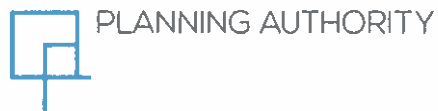


**Partial Review of the
2002 Grand Harbour Local Plan (Marsa) and the
2006 South Malta Local Plan (Luqa) as amended in 2011,
and a Review of the 2006 Central Malta Local Plan for
Qormi, as amended in 2013 and 2017; and of the
provisions of PC51/16**

Public Consultation Draft



May 2020

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APPENDICES

Appendix A: Public Submissions on Objectives

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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.

2.0 The SPED Policy Framework

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

3.0 Existing Policy Framework

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

3.1 Marsa Sports Complex

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

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

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

3.2 Area within L-Istabal, Qormi

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

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

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

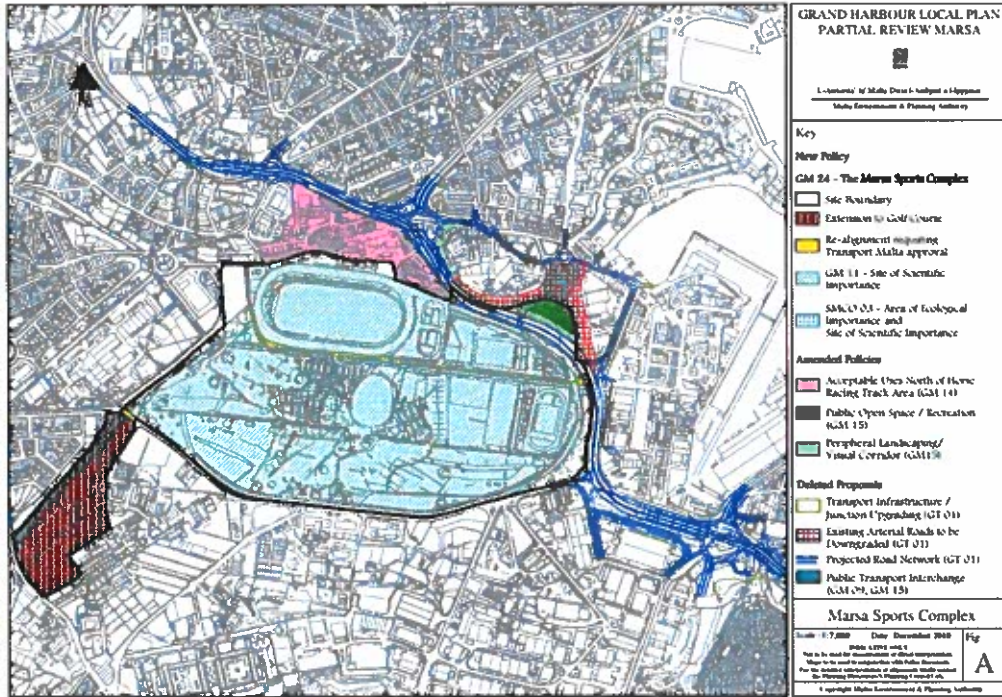


Figure 2 Figure A of the Grand Harbour Partial Review 2011 (Marsa)

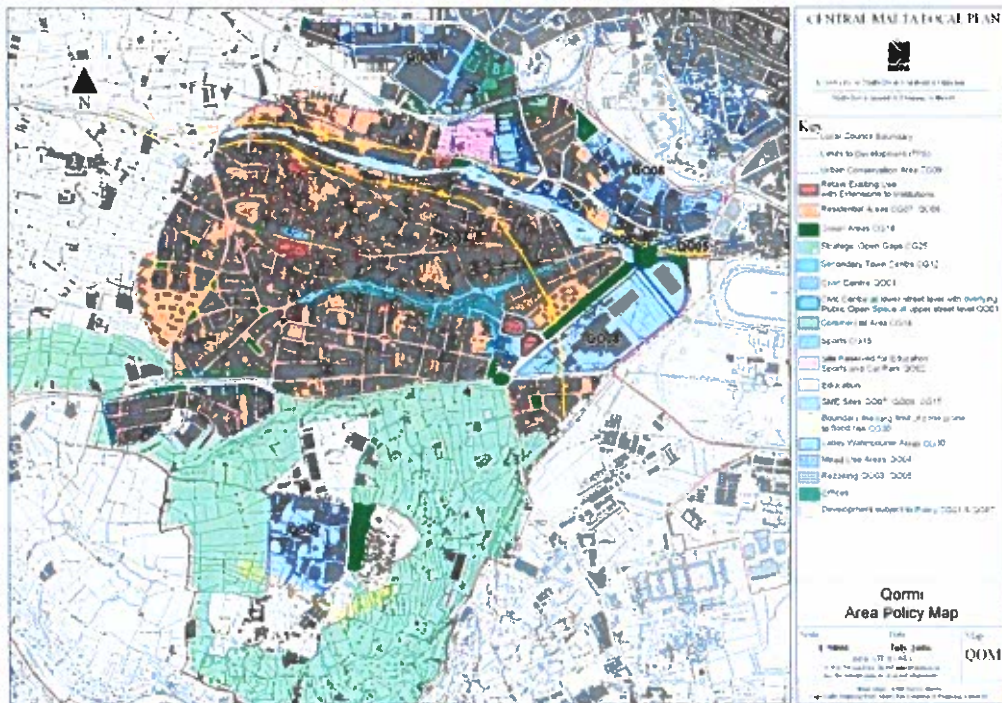


Figure 3 QOM1 from the Central Malta Local Plan 2006

4.0 Amendments to Policy GM24

GM24

The Marsa Sports Complex

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

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

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.

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).

iv) 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.

v) 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.

vi) 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 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.

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.

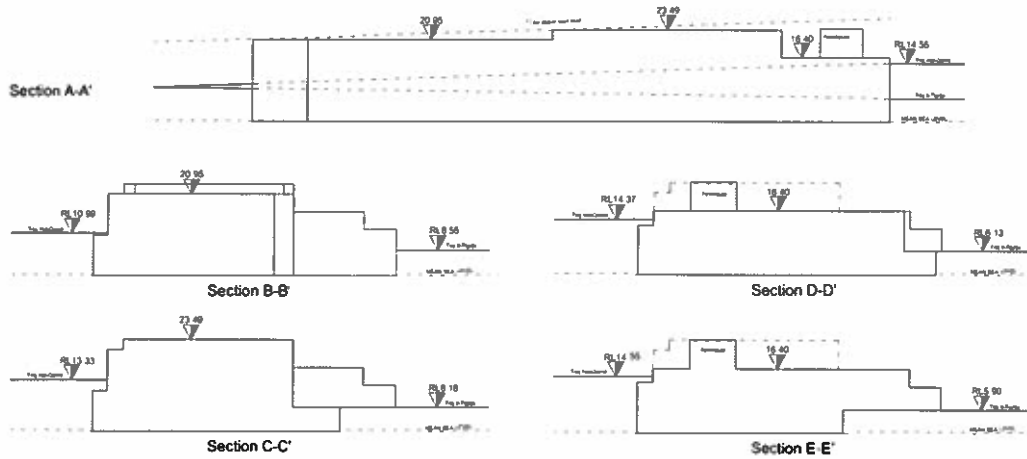


Figure 4 Sections pertaining to the site of Policy QO05

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 Way Forward

- 6.1 During the meeting of the 5th of May 2020, the Executive Council endorsed 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, for a public consultation period of 6 weeks.
- 6.2 The Planning Authority invites individuals and organizations to send their representations pertaining to 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 Public Consultation Draft. Representations are to be made in writing to

The Director of Planning, Planning Authority,
Planning Authority,
2020 Partial Review of the Marsa Sports Ground and PC51/16
P.O. Box 200, Marsa GPO 01

or on the email ghlp@pa.org.mt. Submissions related to this review may be sent to the Planning Authority by 10th July 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 assessments 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 view of the intensity of development in the immediate area. Any existing trees within the Public</p>	<p>The provisions of GM11 with respect to the SSI are to be retained. Policy GM24 is not increasing the allowable footprint and GDF, and thus, the open space character is also to be retained.</p>
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		<p>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 up to 11.4m above the upper road level as compared to the existing policy</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 network upgrading works. In</p>
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	<p>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, an</p>	<p>addition, an area on the roof of the existing building has been allocated for soft landscaping.</p>
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		<p>increase in noise levels in already high activity areas will be experienced unless mitigated for.</p> <p>Other considerations relevant to both sites</p> <p>One of the proposed objectives aims for the elimination of requirement for a development brief for the area. In such case, the new policy should address the following aspects:</p> <p>Roads/pavements should incorporate facilities whereby all services and ancillary infrastructure (including water, electricity, sewerage, runoff management and telecommunications) are located underground without overhead wiring, poles, above-ground pipework, etc.</p> <p>It should be ensured that the drainage systems, (including sewerage) and other related infrastructure, in the area of influence, is adequate to serve the additional demand of any proposed development, to prevent risks of sewer overflows, particularly during/after heavy rainfall. This is particularly important since the site is located in an area prone to heavy flooding.</p> <p>Unmitigated urban runoff (e.g. from roads, car parks and other hard surfacing) should be contained within the committed site and should not be discharged directly onto any surrounding lands or watercourse. The use of sustainable urban drainage systems is recommended in order to collect and treat local surface water and attenuate water runoff, including permeable surfaces for soft and hard landscaping to enable absorption and collection of the water runoff from the hard impermeable surfaces created by the development.</p>	<p>These considerations, though pertinent, are beyond the remit of the policy and will be taken into consideration at design stage.</p>
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		<p>Conclusion</p> <p>ERA looks forward to contributing further on this Partial review of the GHLP, SMP and CMLP, and remains available for any clarification, or further consultations via: national.affairs.era@era.org.mt</p> <p>Appendix A</p> <p>Development Density</p> <p>The total built footprint (roofed over areas) does not exceed 60,000sqm;</p> <p>The development density does not exceed 114,000sqm in gross developable floorspace (GDF);</p> <p>Urban Design</p> <p>The design of the scheme (site layout, arrangement of buildings and uses, their relationship to their surroundings, building volumes, massing and heights, hard and soft landscaping, architectural design, colour and materials) respects the open character of the area, minimizes visual impacts on short distance and strategic views and the skyline and provides a pleasant overall experience to visitors and athletes through quality architectural and landscape design;</p> <p>Environmental Sustainability</p> <p>The scheme adopts environmental sustainability features such as conservation of water and minimizes impacts on hydrology, ecology</p>	
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		<p>(particularly the ecologically sensitive areas), biodiversity (especially mature trees) and cultural heritage (especially the landscape);</p> <p>Planning Gain</p> <p>An easily accessible public picnic area of not less than 7,000sqm and other public open spaces, possibly in the form of a linear park, are included in the scheme;</p> <p>Utilities</p> <p>A utilities plan which does not adversely affect the national storm water channel running through the site or its links to the channels outside the site is provided.</p> <p>Appendix B</p> <p>(i) The Land Use Framework</p> <p>It is essential that the distribution of land uses between primary and ancillary facilities, both in terms of site coverage and floorspace, achieves the objective of the designation of the site as a sports complex with a predominantly open space character.</p>	
	<p>Kunsill Lokali Hal Qormi</p> <p>LATE SUBMISSION</p>	<p>Il-Kunsill Lokali fal Qormi jinsab iddizappuntat bi kbir ghal fatt li j-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 1-il metru.</p>	

		<p>Dan kollu sar minn wara dahar il-poplu Qormi, fejn il-Kunsill Lokali gie nformat minn gurnalist nhar il-Hamis 28 ta' Marzu, lejjet l-ghelug tal-konsultazzjoni pubblika. Kwistjoni bhal din kelha tigi mressqa mill-Awtorita' tieghek b'mod immedjat ghall-attenzjoni tal-Kunsill, meta l-Awtorita' kienet diga' nformata bil-pozizzjoni tal-Kunsill permezz ta' korrisondenza pprezentata nhar il-21 t' Ottubru 2016.</p> <p>Il-Kunsill Lokali Hal Qormi jibqa' jzomm mad-decizjoni ipprezentata mill-Kunsill, permezz ta' korrisondenza bit-titlu 'Proposed Development Address: Site at (fields), Triq Hal Qormi c/w Trig it-Tigrija, Qormi Malta PC 51/16: Amendments to PC 15/09.</p> <p>Il-Kunsill Lokali mhux se jaccetta li ma jsirx Landscaping area, kif imwieghed, sabiex jinbena torri ta' 11-il metru, li jirrovina l-estetika tal-entratura tal-Belt Pinto u jkompli jnaqqar 'l fitt pulmun li hawn fil-lokalita' . Donnu mhux bizzzejjed 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 linzammet nhar il-25 ta' Mejju, qiegħed jirrevedi l-pozizzjoni tieghu rigward ir-revizzjoni tal-Pjan Lokali ta' l-2016, għac-Centru ta' Malta, għal Hal Qormi kif emendat fl-2013 u fl-2017.</p> <p>Wagt is-seduta tal-Kunsill Lokali li nzammet nhar it-Tnejn, 2 ta' Settembru 2019 fis-6.30 ta' filghaxija, gie deciz, li l-Kunsill Lokali ta' Hal Qormi jinnota li m'għandu ebda oggezzjoni għall-emendi tal-pjan QO05 relatat mal-</p>	














		<p>applikazzjoni PC 15/09 u PC 51/16 relatat mal-gholi massimu tal-bini biex ikun accettat biex jiddied ghal massimu ta' 11.4metri fuq il-livell tat-triq arterjali.</p>	
	<p>Din I-Art Helwa LATE SUBMISSION</p>	<p>Din I-Art Helwa would like to express concern regarding the review of the Grand Harbour Local Plan of 2002 (Marsa) and 2006 South Malta Local Plan (Luqa).</p> <p>Din I-Art Helwa questions why these objectives have been published for consultation without providing the rationale behind them. The Planning Authority has not provided adequate information for detailed comments to be made.</p> <p>It is not explained why the need for a development brief for the whole area will be removed.</p> <p>Neither is it indicated what type of sub-zones are being considered for this area besides the horse-racing track, or what building heights are proposed in the sub-zones.</p> <p>The objectives mention the re-portionment 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>	

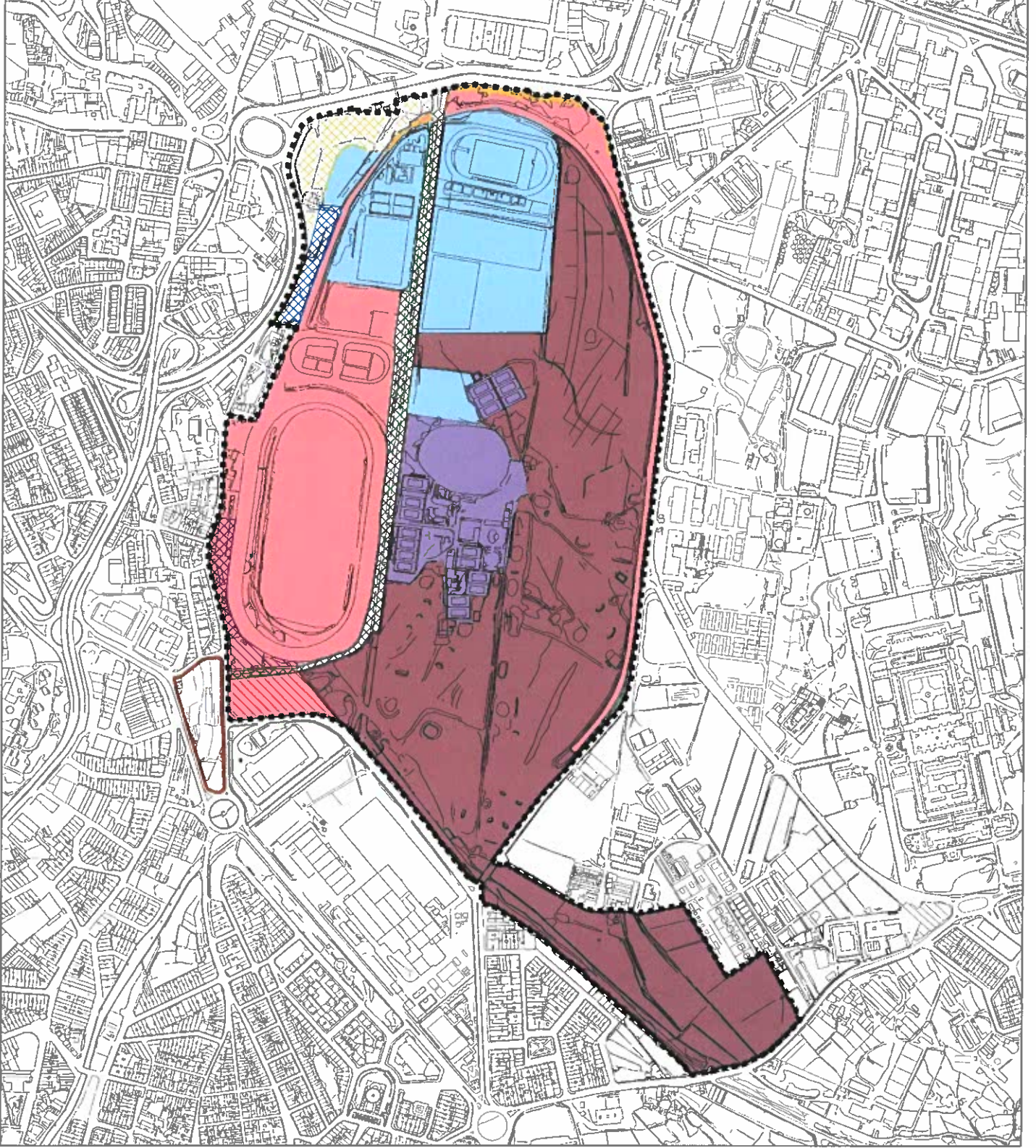
Appendix B

Maps and Plans



Legend

-  Site of PCS1/2016
-  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: May 2020	Map
INDICATIVE ONLY Not to be used for measurement or direct interpretation. Maps to be used in conjunction with Policy Document.		A
Base Maps - Copyright Mapping Unit, Planning Authority		

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

PLANNING AUTHORITY



Legend:

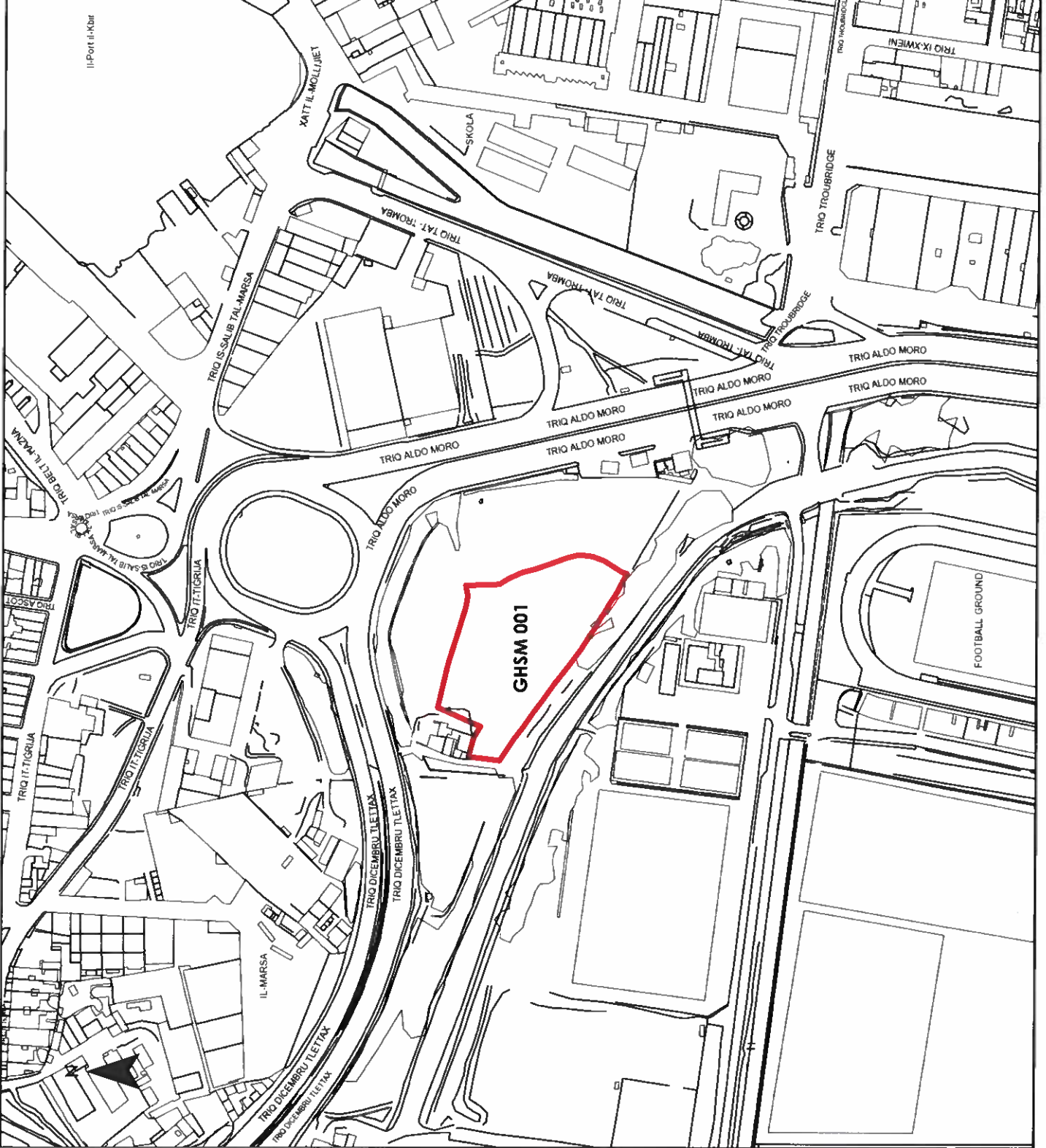


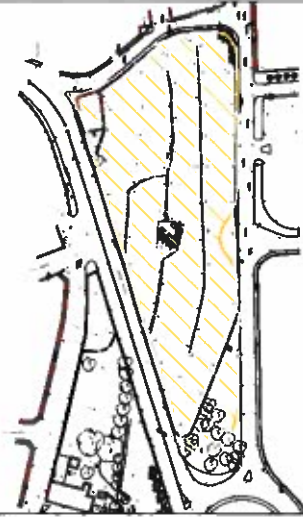
Site Specific Proposals

Public Submissions
Public Consultation on Objectives

Scale: 1:2,000 Date: May 2020 Map: B
INDICATIVE ONLY
Not to be used for measurement or direct
interpretation. Maps to be used in conjunction
with Policy Document

Base Maps - Copyright Mapping Unit, Planning Authority





S.S. No.: 5370 Scale: 1:2500

PLANNING AUTHORITY



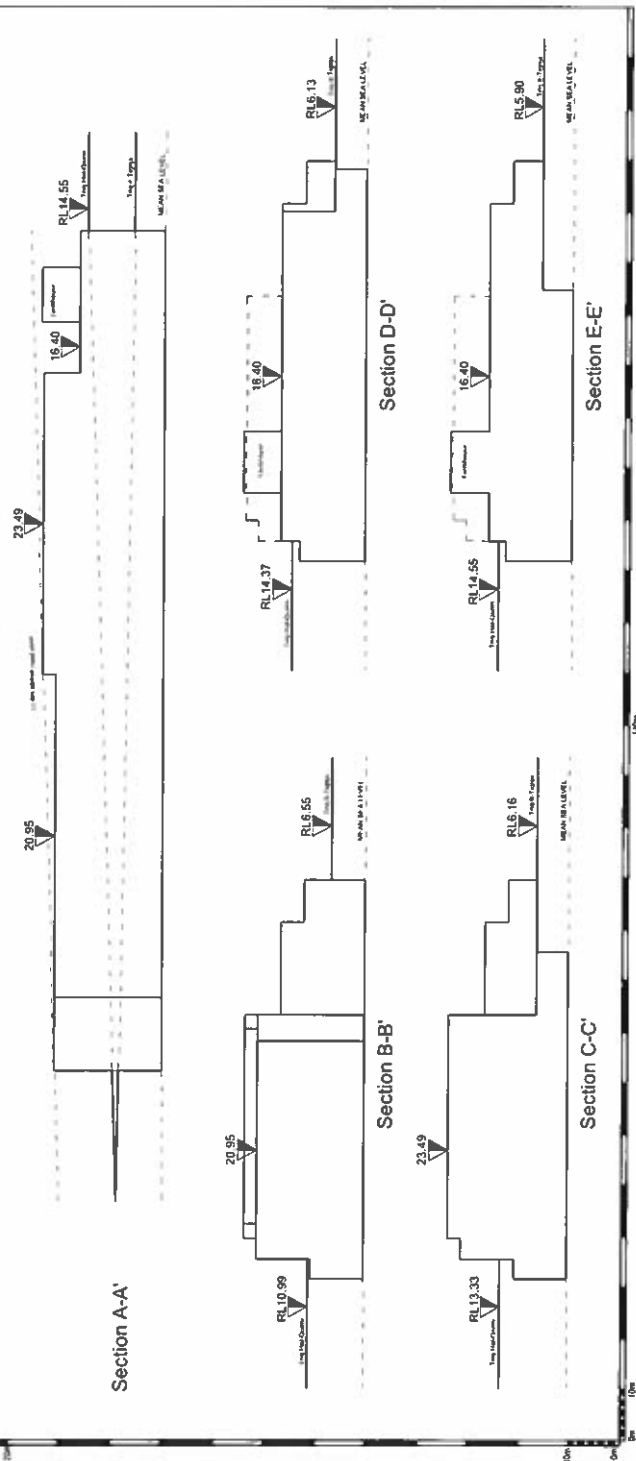
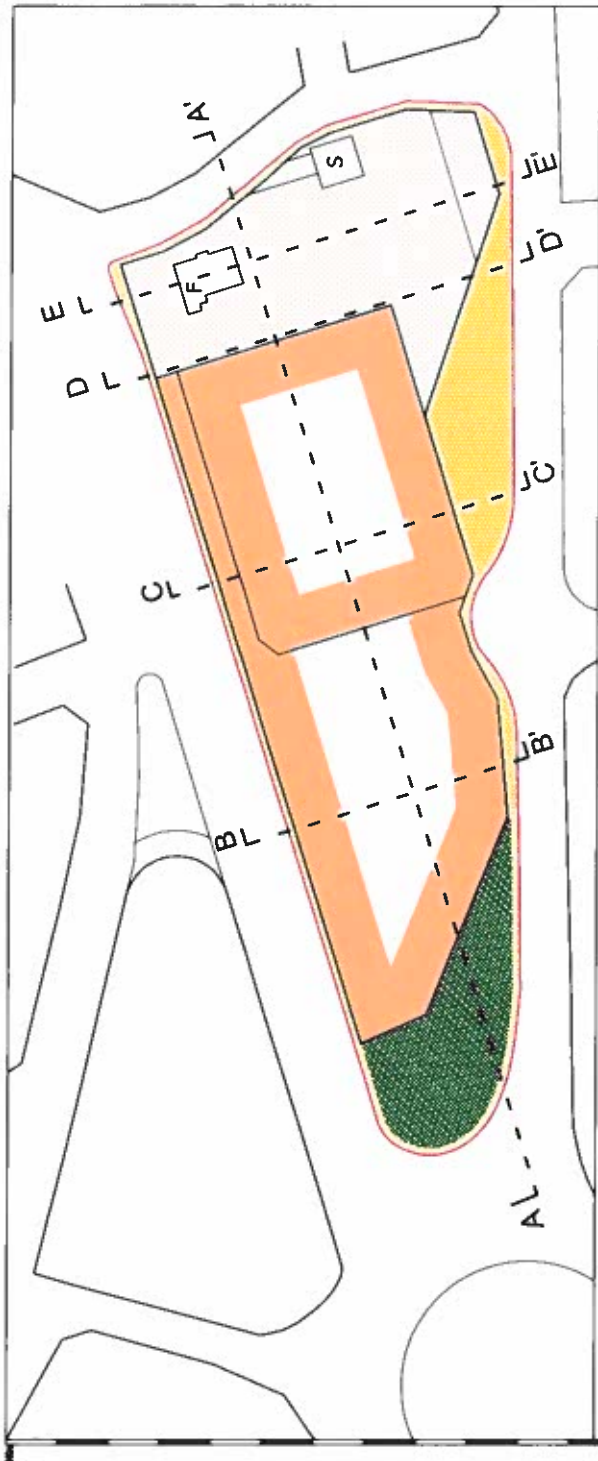
Partial Local Plan Review

Qormi

Plan A

Scale:	1:1000	Survey No.:	p/o 858E3-13
Grid System:	U.T.M.	Scale Factor:	0.999632
Survey Coordinates:		Level datum:	M.S.L.
Survey Completion Date:		Plan Completion Date:	10/05/2020
Survey Checked By:	M. Azzopard (LSU)	Plan Checked By:	I. Fene
Entered by Executive Council:		Date:	
Chairman Executive Council:		Executive Council Secretary:	
Entered by Member:		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 in the information on this plan. It is the user's responsibility to ensure that the information on this plan is up-to-date.



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
- Mixed Use Development
- Alignment
- Proposed Alignment
- Soft-landscaped roof above Mixed Use Development
- Farmhouse
- Sub-station