Ghar Ram, Qormi

Architect: MEPA

Applicant: MEPA

Date of Endorsement: 29th August 2012

Conditions

The proposal on drawings PC 53/10/1,66 was **Approved** subject to the following policies:

Policy QOAC1; Land Use Zoning

Area A

For sites located within Area A of the designated Area of Containment as indicated in Map PC 53/10/66, the development of the following land uses will be considered by MEPA;

- **Class 4; Shops and Showrooms;**
- **Class 5; Offices provided that vehicular access to them is from Triq ta' Ghar Ram and not from Triq P Felice. Pedestrian access to these offices can be from Triq P Felice;**
- **Class 17; Storage & Distribution only at the lowest level and with a frontage only onto Triq ta' Ghar Ram;**
- **Class 19(a); Boat Storage only at the lowest level and with a frontage only onto Triq ta' Ghar Ram;**
- **Taxi Business and for hire of motor vehicles only at the lowest level and with a frontage only onto Triq ta' Ghar Ram; and**
- **The display and sale of motor vehicles.**

The development of the following community facilities within Area A will also be considered by MEPA;

- **Class 2(b); Clinics provided that they are in accordance with Central Malta Local Plan Policy CG07;**
- **Class 6(a); Sale of hot and cold food and drink for consumption on or off the premises provided that they have a frontage only onto Triq ta' Ghar Ram;**

- Class 8(a); Kindergarten, Creche, Day Nursery or Day Centre provided that their entrance is from Triq P. Felice and not from Triq ta' Ghar Ram; and
- Class 9(d); Indoor sports and recreation facilities provided that they have a frontage only onto Triq ta' Ghar Ram.

Area B

For sites located within Area B of the designated Area of Containment as indicated in Map PC 53/10/66, the development of the following land uses will be considered by MEPA;

- Class 11 (Use Classes Order, 1994) Business and Light Industry provided that development will not cause undue disturbance to the nearby residential areas;
- Class 17 (Use Classes Order, 1994) Storage and Distribution;
- Taxi Business or for hire of motor vehicles; and
- The sale or display of motor vehicles and vehicular parts.

Areas A and B

Land-uses falling outside those mentioned above will not be considered favourably within the Area of Containment unless there are overriding reasons to locate such uses within these areas. Such exceptions include considerations of proposals that are ancillary or relate directly to existing MEPA permitted uses in this area that are being retained and that are justified as being necessary.

For Use Classes 11 and 17, clearance from the Malta Resources Authority is required to the effect that the proposed activity is deemed acceptable. The Water Services Corporation and Enemalta Corporation are to be consulted during the processing of applications for development permission for new or complete re-development within the Area of Containment.

Policy QOAC2; Building Height Limitation

Area A

The height of development within Area A of this Area of Containment as indicated in Map PC 53/10/66 shall not exceed the maximum allowable height of 10.5 metres and 2 floors with basement above street level. This height limitation applies to frontages on both Triq Pietru Felice and Triq ta' Gar Ram. The second floor level of the frontage on Triq ta' Gar Ram shall be setback by 11 metres from the said street.

Within Area A, basements are allowed with a maximum height of 3 courses above higher street level. In addition, penthouses are not acceptable.

Area B

The height of development within Area B of this Area of Containment as indicated in Map PC 53/10/66 shall not exceed the maximum allowable height of 6.75 metres above street level and in accordance with the relevant provisions of the Development Control Policy and Design Guidance.

Areas A and B

Stairwells, plant rooms and lift rooms will be the only built structures considered above these height limitations in accordance with the relevant provisions of the Development Control Policy and Design Guidance.

Developments within this Area of Containment shall not be subject to Floor Area Ratio (FAR) planning considerations.

Policy QOAC3; Site Coverage

Within the designated Area of Containment as indicated in Map PC 53/10/66, new or complete re-development is to ensure that adequate space is provided on-site for the following purposes;

- Vehicular circulation and maneuvering areas;
- Loading/Unloading areas; and
- Parking and servicing areas.

Use of the public highway for such purposes will not be permitted.

Policy QOAC4; Design Guidance

Development shall lead to a general improvement in the appearance of the Area of Containment.

Areas A and B

Development within Areas A and B of the Area of Containment as indicated in Map PC 53/10/66 is to have the following characteristics;

- The form and treatment of the elevations of development should provide both detailed and large scale visual interest and shall enhance the streetscape and the surrounding environment through high quality design;
- Development will not result in the creation of blank party walls;
- Particular regard will be given to the provision of advertising space in order to ensure that this will not be overly conspicuous;
- The solid parts of boundary walls located along the periphery of the Area of Containment are not to exceed a height of 1.2 metres above pavement or soil level, and furthermore where boundary walls affect their rural

surroundings it may be necessary that they be constructed of random dry stone rubble; and

- Building services are to be satisfactorily and sensitively integrated in the design of the building.

Area B

Where possible, and subject to other considerations, the massing of buildings within Area B of the Area of Containment as indicated in Map PC 53/10/66 should create interest through the juxtaposition of different built volumes and voids. In addition, the back elevations of buildings in Area B are to be constructed in un-rendered and unpainted franka stone, and are to be designed to the satisfaction of MEPA.

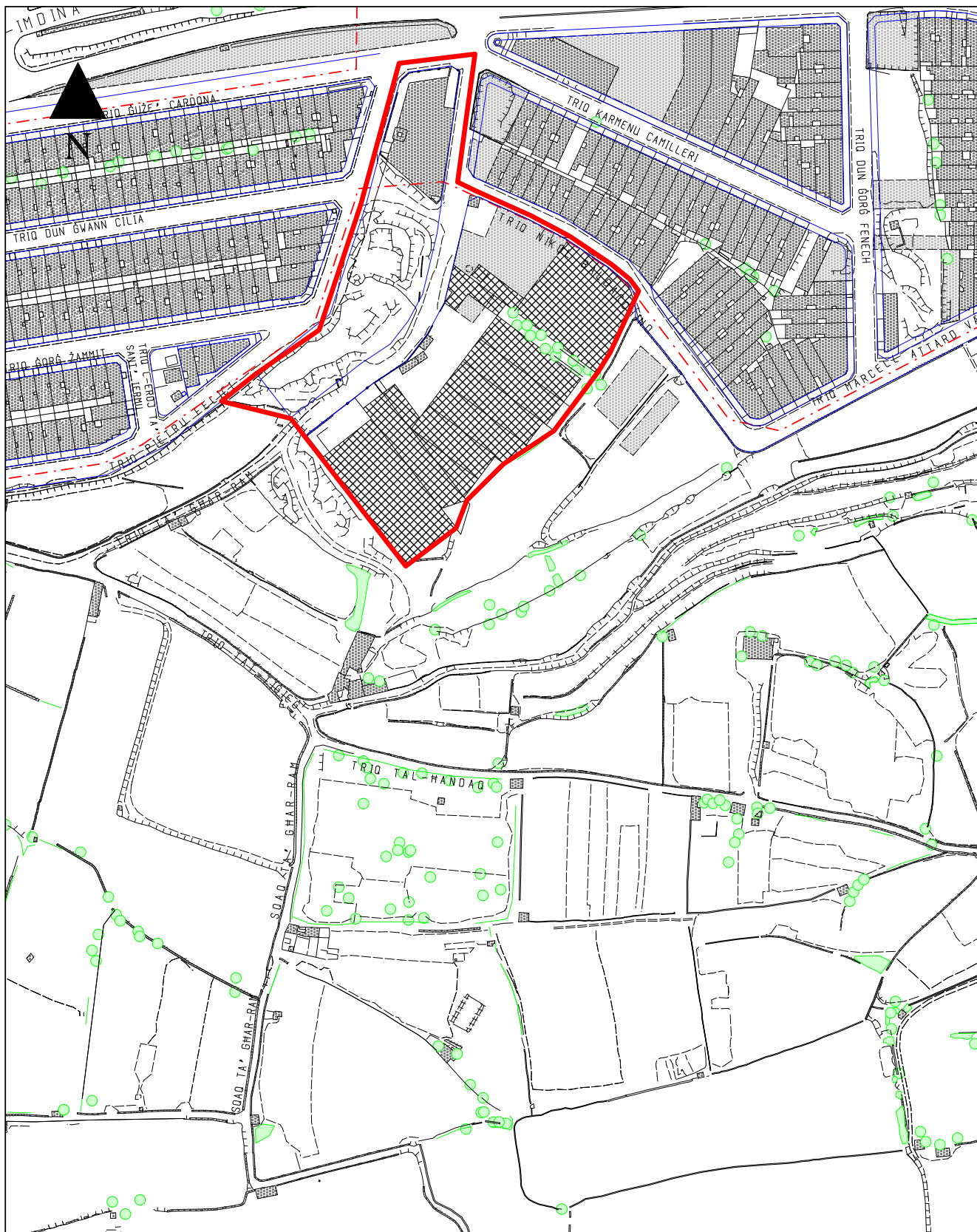
Site C

The existing exposed blank party wall of Site C as indicated in Map PC 53/10/66 shall be architecturally treated to the satisfaction of MEPA.

5; Policy QOAC5; Transport, Circulation and Parking

New development or redevelopment within the Area of Containment requires the introduction of new physical parking spaces on site. The Urban Improvement Fund (UIF) scheme is not applicable to this Area of Containment. In addition, parking provision for development within Area A is required to be included within the building envelope. The frontage on Triq P. Felice will be without garage openings and will have a maximum of 3 pedestrian accesses.

Detailed development proposals shall be subject to third party access rights through or to the site.



Key



Site Boundary

Ghar Ram Qormi Area of Containment

Scale : 1:2500 Date : August 2011

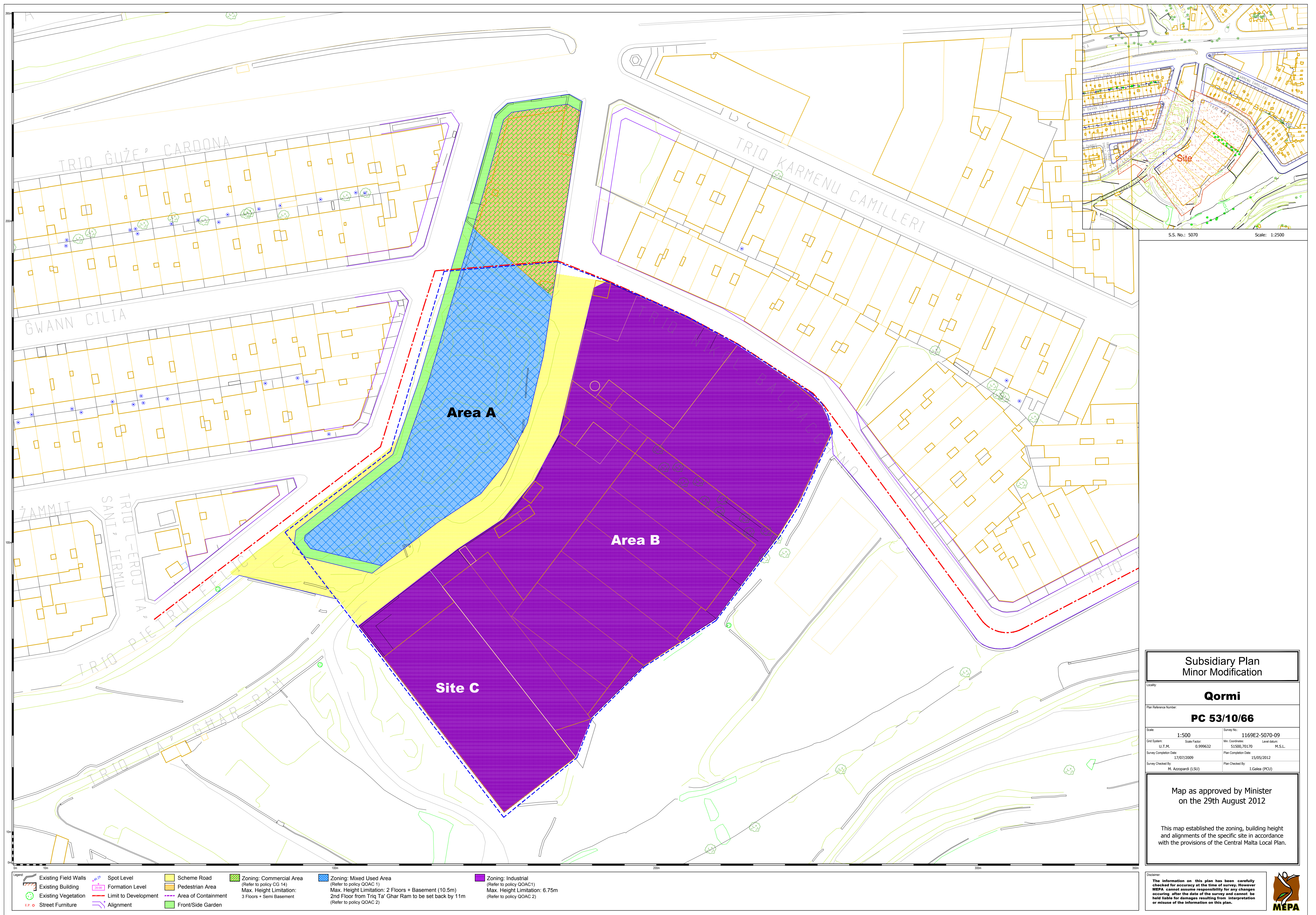
INDICATIVE ONLY

Not to be used for measurement or direct interpretation. Maps to be used in conjunction with Policy Document. For the detailed interpretation of alignments kindly contact the Planning Directorate's Planning Control Unit.

Map :

PC53/10/1

Copyright Malta Environment & Planning Authority



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

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

Location: sites at Mriehel, Qormi and Santa Venera.

Architect: MEPA

Applicant: MEPA

Date of Endorsement: 13th March, 2009.

Conditions: N/A

1; Policy QO04

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

A; Mixed Use Areas with Residential Units

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

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

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

B; Mixed Use Areas with Residential Units and Other Uses

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

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

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

C; Mixed Use Areas without Residential Units

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

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

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

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

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

2; Policy SV01

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

A; Mixed Use Areas with Residential Units

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

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

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

B; Mixed Use Areas with Residential Units and Other Uses

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

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

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

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

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

3; Policy CG14

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

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

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

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

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

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

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

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

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

4; Policy SV05

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

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

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

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

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

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

5; Policy BK04

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

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

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

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

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

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

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

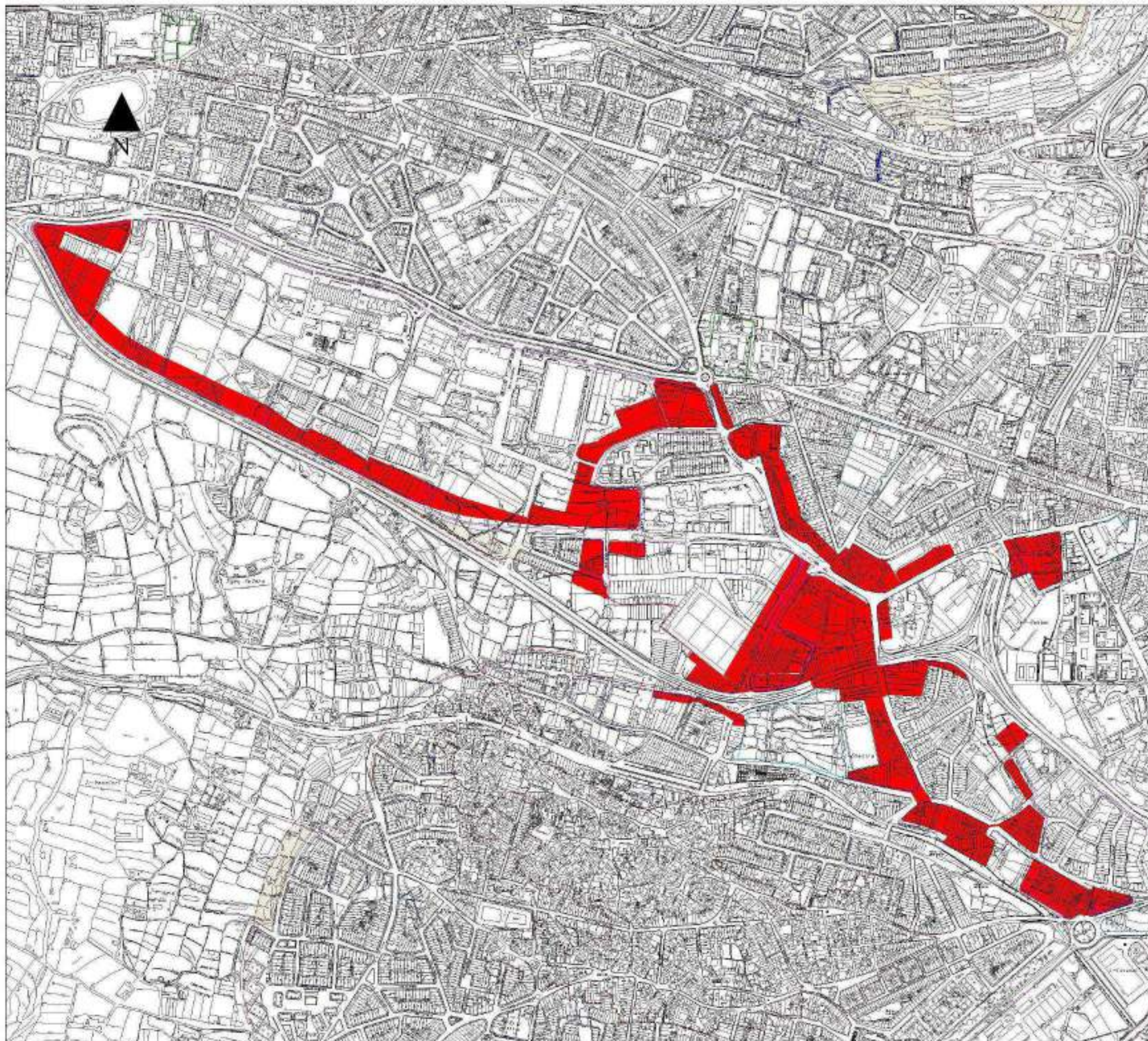
As part of the Government Waste Management Strategy, a site at Mriehel has been designated for a Civic Amenity Site to serve a number of central localities that are at present not catered for. In addition this Amenity Site will also serve the existing Industrial Area thereby resolving problems of waste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

Policy QO03

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

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

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



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

Key

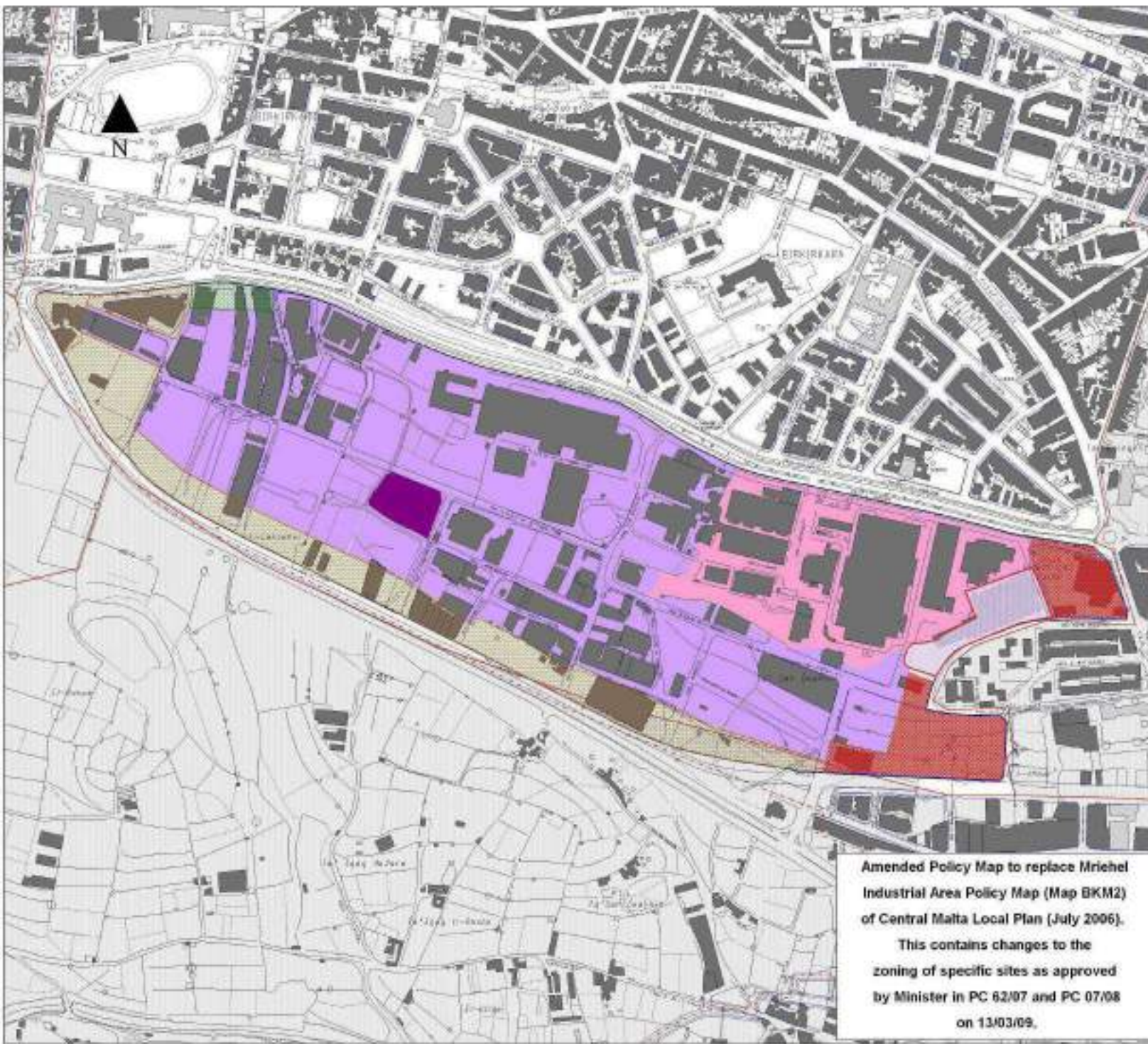
■ Sites

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

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

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

Base Maps - 1988 Survey Sheets
Copyright Mapping Unit, Malta Environment & Planning Authority



CENTRAL MALTA LOCAL PLAN



L-Awtorita' ta' Malta Dwar l-Infrastruttura Uppjana
Malta Environment & Planning Authority

Key

- Local Council Boundary
- Limit to Development (TPS)
- Mriehel Industrial Area BK04
- MP Estate
- SME Park
- Commercial Area BK04, CG14
- Public Utility/Waste Management/Civic Amenity Site and Electricity Substation
- Mixed Use Areas without residential units BK04, GO04
- Commercial Area with Class 11 uses larger than 50sqm and warehouses BK04, CG14
- Low impact Industrial Areas BK04

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

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

Mriehel Industrial Area Area Policy Map

Scale:	Date:	Map:
1:5000	December 2008	BKM2
INDICATIVE ONLY		
Not to be used for direct interpretation or for the interpretation of direct interpretation		
Base Maps: 1990 Survey Sheets		
Copyright Mapping Unit, Malta Environment & Planning Authority		

CENTRAL MALTA LOCAL PLAN



Li-Awtorizzazzjoni ta' Malta Development Appointments
Malta Environment & Planning Authority

Key

- Local Council Boundary
- Limits to Development (TPS)
- Urban Conservation Area QG09
- Retain Existing Use with Extensions to Institutions
- Residential Areas CG07, QG06
- Green Areas CG16
- Strategic Open Gaps CG25
- Secondary Town Centre CG12
- Civic Centre QG01
- Civic Centre at lower street level with overlying Public Open Space at upper street level QG01
- Commercial Area CG14
- Sports CG18
- Site Reserved for Education, Sports and Car Park QG02
- Education
- SME Sites QG07, QG08, CG15
- Boundary marking limit of zone prone to flood risk CG30
- Valley Watercourse Areas CG30
- Reasoning QG05
- Development subject to Policy CG01 & QG07
- Mixed Use Areas with residential units QG04
- Mixed Use Areas QG04
- Mixed Use Areas with residential units and other uses QG04
- Mixed Use Areas without residential units QG04
- Commercial Area with Class 11 uses larger than 50sqm and warehouses CG14
- Commercial Uses including residential units CG14

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

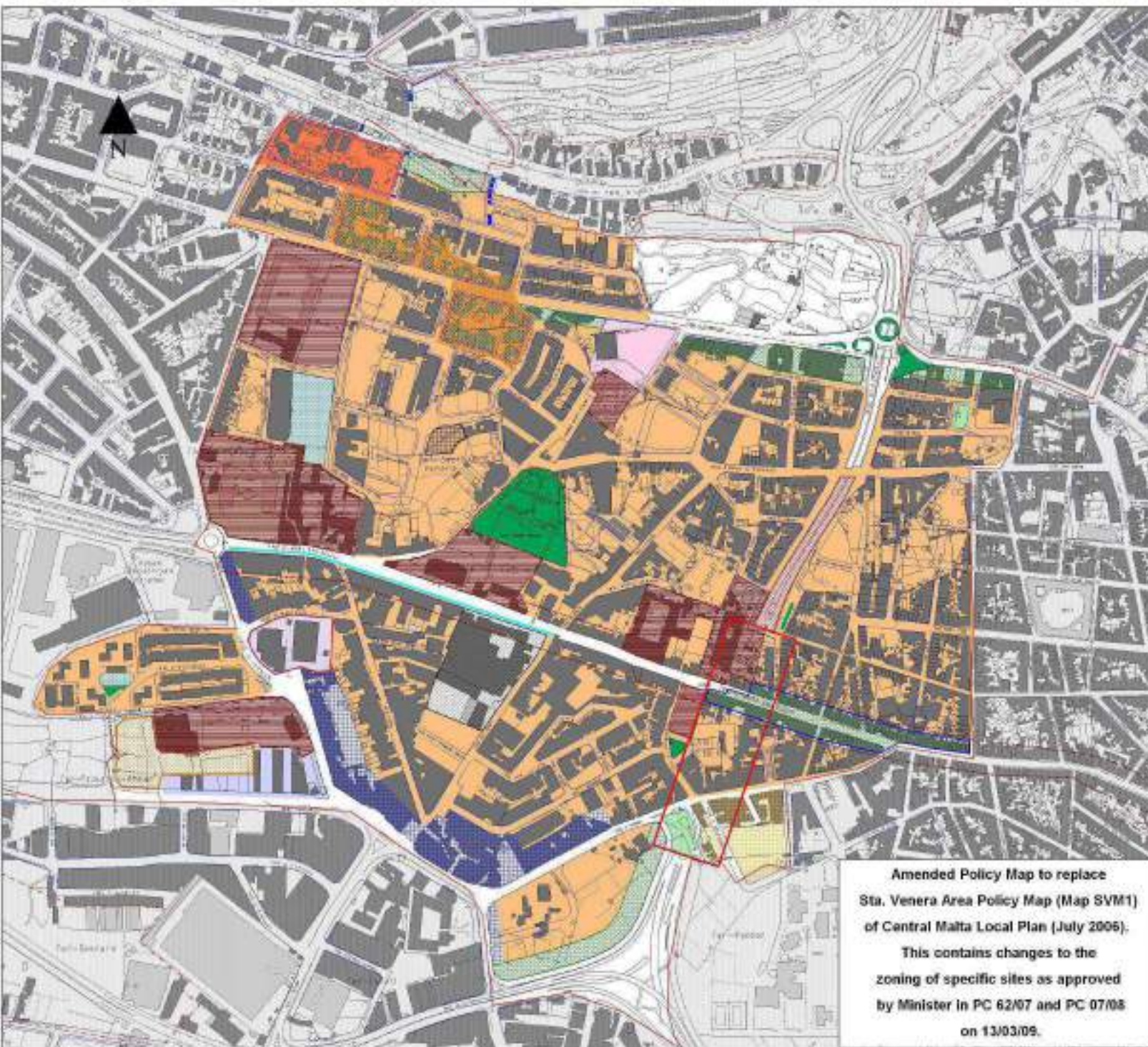
Qormi Area Policy Map

Scale: 1:9000 Date: December 2008

INDICATIVE ONLY
Not to be used for direct interpretation or
for the submission of development applications

Base Maps: ©2000 Survey of Malta
Copyright Mapping Unit, Malta Environment & Planning Authority

Map:
QOM1



CENTRAL MALTA LOCAL PLAN



To: Residents of Malta Directly Involved in Approval
 Malta Environment & Planning Authority

- Key**
- Local Council Boundary
 - Limit to Development (TPS)
 - Urban Conservation Area CG09
 - Retain Existing Use with extensions to Institutions
 - School and Ecclesiastical Facilities
 - Residential Areas CG07
 - Residential Priority Area CG08
 - Green Areas CG18
 - Sports CG15
 - Wignacourt Aqueduct Restoration
 - Commercial Areas CG14
 - Commercial Area uses at ground floor only and residential units above CG14
 - Mixed Use Areas with residential units SV01
 - Mixed Use Areas with residential units and other uses SV01
 - Low Impact Industrial Area SV05
 - SME Sites SV05
 - Site subject to Policy SV04
 - Recreation SV03
 - Rezoning SV06
 - Sta. Venera Tunnels SV07
 - Area to be investigated for possible use of existing void volume SV07
 - Umberto Caluso Development Brief Site SV02
 - Villa Area identified for possible rezoning to Residential Area subject to Policy CG05
 - Open Space Enclaves CG08

**Amended Policy Map to replace
 Sta. Venera Area Policy Map (Map SVM1)
 of Central Malta Local Plan (July 2006).**

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

**Sta. Venera
 Area Policy Map**

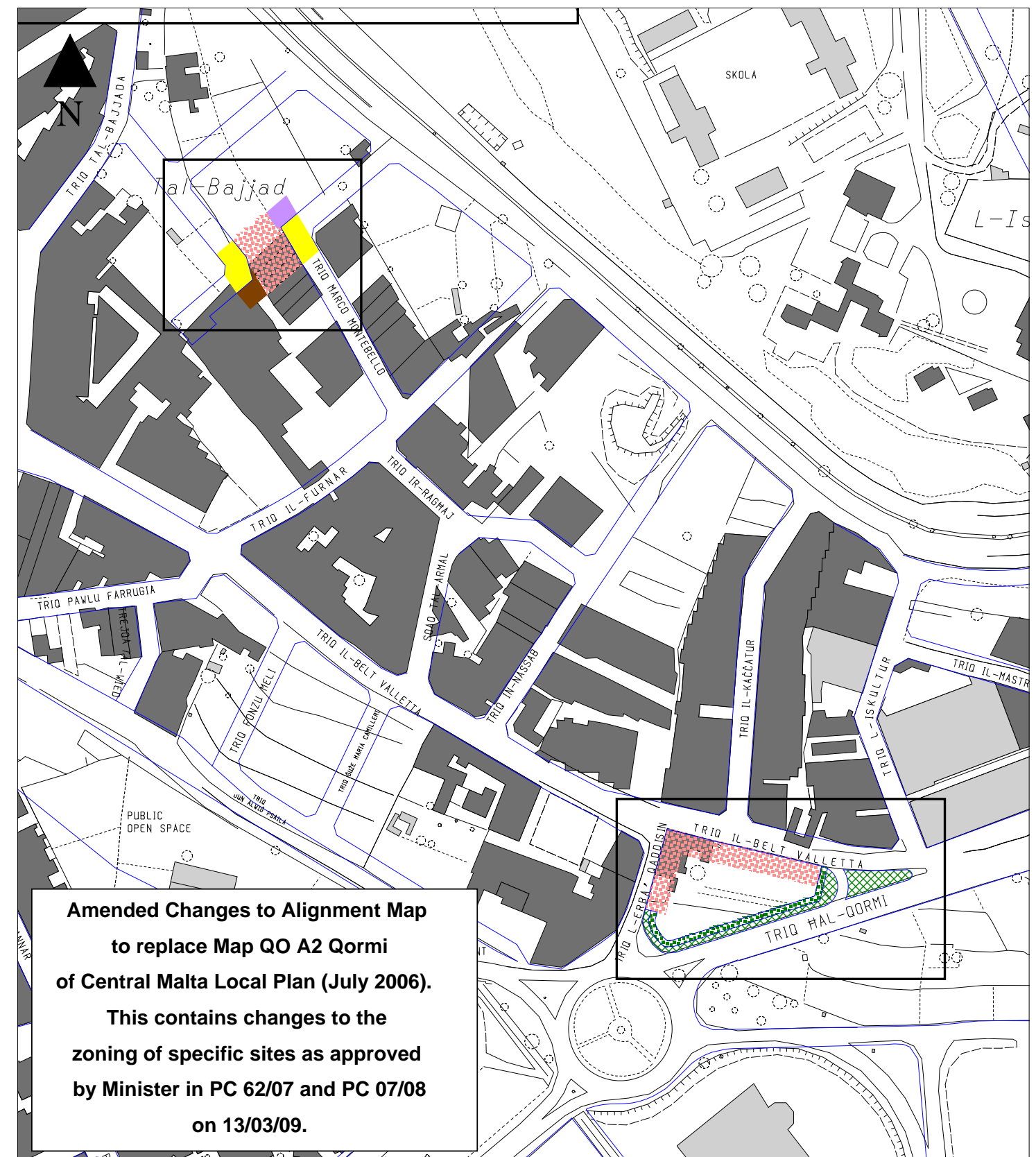
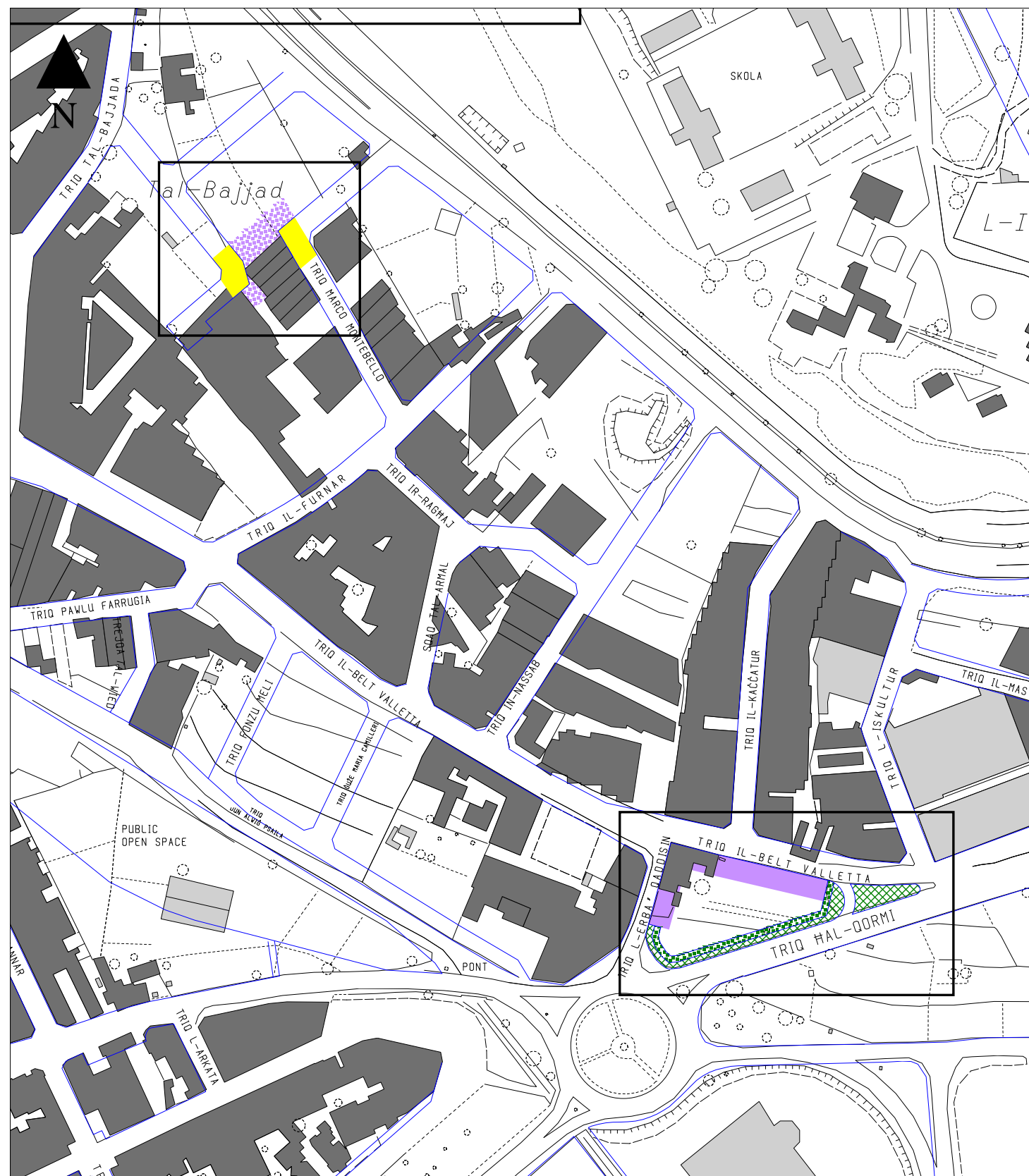
Scale: **1:5000**

Date: **December 2008**

Map: **SVM1**


INDICATIVE ONLY
 Not to be used for direct interpretation or
 for the interpretation of current documents

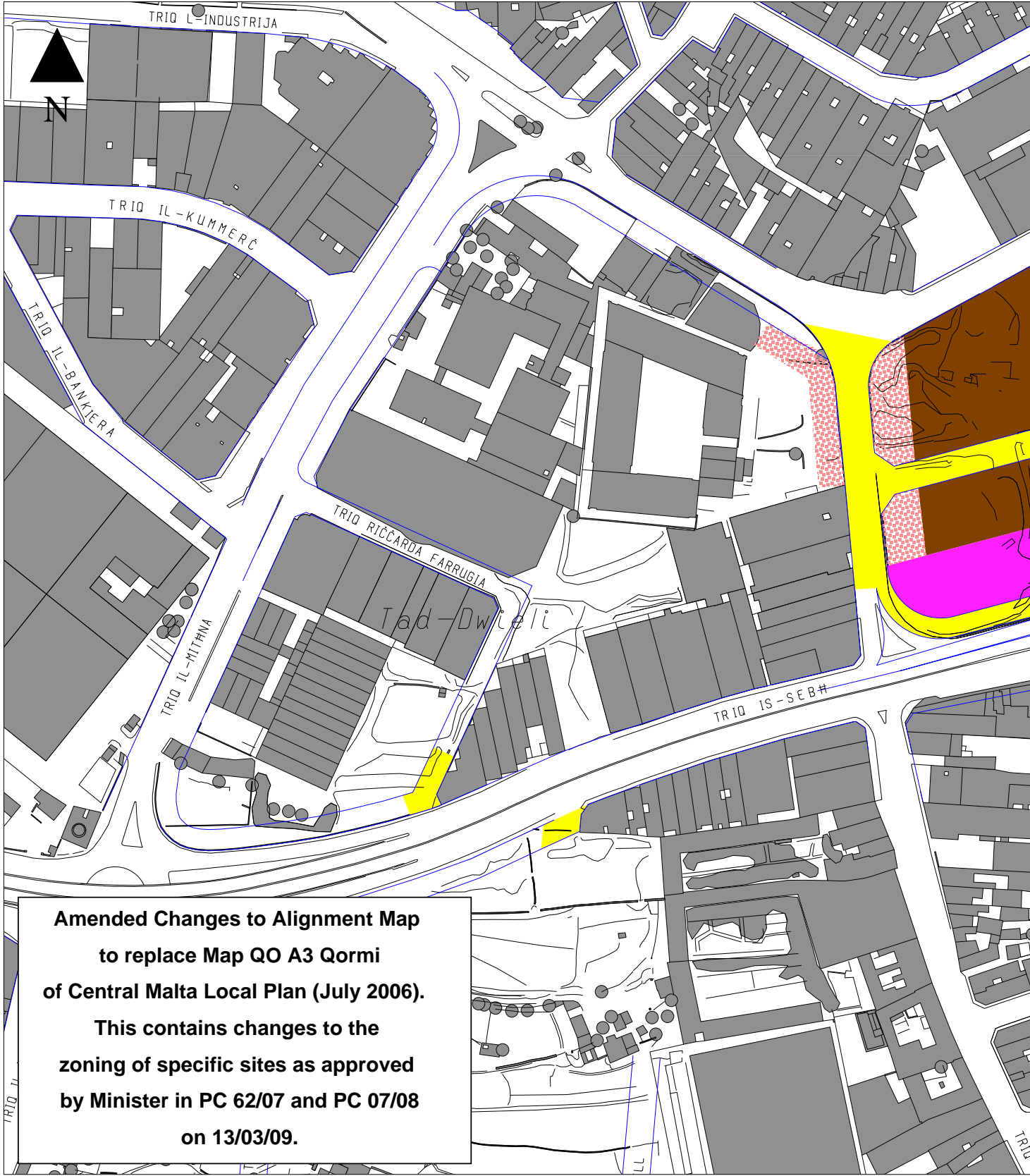
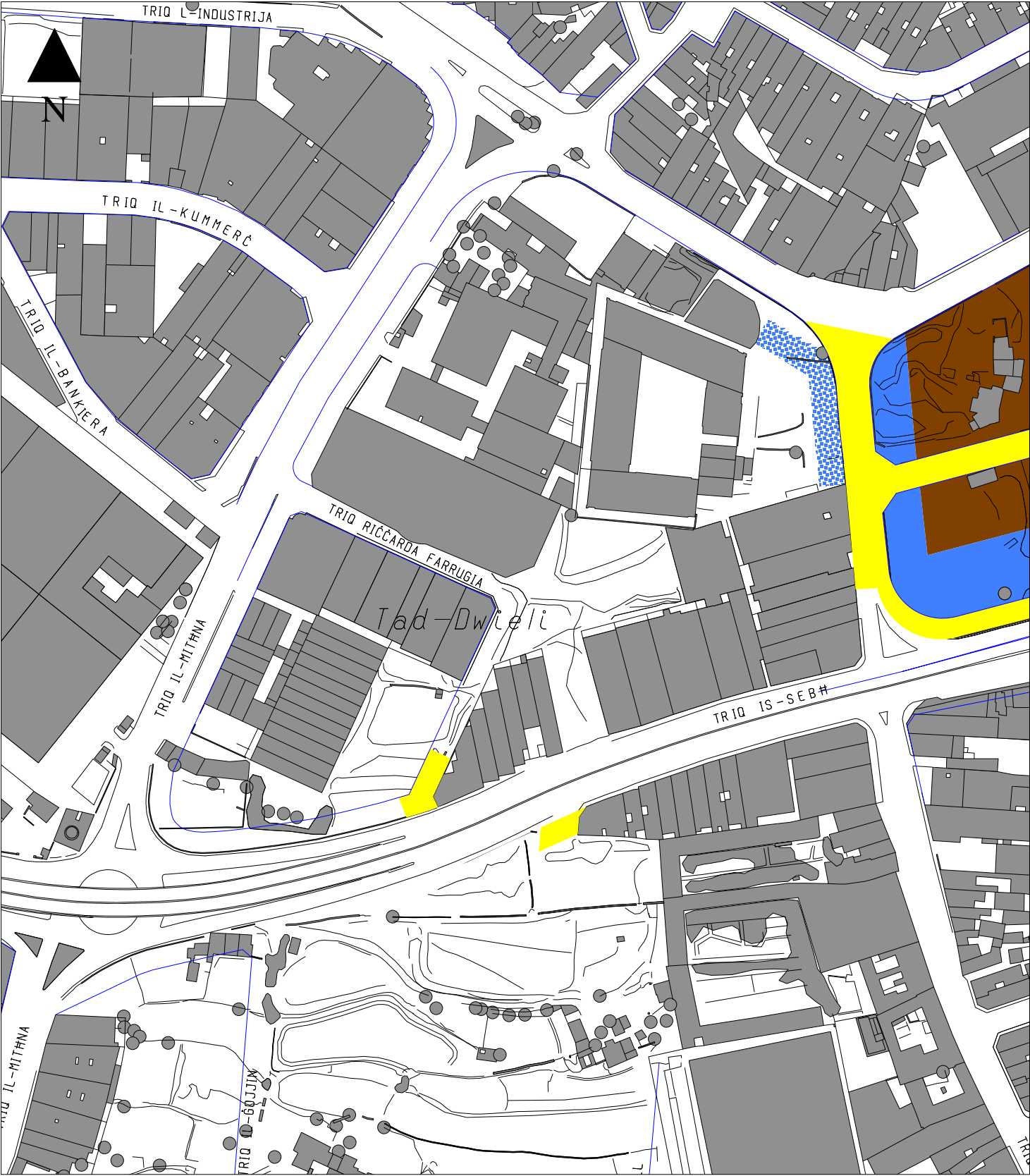
Base Maps: ©1990 Survey of Malta
 Copyright Mapping Unit, Malta Environment & Planning Authority



Former Scheme Layout


Reviewed Scheme Layout

<h1>CENTRAL MALTA LOCAL PLAN</h1>  <p>L-Awtorita` ta' Malta Dwar l-Ambjent u l-Ippjanar</p> <p>Malta Environment & Planning Authority</p>		<h2>Key</h2> <table border="0"> <tr> <td></td> <td>Limit to Development</td> <td></td> <td>Location of Amendment</td> <td></td> <td>Projected Road</td> <td></td> <td>Front / Side Garden</td> </tr> <tr> <td></td> <td>Urban Conservation Area</td> <td></td> <td>Easement</td> <td></td> <td>Mixed Use Area</td> <td></td> <td>Villas</td> </tr> <tr> <td></td> <td>Industrial Area Boundary</td> <td></td> <td>Kerb Alignment</td> <td></td> <td>Industrial</td> <td></td> <td>Terraced Development (Residential Area)</td> </tr> <tr> <td></td> <td>Projected HOS</td> <td></td> <td>Road Markings</td> <td></td> <td>Open Space</td> <td></td> <td>Mixed Use Area (Refer to PC 62/07 and PC 7/08)</td> </tr> <tr> <td></td> <td>Alignment</td> <td></td> <td>Schools</td> <td></td> <td>Private Garden</td> <td></td> <td>Industrial (Refer to Policy Map)</td> </tr> </table>					Limit to Development		Location of Amendment		Projected Road		Front / Side Garden		Urban Conservation Area		Easement		Mixed Use Area		Villas		Industrial Area Boundary		Kerb Alignment		Industrial		Terraced Development (Residential Area)		Projected HOS		Road Markings		Open Space		Mixed Use Area (Refer to PC 62/07 and PC 7/08)		Alignment		Schools		Private Garden		Industrial (Refer to Policy Map)	<h2>Changes to Scheme 47 Qormi</h2> <table border="1"> <tr> <td>Scale :</td> <td>Date :</td> <td>Figure :</td> </tr> <tr> <td>1:2500</td> <td>December 2008</td> <td>QOA2</td> </tr> <tr> <td colspan="3"> <small>INDICATIVE ONLY Not to be used for measurement or direct interpretation. Maps to be used in conjunction with Policy Document.</small> </td> </tr> <tr> <td colspan="3"> Base Maps - 1988 Survey Sheets Copyright Mapping Unit, Malta Environment & Planning Authority </td> </tr> </table>		Scale :	Date :	Figure :	1:2500	December 2008	QOA2	<small>INDICATIVE ONLY Not to be used for measurement or direct interpretation. Maps to be used in conjunction with Policy Document.</small>			Base Maps - 1988 Survey Sheets Copyright Mapping Unit, Malta Environment & Planning Authority		
	Limit to Development		Location of Amendment		Projected Road		Front / Side Garden																																																				
	Urban Conservation Area		Easement		Mixed Use Area		Villas																																																				
	Industrial Area Boundary		Kerb Alignment		Industrial		Terraced Development (Residential Area)																																																				
	Projected HOS		Road Markings		Open Space		Mixed Use Area (Refer to PC 62/07 and PC 7/08)																																																				
	Alignment		Schools		Private Garden		Industrial (Refer to Policy Map)																																																				
Scale :	Date :	Figure :																																																									
1:2500	December 2008	QOA2																																																									
<small>INDICATIVE ONLY Not to be used for measurement or direct interpretation. Maps to be used in conjunction with Policy Document.</small>																																																											
Base Maps - 1988 Survey Sheets Copyright Mapping Unit, Malta Environment & Planning Authority																																																											



Former Scheme Layout

Reviewed Scheme Layout

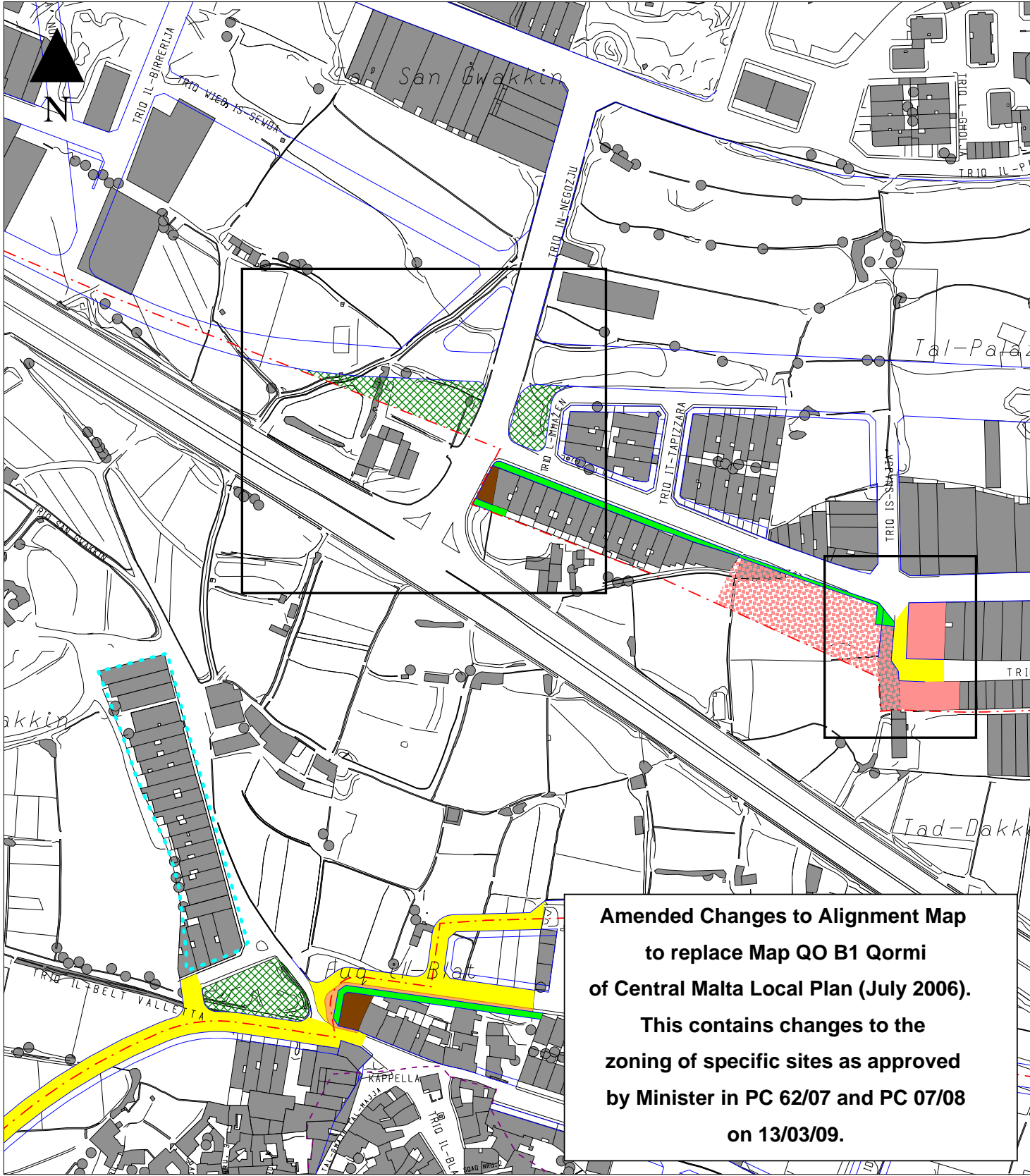
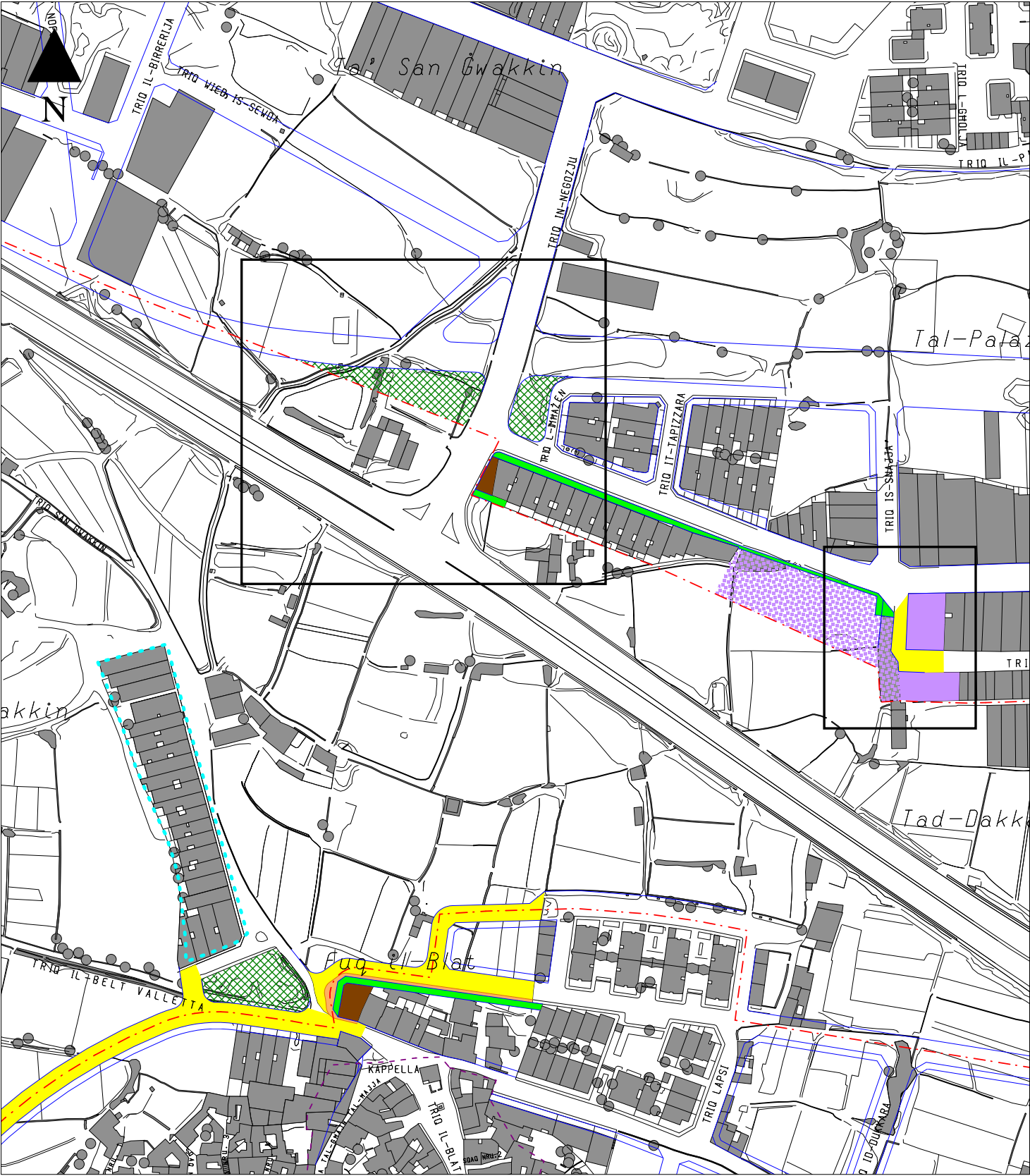
CENTRAL MALTA LOCAL PLAN

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

Key

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

Changes to Scheme 38 Qormi
Scale : **1:2000**
INDICATIVE ONLY
Not to be used for measurement or direct interpretation.
Maps to be used in conjunction with Policy Document.
Base Maps - 1988 Survey Sheets
Copyright Mapping Unit, Malta Environment & Planning Authority


Figure : **QOA3**



Amended Changes to Alignment Map
to replace Map QO B1 Qormi
of Central Malta Local Plan (July 2006).
This contains changes to the
zoning of specific sites as approved
by Minister in PC 62/07 and PC 07/08
on 13/03/09.

Former Scheme Layout

Reviewed Scheme Layout





CENTRAL MALTA LOCAL PLAN


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


Malta Environment & Planning Authority


Key


 Limit to Development


 Urban Conservation Area


 Industrial Area Boundary


 Projected HOS


 Alignment


 Location of Amendment


 Easement


 Kerb Alignment


 Road Markings


 Schools


 Projected Road


 Mixed Use Area


 Industrial


 Open Space

 Front/Side Garden

 Category 1 Rural Settlement
(Height Limitation: 2 Floors)

 Terraced Development (Residential Area)

 Mixed Use Area (Refer to PC 62/07 and PC 7/08)

 Industrial (Refer to Policy Map)

Recommended Changes to Scheme 38

Qormi

Scale : **1:2500**

INDICATIVE ONLY

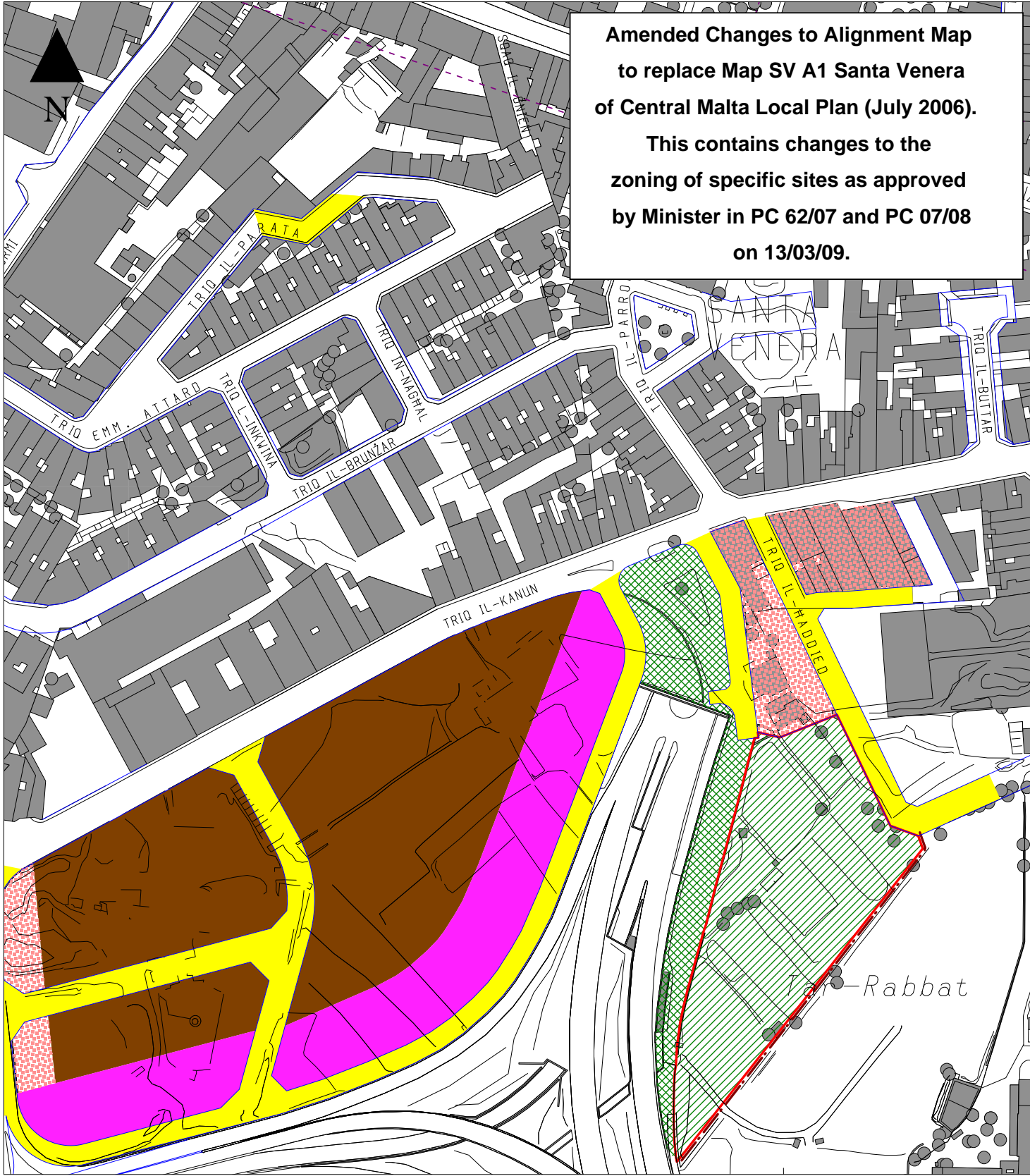
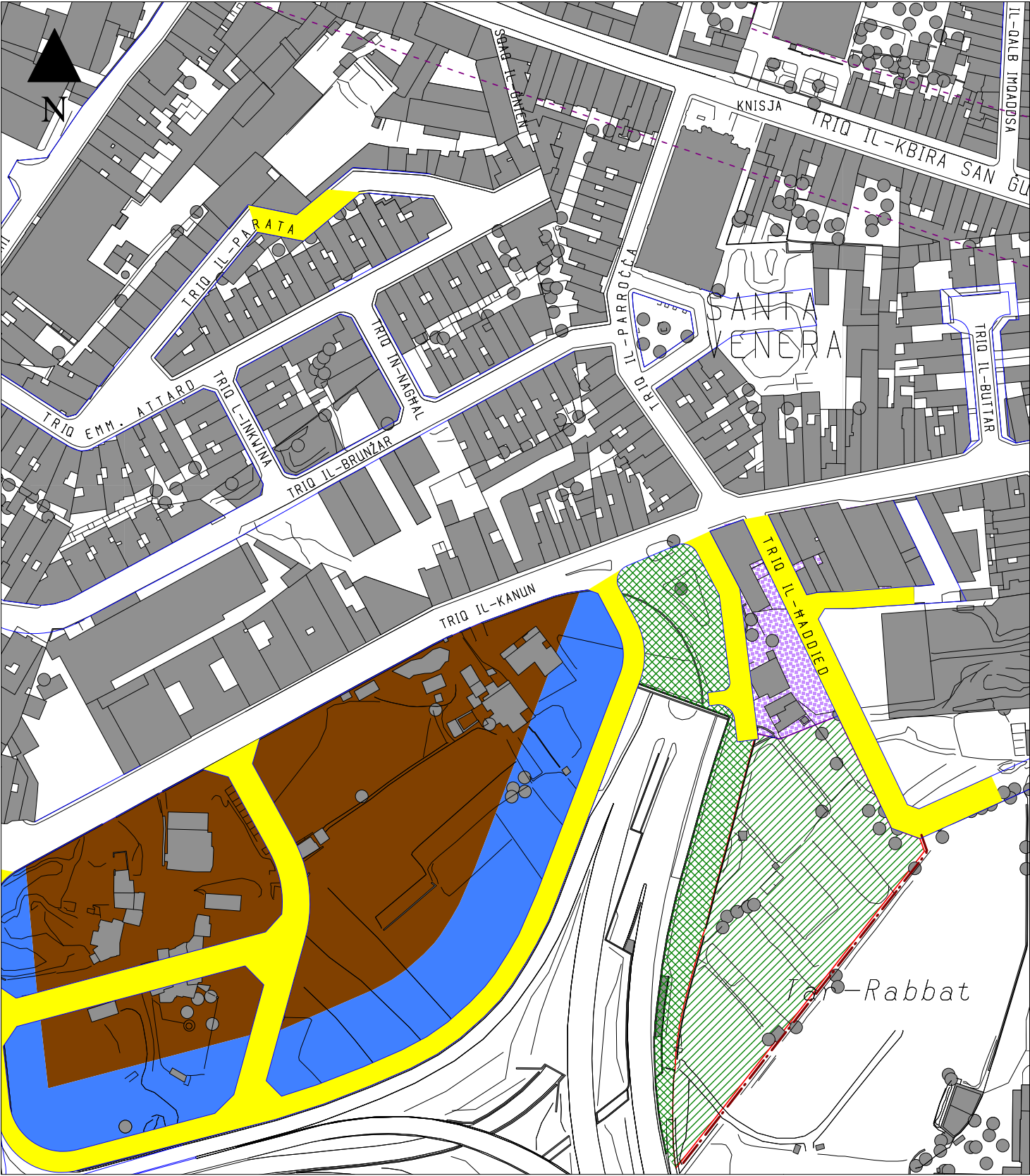
Not to be used for measurement or direct interpretation.
Maps to be used in conjunction with Policy Document.

Date : **December 2008**

Figure : **QOB1**

Base Maps - 1988 Survey Sheets




















Copyright Mapping Unit, Malta Environment & Planning Authority



**Amended Changes to Alignment Map
to replace Map SV A1 Santa Venera
of Central Malta Local Plan (July 2006).**
**This contains changes to the
zoning of specific sites as approved
by Minister in PC 62/07 and PC 07/08
on 13/03/09.**

Former Scheme Layout

Reviewed Scheme Layout

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

PC Number: PC 0077/07

Proposal: To establish building height at 3 floors plus semi basement.

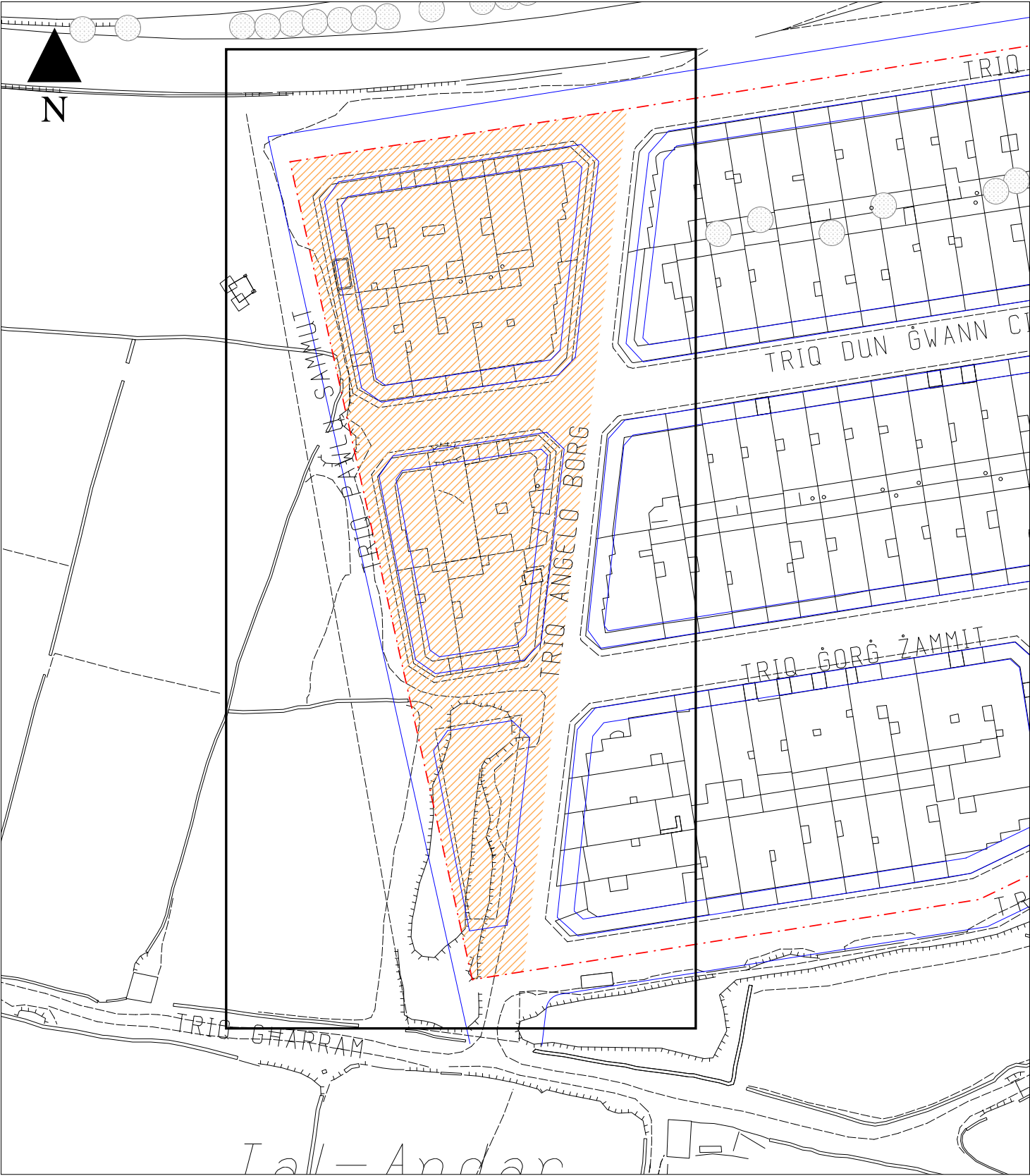
Location: Site at Triq Angelo Borg and Triq Pawlu Sammut, Qormi.

Architect: MEPA

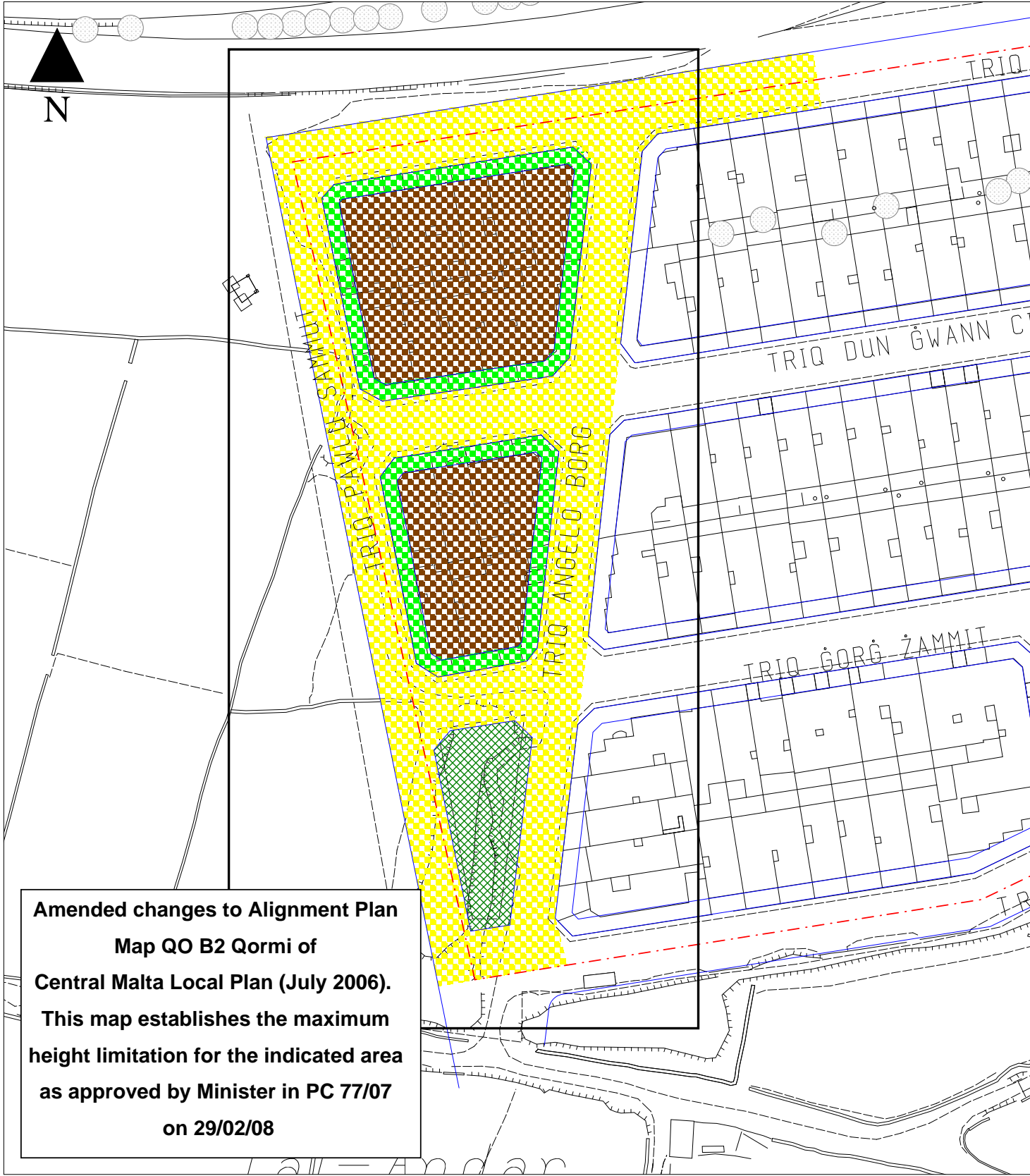
Applicant: MEPA

Date of Endorsement: 29th Februyary, 2008.

Conditions N/A




Former Scheme Layout



Amended changes to Alignment Plan
Map QO B2 Qormi of
Central Malta Local Plan (July 2006).
This map establishes the maximum
height limitation for the indicated area
as approved by Minister in PC 77/07
on 29/02/08

Revised Scheme Layout

CENTRAL MALTA LOCAL PLAN  L-Awtorita` ta' Malta Dwar l-Ambjent u l-Ippjanar Malta Environment & Planning Authority		Key <ul style="list-style-type: none">Limit to DevelopmentUrban Conservation AreaIndustrial Area BoundaryProjected HOSAlignmentLocation of AmendmentEasementKerb AlignmentRoad MarkingsDZ Rationalisation SiteProjected RoadShared AreaPedestrian AreaOpen SpacePrivate GardenFront / Side GardenVillasTerraced Development (Residential) (Building Height 3 Floors + semi-basement)Community Facilities
		Changes to Scheme 46, Qormi PC 0077/07 Scale : 1:1000 Date : January 2008 <small>INDICATIVE ONLY Not to be used for measurement or direct interpretation. Maps to be used in conjunction with Policy Document.</small> Base Maps - 1988 Survey Sheets Copyright Mapping Unit, Malta Environment & Planning Authority
		Figure : QO B2

Partial Local Plan Reviews

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

Approved



August 2020

Contents

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

APPENDICES

Appendix A: Public Submissions on Objectives

Appendix B: Public Submissions on Phase 2

Appendix C: Maps and Plans

1.0 Introduction

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

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

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



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

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

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

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

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

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

2.0 The SPED Policy Framework

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

3.0 Existing Policy Framework

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

3.1 Marsa Sports Complex

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

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

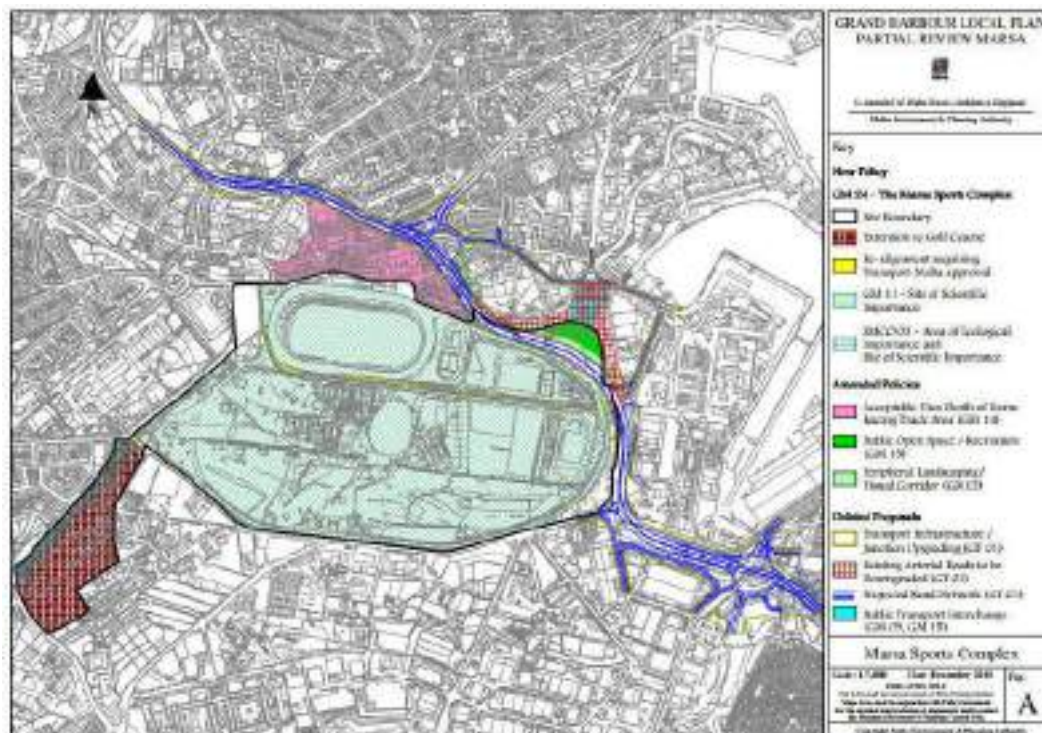
The policy had allocated a total built footprint (roofed over areas) not exceeding 60,000 m² and a development density not exceeding 114,000m² in gross developable floorspace (GDF). The policy also included provisions related transport issues, primarily the requirement of parking provision, urban design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

3.2 Area within L-Istabal, Qormi

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

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

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



4.0 Amendments to Policy GM24

GM24

The Marsa Sports Complex

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

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

i) Land uses

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

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

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

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

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

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

Zone A

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

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

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

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

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

Zone B

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

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

Ancillary uses within this zone may include:

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

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

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

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

Zone C

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

- Golf facilities; and
- Golf academy.

Ancillary uses to golfing activities within this zone may include:

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

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

Zone D

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

- Facilities for tennis, squash and cricket.

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

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

ii) Transportation

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

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

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

iii) Urban Design

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

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

iv) Environmental Sustainability

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

v) Planning Gain

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

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

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

vi) Utilities

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

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

vii) Green Infrastructure

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

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

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

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

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

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

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

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

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

5.0 Amendments to PC51/2016

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

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

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

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

All other conditions in the PC are to remain unchanged.

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

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

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

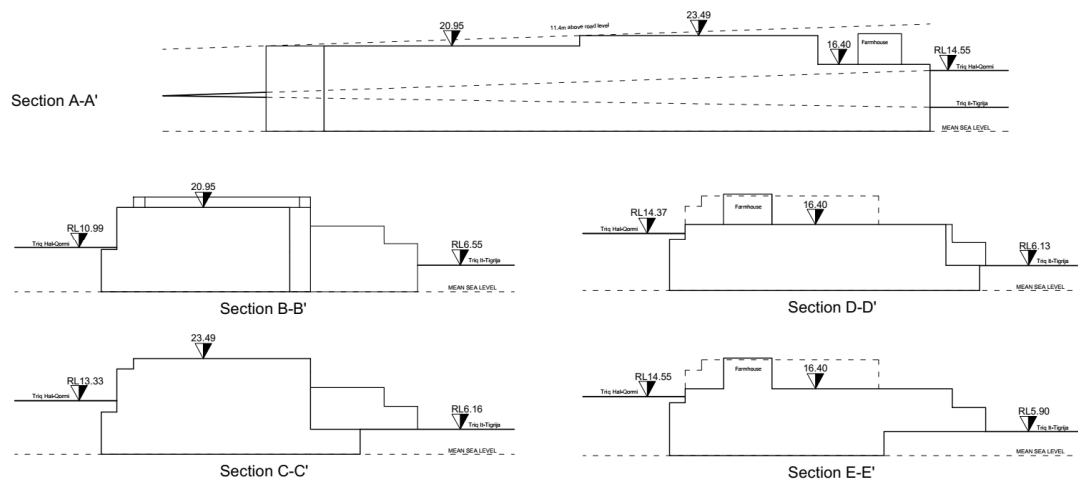


Figure 4 Sections pertaining to the site of Policy QO05

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

6.0 Conclusion

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

Appendix A

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

Public Submissions on Objectives

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

		<p>These comments are provided without prejudice to ERA's review and comments on the emerging draft Local Plan revision and eventually at project stage when more detailed environmental assessment will be required. Depending on their nature, scale and context, proposed projects may also require different types of environmental assessments, including Environmental Impact Assessments (EIA) or other screenings, as may be relevant.</p> <p>The Environment and Resources Authority (ERA) is putting forward its recommendations with respect to the Partial Review Objectives, as follows.</p> <p>Main environmental issues</p> <p>Site of Policy GM24 – Marsa Horse Racing Track and Marsa Sports Grounds</p> <p>The site of Policy GM24 includes the Marsa Horse Racing Track and the Marsa Sports complex, part of which is designated as a Site of Scientific Importance, governed by policy GM11. Additionally, there is an area currently designated as a Public Open Space/Recreation at the north-east side as well as an area of Agricultural land and Remnant Valley at the south-west side (Map LU8). The latter is currently designated for an Extension to the Golf Course. It is recommended that the revised policy ensures that any works proposed within the site of scientific importance is assessed in relation to adverse impacts on the geological significance of the site. The Public Open Space/Recreation area should be retained as such. ERA has no objection to the Extension of the Golf Course, as long as the watercourse and its semi-natural banks are safeguarded. The openness of the whole area should be retained as much as possible, in</p>	<p>The provisions of GM11 with respect to the SSI are to be retained. Policy GM24 is not increasing the allowable footprint and GDF, and thus, the open space character is also to be retained.</p>
--	--	--	---

		<p>view of the intensity of development in the immediate area. Any existing trees within the Public Open Space/Recreation is now protected through the Tree and Woodland Protection Regulations, 2018. Any proposals affecting such trees should follow the same regulations.</p> <p>ERA also has no objection to the removal of the current environment and development brief requirement (GM 24) as long as the whole area remains holistically planned through the individual sub-zones and their current frameworks, and provided further that such frameworks retain the existing environmental considerations currently included in GM 24, as per Appendix A.</p> <p>ERA recommends that the proposed re-apportionment of the total built footprint retain not only the limits on the built footprint of 60,000 sqm and the Gross Development Floorspace of 114,000 sqm, but also the existing objectives in GM 24. This would contribute towards the conservation of the predominantly open space character of the area to act as an important green lung in the highly urbanised immediate vicinity (see Appendix B).</p> <p>It is also recommended that specific areas are designated for tree planting and green infrastructure to compensate for the extensive uprooting of trees carried out in the area during infrastructural works.</p> <p>ERA highly recommends that current provisions included in GM 24, and as specified in Appendix A, are retained in the new policy.</p> <p>Site of Policy QO05 – Area known as L-Istabal</p> <p>The site of Policy QO05 lies at the periphery of a highly urbanised conurbation of Malta and opposite to the relatively low-lying Marsa sports grounds. The review proposes to increase the allowable height of buildings</p>	<p>The policy supports the holistic planning of the area.</p> <p>The allowable footprint and GDF have not been increased.</p> <p>The designated linear park, green buffer and picnic area offer opportunities for greening.</p> <p>The site of policy QO05 is in the midst of an existing SME site and commercial area which has benefited from road</p>
--	--	---	--

		<p>up to 11.4m above the upper road level as compared to the existing policy where heights are mostly limited by the height of the upper road level. The new policy also proposes to eliminate the soft landscaped area on the roof of the building, which has already been approved as part of the development project (PA05491/16).</p> <p>Strategically, ERA has serious concerns regarding the proposed increase of the allowable building heights and the removal of the soft landscaping on the roof. Further intensification of development in this area, which is already subject to significant traffic flows and related congestion, could result in a substantial increase in vehicular traffic flows in the immediate and surrounding areas, thereby increasing risks of environmental impacts associated with further road congestion. These include air pollution and pressures for further take up of undeveloped land to extend, upgrade or construct new infrastructure, such as roads and car parks.</p> <p>Thereby, any approved landscaping and adjacent green areas should be retained, and not prejudiced by future proposals.</p> <p>Other Important Environmental Considerations</p> <p>Any amendments to these policies should ensure that any proposed development does not generate excessive additional traffic flows, considering that there are already high levels of air pollutants emanating from the current traffic flows.</p> <p>From a noise perspective, any review should ensure that development does not generate an increase in noise levels from the current levels. The intensification of new developments such as commercial, retirement complexes, sports and recreational facilities through the amendments of the local plans, will increase the traffic flows during peak hours. Therefore,</p>	<p>network upgrading works. In addition, an area on the roof of the existing building has been allocated for soft landscaping.</p>
--	--	--	--

		<p>an increase in noise levels in already high activity areas will be experienced unless mitigated for.</p> <p>Other considerations relevant to both sites</p> <p>One of the proposed objectives aims for the elimination of requirement for a development brief for the area. In such case, the new policy should address the following aspects:</p> <p>Roads/pavements should incorporate facilities whereby all services and ancillary infrastructure (including water, electricity, sewerage, runoff management and telecommunications) are located underground without overhead wiring, poles, above-ground pipework, etc.</p> <p>It should be ensured that the drainage systems, (including sewerage) and other related infrastructure, in the area of influence, is adequate to serve the additional demand of any proposed development, to prevent risks of sewer overflows, particularly during/after heavy rainfall. This is particularly important since the site is located in an area prone to heavy flooding.</p> <p>Unmitigated urban runoff (e.g. from roads, car parks and other hard surfacing) should be contained within the committed site and should not be discharged directly onto any surrounding lands or watercourse. The use of sustainable urban drainage systems is recommended in order to collect and treat local surface water and attenuate water runoff, including permeable surfaces for soft and hard landscaping to enable absorption and collection of the water runoff from the hard impermeable surfaces created by the development.</p>	<p>These considerations, though pertinent, are beyond the remit of the policy and will be taken into consideration at design stage.</p>
--	--	--	---

		<p>Conclusion</p> <p>ERA looks forward to contributing further on this Partial review of the GHLP, SMP and CMLP, and remains available for any clarification, or further consultations via: national.affairs.era@era.org.mt</p> <p>Appendix A</p> <p>Development Density</p> <p>The total built footprint (roofed over areas) does not exceed 60,000sqm;</p> <p>The development density does not exceed 114,000sqm in gross developable floorspace (GDF);</p> <p>Urban Design</p> <p>The design of the scheme (site layout, arrangement of buildings and uses, their relationship to their surroundings, building volumes, massing and heights, hard and soft landscaping, architectural design, colour and materials) respects the open character of the area, minimizes visual impacts on short distance and strategic views and the skyline and provides a pleasant overall experience to visitors and athletes through quality architectural and landscape design;</p> <p>Environmental Sustainability</p> <p>The scheme adopts environmental sustainability features such as conservation of water and minimizes impacts on hydrology, ecology</p>	
--	--	---	--

		<p>(particularly the ecologically sensitive areas), biodiversity (especially mature trees) and cultural heritage (especially the landscape);</p> <p>Planning Gain</p> <p>An easily accessible public picnic area of not less than 7,000sqm and other public open spaces, possibly in the form of a linear park, are included in the scheme;</p> <p>Utilities</p> <p>A utilities plan which does not adversely affect the national storm water channel running through the site or its links to the channels outside the site is provided.</p> <p>Appendix B</p> <p>(i) The Land Use Framework</p> <p>It is essential that the distribution of land uses between primary and ancillary facilities, both in terms of site coverage and floorspace, achieves the objective of the designation of the site as a sports complex with a predominantly open space character.</p>	
	<p>Kunsill Lokali Hal Qormi</p> <p>LATE SUBMISSION</p>	<p>Il-Kunsill Lokali fal Qormi jinsab iddizappuntat bi kbir ghal fatt li l-Awtorita' tieghek qed tipproponi tibdil fil-Pjan Lokali Centrali ghal Hal Qormi sabiex is-sit ezistenti fi Triq Hal Qormi k/m Trig it-Tigrija Hal Qormi, jinghata l-permess u l-bini joghla bi 11-il metru.</p>	

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

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

Appendix B

Public Submissions on Phase 2

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

	<p>well-being, aspirations, needs, rights and responsibilities, to name a few. They provide data for policymaking, which is based on evidence. Social impacts under assessment should include all those things relevant to people's everyday life. This may include one's culture, community, political context, environment, health, well-being, personal and property rights as well as fears and aspirations. Social impact assessments can help verify the consequences and impacts of development proposals in relation to the communities involved. Hence, a basic starting point for such assessments should be the compilation of a community profile. A social impact assessment that does not understand the society in question is practically worthless.</p> <p>This can help bring about genuine processes of engagement between communities, developers and authorities as well as identify and implement mitigation measures and compensation mechanisms. As things stand in Malta, various developers do quite the opposite, often causing huge inconvenience to residents and leaving a mess behind in surrounding infrastructure. Various methods, both quantitative and qualitative could be used within social impact assessments. The former refers to generalisable data especially through numbers, while the latter produce in-depth data on matters. Research methods in SIAs may therefore include surveys of concerned populations who are asked questions on their perceptions of the change in question. Ethnographic methods may involve a deeper look into everyday practices of people, while elite interviews may verify the advice, concerns and interpretations of persons who are experts or who have experience in the respective field under analysis. Methods may also involve the analysis of discourse on the subject in question, for example by looking at what is being pronounced in the public sphere, whether by the public, civil society, political actors, the media and the like.</p> <p>SIAs should involve the participation of different stakeholders, ideally through mixed research methods. Some other factors which should be included in social impact assessments include the consideration of reasonable alternatives to development proposals as well as comparative analysis of similar development proposals and related good or bad practices.</p> <p>Analytic indicators should be provided and the entire process should be</p>	
--	--	--

	<p>subject to peer review by independent experts in the field. Social impact assessments should not be one-off exercises which are rubber-stamped by authorities without any sense of critical engagement. To the contrary, they should be ongoing processes which engage with various stakeholders and which report back so as to ensure effective policy processes. They should also use complementary research methods so as to ensure reliable and valid data.</p> <p>Recommendations and mitigation measures could therefore be in place, and these would be based on social-scientific evidence. It is also important that SIAs are peer-reviewed. This means that if a study is being carried out by a team of social scientists, this should be scrutinised by other independent social scientists. This could help identify shortcomings, conflicts and possible improvements to the same SIA.</p> <p>As things stand, there are no national guidelines on the need for SIAs in Malta. The conducting of such studies on development projects is at the discretion of the Planning Authority. When exceptionally carried out, they are one-off studies on major development projects. This effectively means that smaller-scale development projects with bigger cumulative impacts are not subjected to SIAs. Such ongoing processes should also take account of changes in the social context in question, such as cumulative impacts of other developments. For example, a social impact assessment that focuses on one development but ignores another development in the region is not realistic. If one looks at other policy interventions, SIAs are practically absent. Just to name a few: the dynamics of agriculture, the cost of living, social cohesion and integration, urbanisation, the commercialisation of public land.</p> <p>Indeed, there are so many areas where SIAs could be introduced in Malta: government consultation on new legislation, proposals in the national budget, the adoption of EU directives, parliamentary committees and local councils are just some areas. For example, the latter could carry out SIAs to establish community profiles, cultural commonalities and differences, social needs, demographics, impacts of development and so forth. The University of Malta and other educational institutions are currently producing graduates in different social sciences who are equipped to carry out SIAs and who are sensible to the need for evidence-based policymaking.</p>	
--	--	--

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

GHSM2 0005	Dr Ing Charles Yousif	<p>Feedback on Environmental Sustainable and Green Infrastructure</p> <p>Environmental Sustainability</p> <p>The scheme adopts environmental sustainability features such as conservation of energy and water, renewable energy generation and reduction of waste, and minimizes impacts on hydrology, ecology (particularly the ecologically sensitive areas), biodiversity (especially mature trees) and cultural heritage (especially buildings of architectural merit, archaeological remains and the landscape).</p> <p>The nature of the site allows for a strong element of green infrastructure to be incorporated into any upgrading of existing facilities or redevelopment thereof. All four zones within the site have the potential to include environmentally sustainable measures that can contribute to the green infrastructure of the area in an innovative manner. Existing ecological corridors and mature habitats are to be protected and efforts made to restore degraded habitats where possible. Being a bird sanctuary, any existing and new landscaping is to protect the habitat without inhibiting migratory patterns.</p> <p>Feedback: In line with the Energy Performance of Buildings Directive EPBD/2010/31 and (EU) 2018/844 as well as the Energy Efficiency Directive (EU)2018/2002 It becomes imperative for such local plan to refer directly to these requirements, whereby all new and renovated buildings will have to be near zero-energy buildings. This is mandatory and requires guaranteed investment. The text as appearing in the partial review is weak. It gives the impression that such measures regarding environmental sustainability and green infrastructure are only voluntary.</p>	<p>Environmentally sustainable and green infrastructure measures will be proposed and assessed following the submission for applications for development permission, so as to ensure that such measures are tailored to the specificities of each site.</p>
---------------	--------------------------	--	---

GHSM2 0006	Perit Charles Buhagiar	<p>I am writing to you on behalf of my clients Messers Centre Parc Holding Ltd. who have developed the Centre Parc complex on the site currently regulated by PC51/16. This development was carried out as per development permit PA 5491/16 dated 5th November 2018. Thus the revision of PC 51/16 has to take into consideration what has already been approved in our current valid permit. It has also got to take into consideration the layout of the building as approved.</p> <p>The approved drawings are in conflict with what is being proposed as follows:- 5.0 Amendments to PC51/2016</p> <p>(G) States that no direct vehicular or pedestrian access in Triq Hal Qormi shall be permitted. This is in direct conflict with our permit since in our permit there is a service road with access from Triq Hal Qormi which has been approved. A service road implies vehicular access. Indeed as can be seen from the approved plans (attached) there are approved access points from Qormi Road.</p> <p>Thus we would like to request that the direct access as already approved is retained but no further access is to be permitted.</p> <p>(E) Development should not exceed a building height of 11.4m above the upper road level at Triq Hal Qormi as indicated in Plan A. Please note that this profile does not take into account the massing of the approved existing building which has been stepped differently from that shown on Plan A. In some areas the 11.4m would be exceeded whilst in some other areas the building height of 11.4m would not be reached and thus there is a compensation in terms of volume (see attached section).</p> <p>(A) The part of the site that is designated for development is indicated in plan A. Again this does not take into account the approved plans of our development. If we had to follow the profile one of our escalators overlooking Triq Tigrija and which we require to give access to the proposed upper floors would finish up located in the landscape area. On the other hand there are areas as shown in our revised block plan (attached) that in spite of being indicated as zoned for development will in fact not be</p>	<p>The changes to the scheme take into consideration the development already approved on the site. Any rights acquired through the development permission are not being prejudiced. The designation of the developable boundary takes into consideration the setting of the vernacular farmhouse the rebuilding of which remains subject to a condition set out in the development permission issued on the site.</p>
---------------	---------------------------	---	---

		<p>developed. Thus we would like to request rather than delineating the proposed development boundaries you propose an area in square meters which can be developed. In this way we can built part of the area which is shown as remaining open whilst we compensate for this by not building on an area which can be developed. In this manner the area of the overall development footprint will remain the same.</p> <p>We would therefore kindly request that you take our comments into consideration during the revision of PC 51/2016.</p>	
GHSM2 0007	Dr. Laura Calleja	<p>Subject: Partial Review of the 2002 Grand Harbour Local Plan (Marsa) and the 2006 South Malta Local Plan (Luqa) as amended in 2011, and a Review of 2006 Central Malta Local Plan for Qormi, as amended in 2013 and 2017; and of the provisions of PC51/16</p> <p>I write on behalf of Malta Public Transport Services (Operations) Limited (the 'Company') with regards to the subject in caption.</p> <p>The company, whilst making reference to its representations submitted to the Planning Authority on 3 December 2019 and 16 January 2020 (a copy of which is being attached for easier reference) against PA8809/2019, holds firm to its position there outlined with regards to the Marsa Park and Ride area from which it operates and over which it holds a right of use.</p>	The policy allows for a bus depot and allocates 3000sqm for such use; the re-design of which is to be considered as development application stage.

GHSM2 0008	Mr. Stefano Miceli obo ERA	<p>1. Introduction</p> <p>The Environment and Resources Authority (ERA) welcomes the opportunity to comment on phase 2 of the draft partial review of the 2002 Grand Harbour Local Plan (Marsa), the 2006 South Malta Local Plan (Luqa) as amended in 2011, and the 2006 Central Malta Local Plan (Qormi), as amended in 2013 and 2017. Amendments to the provisions of PC51/16 are also noted.</p> <p>The comments provided below are being provided further to the comments provided by ERA during Phase 1, which are being reiterated.</p> <p>These comments are provided without prejudice to ERA's review and comments on any eventual development projects that may emerge from the revised Local Plan policies, when more detailed environmental assessment will be required. Depending on their nature, scale and context, proposed projects may also require different types of environmental assessments or other related screenings, including Environmental Impact Assessments (EIA) or other screenings, as may be relevant.</p> <p>2. Main environmental issues</p> <p>Site of Policy GM24 – Marsa Horse Racing Track and Marsa Sports Ground</p> <p>The revised policy proposes the extension of the Marsa golf course onto a site in Luqa opposite the existing golf course. This area, indicated as Zone C in Map A, is an Area of Ecological Importance (AEI) and Site of Scientific Importance (SSI). ERA agrees with the current provision in the proposed policy revision, which states that 'the provisions of South Malta Local Plan general policy SMCO 03 related to the Area of Ecological Importance and Site of Scientific Importance shall remain applicable'. It is recommended that any works proposed within this site should have regard to the environmental significance of the scheduled AEI/SSI and its immediate surroundings. Any interventions on protected trees in the area should be carried out in line with the Trees and Woodlands Protection Regulations, 2018 (S.L. 549.123), while any landscaping plans should be environmentally compatible to the area with suitable species.</p>	<p>Green infrastructure measures will be proposed and assessed following the submission for applications for development permission, so as to ensure that such measures are tailored to the specificities of each site.</p> <p>Carparking provision is essential for the efficient functioning of this national sports complex. The design and location of any open carparks needs to be carried out sensitively within the context of policy provisions for urban design.</p> <p>The increase in GDF on the Center Parc site resulted from a government objective to increase the height of buildings in this area to 11.4m above the level of Triq Hal Qormi.</p>
---------------	-------------------------------	---	---

		<p>Moreover, ERA also notes that this area, located towards the west of the Marsa Sports Ground and accessed from Triq Hal Luqa, is also designated as a Valley Protection Zone, with subsequent protection in Policy SMCO 07. The revised policy should ensure that the function of the watercourse as an important water catchment area, and its semi-natural banks, are not adversely affected by development.</p> <p>ERA positively notes that the total built footprint of 60, 000 sqm and the Gross Developable Floorspace of 114,000 sqm has not been increased. However, the revised policy mentions that 'service areas and parking areas are excluded from the GDF', and that 'each of the zones shall be supported by adequate car parking for all users'. It must be ensured that such requirements should not result in excessive take-up of undeveloped land and open spaces within the site. Instead, access to/from the proposed multi-storey car park should be facilitated to ease access to and from the other zones (Zone A, C and D) within the same site.</p> <p>An area to the north-east is being reserved for road network upgrading, as shown on Map A. It is suggested that all future development should be contained within the existing boundary of the Marsa Sports Complex Site. Such development includes the entire width and extent of roads, junction improvements, service roads, access, pavements, car parking areas/spaces, footpaths, landscaping and vehicle manoeuvring areas.</p> <p>ERA welcomes the various provisions included in the revised policy GM24, related to urban design, environmental sustainability and green infrastructure. ERA also agrees with the proposed green buffer which is to run along the southern periphery of Zone A and the perimeter road, as well as the proposed linear park which runs along the water channel from West to East of the Marsa Sports Ground. Whilst these environmental considerations are important, as they would contribute to the conservation of the predominantly open space character of the area, the provisions for green space should be effective and commensurate with the scale, height and configuration of any proposed development at this site. For instance, it is noted that the Green Buffer is barely visible on Map A and quite limited compared to the whole area. It is therefore suggested to explore appropriate</p>	
--	--	--	--

	<p>ways to expand the green buffer and generally incorporating more green/natural features. Furthermore, it is suggested that tangible recommendations are made in the same policy, as regards the introduction of green infrastructure elements.</p> <p>The layout, planning and design of well-designed access routes supporting sustainable modes of transport (such as cycle routes and pedestrian pathways) should not commit further undeveloped land. ERA recommends that cycling routes and cycling infrastructure should be factored into the advance planning of the site, such that environmental impacts and practical difficulties that are often associated with the retrofitting of such facilities are pre-empted at source. This approach would enable the use of publicly-available cycling facilities (e.g. bicycle racks) in urban areas.</p> <p>The retention of the provisions of the Grand Harbour Local Plan general policy GM11 related to the Site of Scientific Importance is commendable. In this respect, ERA recommends that any projects and related assessments in the area keep such scientific matters into consideration.</p> <p>Site of Policy QO05 – Area known as L-Istabal</p> <p>The revised Local Plan policy for the site QO05 is increasing the allowable building height for the area up to 11.4m above the upper road level. There are concerns that additional densification of development and land-uses at this site would result in adverse environmental impacts. Although it is acknowledged that congestion due to road network upgrading works has been alleviated, further intensification of the development in the area will result in a substantial increase in traffic flows leading to further road congestion and increasing risks of environmental impacts, such as air pollution and pressures for further take-up of undeveloped land to extend, upgrade or construct new infrastructure, such as roads and car parking facilities. Therefore, any proposed additional densification of development at this site would require re-evaluation of the environmental impacts resulting from the project.</p>	
--	--	--

		<p>ERA welcomes the re-introduction for a soft landscaped area on the roof of the existing building for site policy QO05, which has already been approved as part of the development project (PA 05491/16).</p> <p>3. Other Recommendations</p> <ul style="list-style-type: none"> - Roads/pavements should incorporate facilities whereby all services and ancillary infrastructure (including water, electricity, sewerage, runoff management and telecommunications) are located underground without overhead wiring, poles, above-ground pipework, etc. - It should be ensured that the drainage systems, (including sewerage) and other related infrastructure, in the area of influence, is adequate to serve the additional demand of any proposed development, to prevent risks of sewer overflows, particularly during/after heavy rainfall. This is particularly important since the site is located in an area prone to flooding. - Unmitigated urban runoff (e.g. from car parks, yards, etc.) should not be discharged directly/unmitigated onto any surroundings lands, including fields and valleys. The use of sustainable urban drainage systems is recommended in order to collect and treat local surface water, attenuate water runoff and mitigate risks of localised flooding. <p>4. Conclusion</p> <p>ERA looks forward towards additional consultations, and remains available for any clarification, or further consultations via: era.policy@era.org.mt</p>	
--	--	---	--

GHSM2 0009	Mr. Anthony Ellul	<p data-bbox="696 268 1480 320">Malta Chamber of Planners comments re the Marsa Sports Complex (Phase 2) public consultation</p> <p data-bbox="696 360 1565 536">The Chamber wishes once again to insist that the process that has been adopted over these last years to amend local plans through partial reviews is not conducive to a holistic approach to planning. Such exercises look at the specific site without addressing the wider picture and hence be more aware and conscious of the impacts the proposed changes to policies will be having.</p> <p data-bbox="696 539 1565 715">The Chamber is in agreement that the existing equestrian sports facilities need upgrading and the introduction of new sports facilities in the area is seen positively. Nonetheless, these seem to be proposed to justify the introduction of other uses which cumulatively will result in various negative impacts on the area primarily in terms of visual impact and traffic related issues.</p> <p data-bbox="696 718 1565 834">The removal of the preparation of a Development Brief as a requirement is already a first step to easing the development process for the developer and weaken the planning process since a development brief would have given consideration to the wider implications of the proposed development.</p> <p data-bbox="696 837 1565 1077">With regards to the uses being proposed particularly the ancillary and secondary uses these mainly relate to retail, office and food and drink outlets. It does not seem that any study has been done to determine whether the amount of proposed space for these uses is actually necessary. Should all these facilities be developed the traffic generated into the area will be substantial. What studies have been carried out to determine the likely impacts and identify problem areas with regard to the road infrastructure which would need upgrading?</p> <p data-bbox="696 1114 1565 1166">No residential uses are to be permitted. This is to be stated since we have got used to the tendency to change uses as one goes along.</p> <p data-bbox="696 1169 1565 1347">The impact of a 20 m high building in the area is to be assessed. The area is characterised by low lying buildings so this will certainly result in a significant impact on the area. Nonetheless the policy is allowing an increased building height if a landmark building is proposed. Once again this is allowing the possibility to increase heights under the justification of a landmark building which is something very subjective. This should be</p>	<p data-bbox="1597 268 1946 568">The Partial Local Plan Review is based on the Government Objectives for the site and has been drafted with due consideration for the visual impact of higher buildings, these restricted to the periphery of the site and to the safeguarding of heritage assets.</p> <p data-bbox="1597 603 1946 778">The policy requires that the bus depot is retained and the designated linear park is to incorporate a continuous public transport route through the site.</p> <p data-bbox="1597 813 1946 895">The allowable uses are clear, and preclude any residential floorspace on the site.</p> <p data-bbox="1597 930 1946 1015">The rate of planning gain allocated is consistent with that for similar policies.</p>
---------------	----------------------	---	---

		<p>removed.</p> <p>The paragraph re environmental sustainability leaves much to be desired. It is as though sustainability relates only to energy and water conservation, waste reduction and greening of some areas. Sustainable development goes well beyond just these matters. It would consider traffic generation, the social impacts on the area and the general improvement of the quality of life in the area. Such matters have been given minimal consideration. Planning parameters should encourage a design that provides for adequate alternative transport systems. The construction of a multi storey car park already is an indication of a level of traffic generation to the area and hence the need to improve the surrounding road infrastructure.</p> <p>The 210,000 euro is rather low to have a proper public open space which should relate to the size of the development proposed. We are not talking of a small piazza, but a well sized public open space to be enjoyed by the high number of visitors to the area. The area will attract people interested in sports, workers at the offices as well as shoppers. All these users will congregate in this area.</p> <p>Finally, a number of heritage resources are present in the vicinity which may need conservation initiatives - British period structures and the remains of a chapel and the sanitary canal passing through the golf course (zone C) which are of significance on their own merits. There are also a couple of bridges spanning the sanitary canal which are also of particular significance.</p>	
GHSM2 0010	Perit Tara Cassar	<p>The following response is being submitted on behalf of Din l-Art Ħelwa.</p> <p>Public Consultation on proposed amendments to Grand Harbour, South Malta and Central Malta concerning Marsa Sports Complex</p> <p>1.0 Issues related to proposed two additional floors over Centerparc Through the proposed review of the Grand Harbour, South Malta and Central Malta concerning Marsa Sports Complex, the permissible developable gross floor space over the site in Qormi known as Centerparc will increase through the addition of two floors being proposed as part of this amendment.</p>	<p>The increase in GDF on the Center Parc site resulted from a government objective to increase the height of buildings in this area to 11.4m above the level of Triq Hal Qormi. The extension will not cover the site entirely, with the remaining space being allocated for soft landscaping.</p>

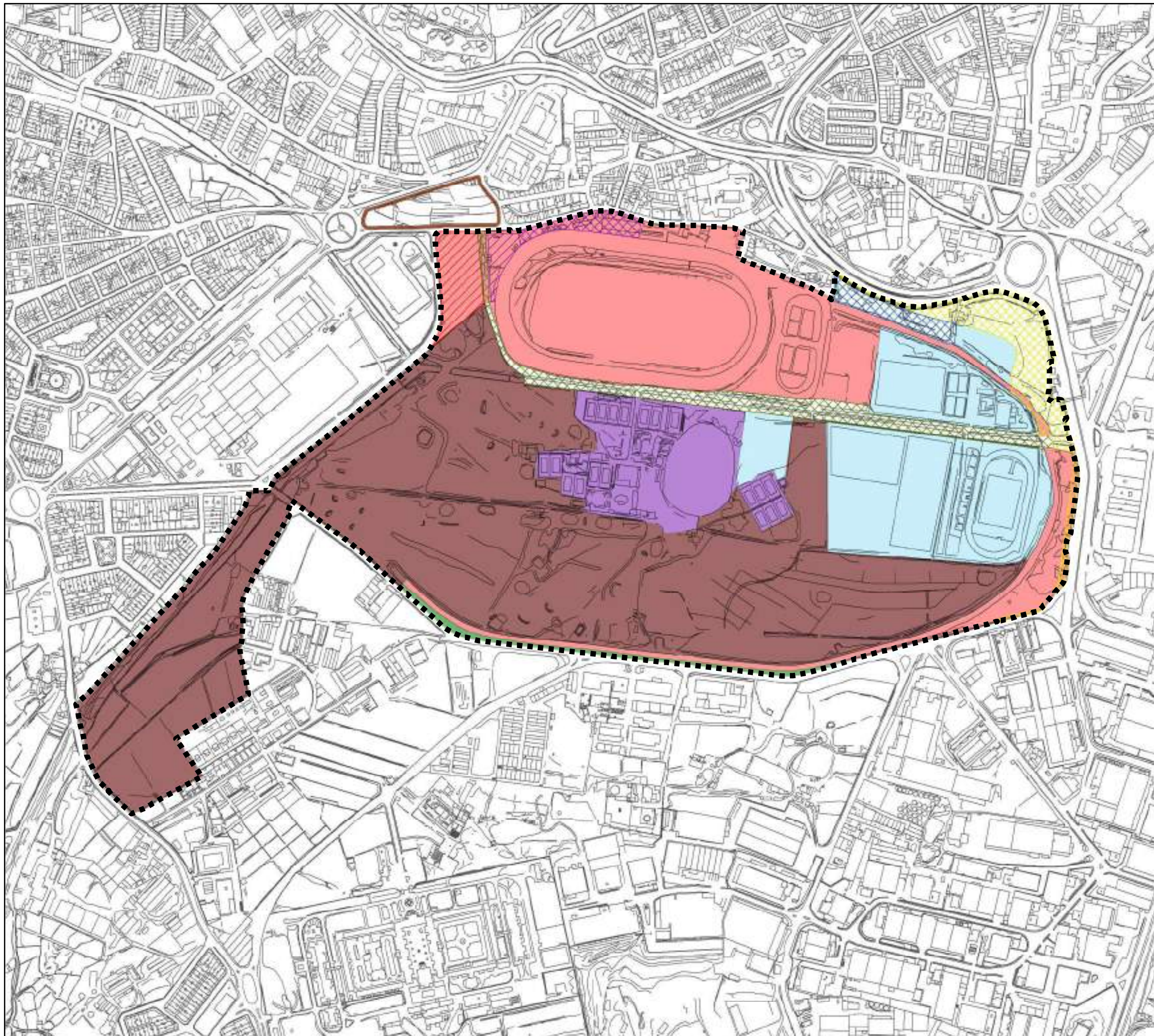
	<p>1.1 Unjustified increase in developable gross floor space over Centerparc The need for such an arbitrary increase in the developable gross floor space as is being proposed through this amendment, is being questioned. On what basis is this amendment that will solely favour the proprietors of this site,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

	<p>How will the additional traffic generated through this proposed intensification of development impact the area?</p> <p>1.4 STUDIES NECESSARY TO ASSESS AND DETERMINE THE POTENTIAL IMPACT OF SUCH AN AMENDMENT MUST BE CARRIED OUT PRIOR TO THE AMENDMENT'S APPROVAL.</p> <p>Assessing the impact of the potential development after the developable gross floor space has been approved, and enabled to be deemed an established 'commitment', will be useless.</p> <p>1.5 Inclusion as part of the Marsa Sports Complex review The proposed inclusion of two additional floors over Centerparc as part of the amendments to the (unrelated) Marsa Sports Complex, as opposed to it being put forward through a standalone review, is also being questioned. Such an arbitrary amendment cannot be deemed to form part of any 'comprehensive planning' when the Authority has failed to provide any evidence-based justification for what is being put forward.</p> <p>2.0 Inclusion of touristic accommodation not justified, can lead to incompatible development</p> <p>2.1 The inclusion of touristic accommodation within the Marsa Sports Complex grounds as a permissible use, can lead to the development of hotels that serve guests with no interest in the site's sporting facilities, given that the proposed land-use does not include any restrictions or conditions to prevent such abuse from occurring. It is critical that such a permissible use is tied to appropriate conditions and restrictions to ensure that the site retains its primary aim which is to serve the sports community.</p> <p>2.2 Furthermore, the Height Limitation Adjustment Policy for Hotels shall not be applicable to this site, since a limit on developable gross floor space has already been set. This should be stated and made clear within the policy document itself to ensure that the site is not allowed to transform into a high-rise tourist village. We trust that the above will be duly considered by the PA and reflect in the final outcome of this proposed amendment.</p>	
--	--	--

GHSM2 0011	Mr. Anthony A Chircop	<p>I am writing with reference to the Public Consultation re the Marsa Sports Complex Phase 2 and would like to draw your attention to the following:</p> <p>1. In Map B published on your website showing the area known as the Marsa Sports Complex The Matthew Micallef St. John Athletic Stadium is being erroneously shown as a 'Football Ground'</p> <p>2. Please note that the Matthew Micallef Athletic Stadium was passed on under a long term contract (49 years) of lease, and which was approved by Parliament in December 2009</p> <p>3. The contract of lease was registered as a Temporary Emphyteutic by Ins: 15332/2009 dated the 6th October 2009 - Vol 1: 1463/2009 dated the 6th October 2009</p> <p>4. I would also like to refer you to the second paragraph of clause 16 of the same contract of lease which clearly states "L-Għaqda għandha d-dritt illi tkompli tizviluppa l-facilitajiet imsemmija bħala "high performance training centre" kif specificat mill International Association of Athletics Federation" Should you require a copy of this contract do let me know.</p>	<p>In Map B, published with the Phase 1 public consultation, the annotation 'Football Ground' is text linked to the basemap and does not reflect the policy at hand. The policy mentions that the development of a high-performance training centre on any site in Zone A is allowable and can be developed in addition to other primary and ancillary facilities.</p>
---------------	--------------------------	--	--

Appendix C

Maps and Plans



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



Legend

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

Marsa Sports Ground
Revision 2019
Policy Map

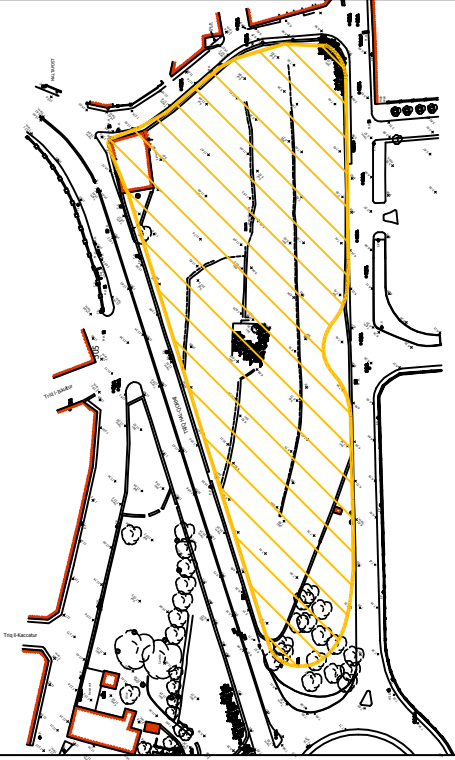
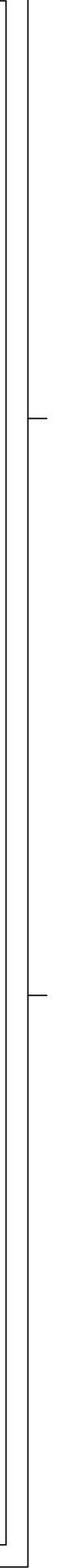
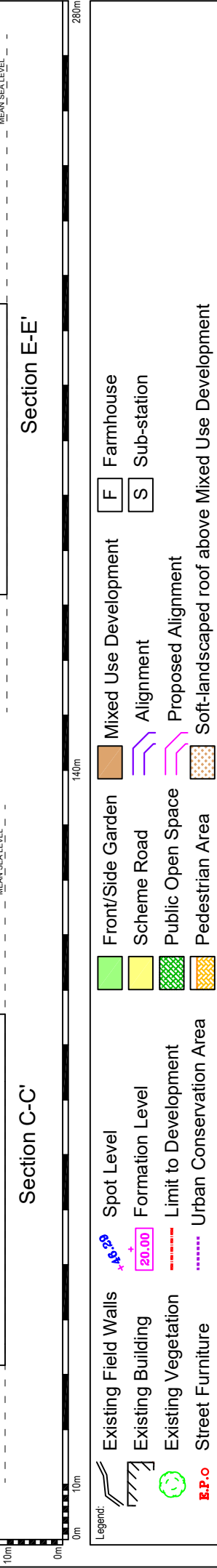
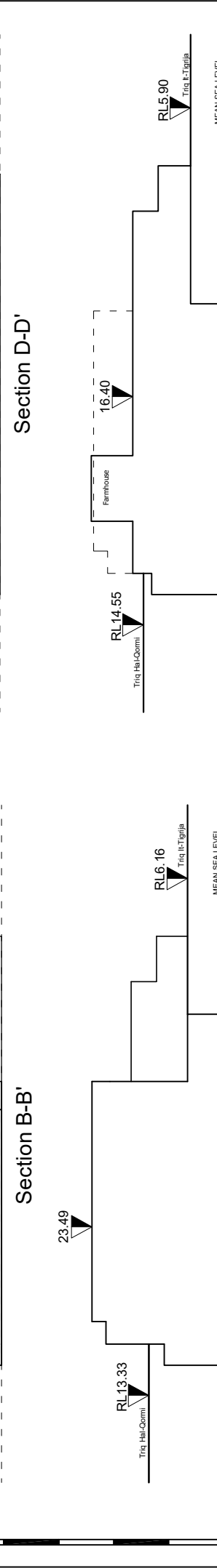
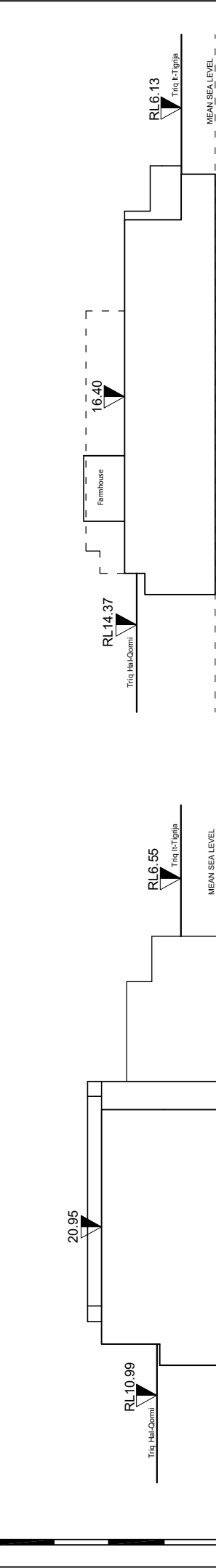
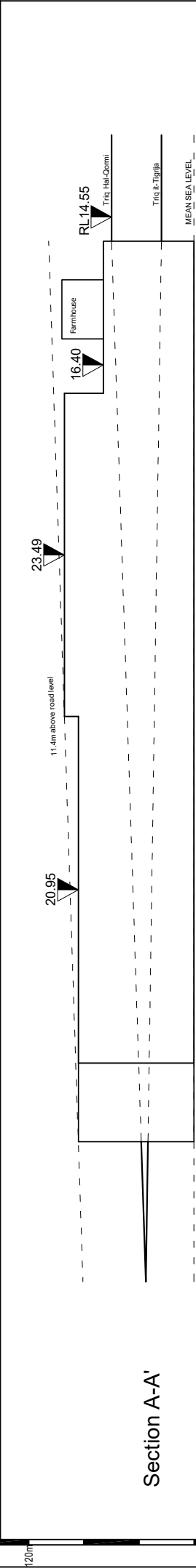
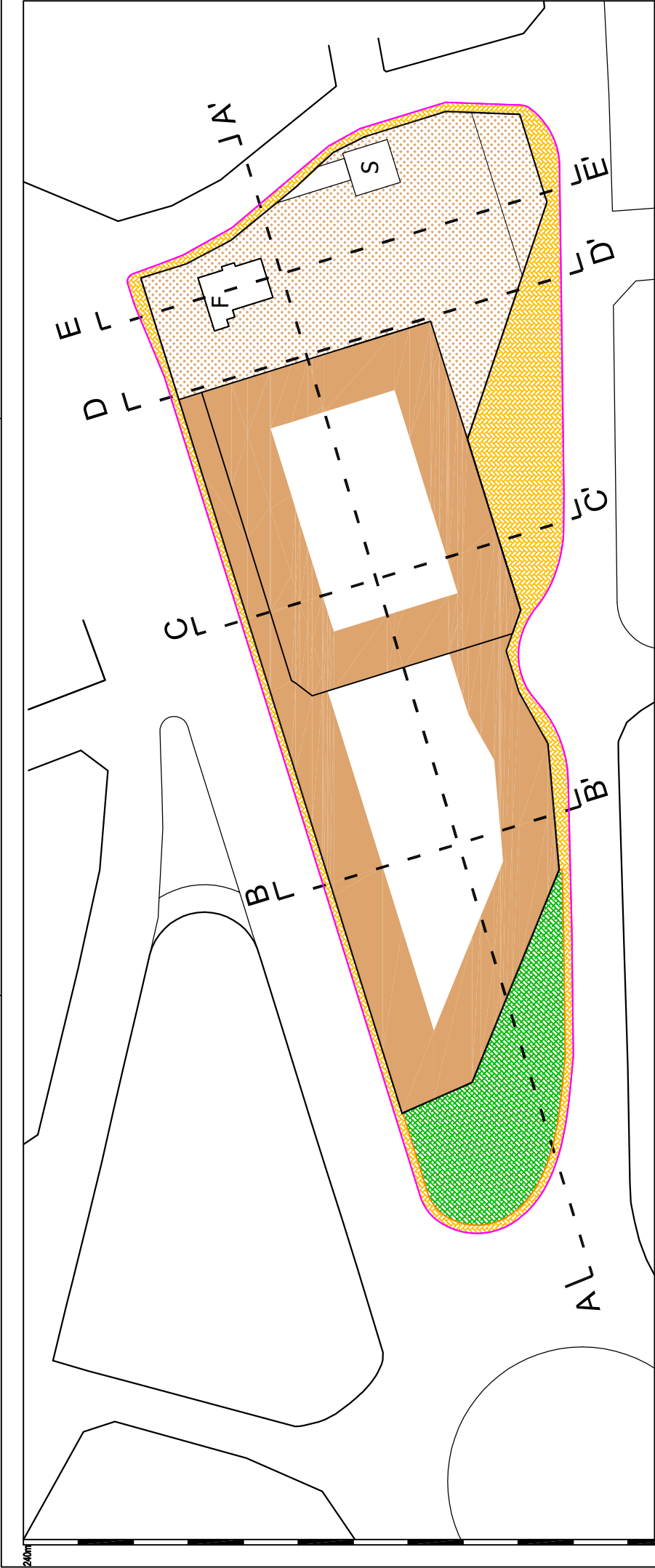
Scale: 1:6,000 Date: August 2020

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

Map

A

Base Maps - Copyright Mapping Unit, Planning Authority



S.S. No.: 5370

Scale: 1:2500

PLANNING AUTHORITY

Partial Local Plan Review

Locality:

Qormi

Plan Reference Number:

Plan A

Scale: 1:1000

Survey No.: p/o 858E3-13

Grid System: U.T.M.

Scale Factor: 0.999632

Min. Coordinates: 53285170874

Level datum: M.S.L.

Survey Completion Date: -

Plan Completion Date: 10/05/2020

Survey Checked By: M. Azzopardi (LSU)

Plan Checked By: I. Fava

Endorsed by Executive Council:

Date:

Chairman Executive Council:

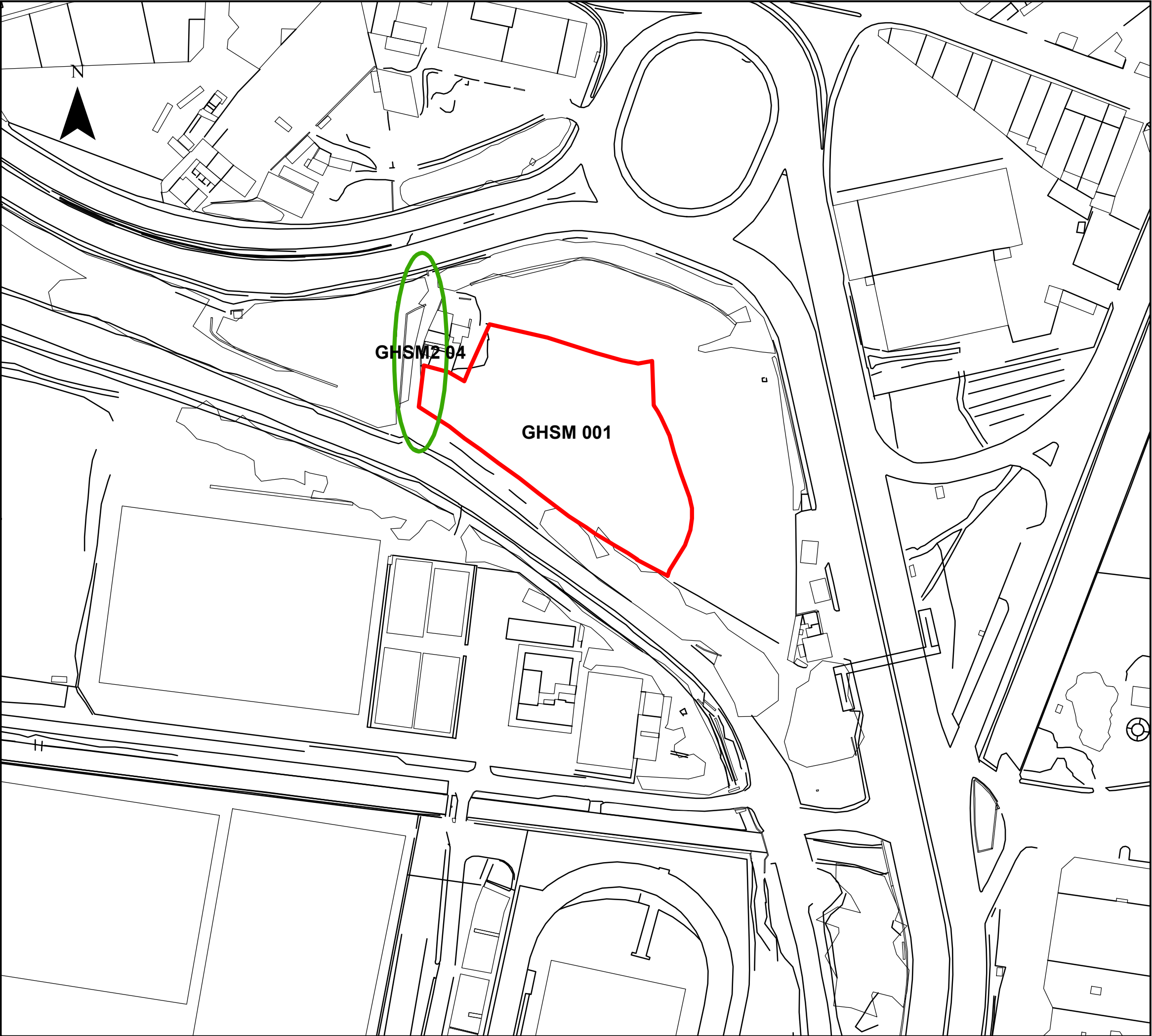
Executive Council Secretary:

Endorsed by Minister:

Date:

Disclaimer:



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



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



Legend:

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

Site Specific Submissions
1st and 2nd Stages
Public Consultation

Scale: 1:1,500 Date: August 2020

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

Map:
B

Responsible Authority:

Planning Authority

Title of the plan:

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

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

The site of the Partial Local Plan Review

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

Policy background of the site of GM24

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

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

Policy background of the site of QO05

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

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

Objectives of the current review

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

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

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

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

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

Submissions from public consultation

The issues mentioned in the submissions referred to:

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

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

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

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

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

Conclusions

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

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

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