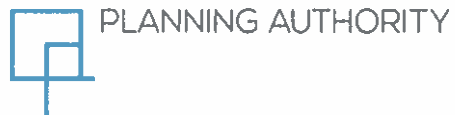


Partial Review of the  
Ta' Qali Action Plan (2006 and 2012)

**Change in designation for land in  
Vjal l-Istadium Nazzjonali**

**Revised Draft**



**August 2020**

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## **1.0 Introduction**

1.1 This 2020 Partial Review of the Ta' Qali Action Plan (2006) is necessary to carry forward Government's request to amend the Plan's Policies NWTQ32, NWTQ33 and the maps that relate to the area depicted in Figure 1. This area is being referred to in this Review as the Ta' Qali Commercial Area.

1.2 The Action Plan Revision is required to address changes that have taken place and to update the planning parameters of the area, including the zoning, building heights and road alignment. The Revision is intended to upgrade this area from a primarily industrial site with related impacts, to a predominantly commercial area more compatible with the surrounding recreational uses.

1.3 The proposed revisions will affect Policy NWTQ32 and Policy NWTQ33 in the 2006 version of the Ta' Qali Action Plan:

- (i) NWTQ 32 – Industry and Storage
- (ii) NWTQ 33 – Service Parking

and the following maps:

- (i) Map 3 – Existing Land Use
- (ii) Map 5 – Policy Map
- (iii) Map 6 – Strategy Map
- (iv) Map 9 – Revisions Map
- (v) Map 10 – Building Heights

1.6 The draft revised Policy NWTQ32 and Policy NWTQ33 are included in the following Section 5.0. Map A (Policy Map) is attached to this document. The respective revisions shall also replace the part of the Maps 3, 5, 6, 9 and 10 which relate to this area. All other parts of the existing 2006 Ta' Qali Action Plan (text and maps) are proposed to remain unchanged by this 2019 Revision and will remain applicable as per Ta' Qali Action Plan, 2006 and the subsequent 2012 Revisions.

## **2.0 Proposed Objectives**

### **2.1 Government objectives of the review as published were:**

- a) To designate the site currently covered by policy NWTQ 32 of the Ta' Qali Action Plan into a Commercial Area;
- b) To ensure that the designation of policy NWTQ 33 as a parking area is retained and a requirement for landscaping included;
- c) To replace the currently allowable land uses with those allowed by Category D of the Use Classes Order (SL552.15) and prohibit any further intensification of the current uses;
- d) To formulate a development framework which seeks to mitigate any adverse impacts from the re-designation of the site provided that the overall height of buildings shall not exceed 17.5m and shall be terraced to the heights of the existing embassy for buildings located on the perimeter of the site facing the same embassy. Upper recess shall also be taken into consideration when planning the opposite side facing Mdina. In this area (facing Mdina), heights of buildings contiguous/first in line to the ODZ area shall be kept as stipulated in the Ta' Qali Action Plan 2000 policies with a stepping effect to 17.5m;
- e) To amend or delete all other provision in the current policies which are deemed to run counter to the overall objectives set out in (a) to (c) above;
- f) Additional blank party walls are not accepted.

### **2.2 Following public submissions during the consultation on the Government Objectives, the Executive Council and Minister acceded to public requests to include the following uses or allow intensification thereof, in conjunction to the Category D uses previously listed:**

- Article 4 (s) supermarkets;
- Category B: Class 2A (c) medical clinic, Class 2C education;
- Category F: Class 6A storage and distribution.

as these additional uses were deemed compatible with the long-term goal of creating a commercial area on this site.

### 3.0 Site and Context

- 3.1 The site of the 2019 Ta' Qali Action Plan Review lies to the west of the Diplomatic Mission Site, forming a contiguous urban zone with the locality of Attard; and thus, with the Principal Urban Area as defined in the SPED, 2015 (Strategic Plan for the Environment and Development).
- 3.2 Immediately to the north of the site, Ta' Qali National Park is a designated National Recreation Centre. To the south, east and west the site is surrounded by agricultural land forming part of the Area of High Landscape Value that extends towards the historic hilltop town of Mdina.
- 3.3 The site is accessed directly from Vjal L-Istadjum Nazzjonali and Triq L-Idwart. The site itself contains a mix of land uses from retail warehouses, industrial plants, open storage, parking/services areas and areas related to the logistics industry. There is also a car parking area zoned directly to the north of the site.
- 3.4 The Ta' Qali Action Plan (2006) subsidiary plan had designated this area predominantly for Industry with commercial and storage land uses as per Maps 3, 5, 6 and 9 of the plan.



**Figure 1** Aerial photograph with superimposed site boundary

## 4.0 Strategic and Action Plan Guidance

- 4.1 In line with **Thematic Objective 1** of the SPED which seeks to manage available potential space sustainably with the scope of promoting socio-economic development, the revisions aim to promote socio-economic development in the area in line with currently non-deleterious uses. The boundary of the Partial Review (Figure 1) will not depart from the land previously zoned for industry, storage and parking, thereby limiting land take-up within the rural area, as specified in this Objective.
- 4.2 **Thematic Objective 8** requires the minimisation and mitigation of the impact on cultural heritage landscapes. The Partial Review requires development to mitigate any possible impact on such landscapes through the increase in building heights being proposed; making the requirement for views and vistas analysis on potential impacts on the iconic skyline, of utmost importance in the development permit application process.
- 4.3 **Urban Objective 1** safeguards identified Enterprise Hubs for core economic development sectors. The current industrial and storage area is considered to be incompatible with the contiguous Ta' Qali National Park. To this extent the shift to a commercial area is considered favourable to ensure compatibility of use.
- 4.4 The redevelopment of previous industrial enterprises into commercial entities will provide the opportunity for the development of energy-efficient buildings, in line with **Urban Objective 4**. These new establishments must conform to current regulations and will therefore serve to mitigate the impact on energy resources.

## 5.0 Proposed Revisions

- 5.1 Policy NWTQ 32 is being replaced by the following amended Policy NWTQ 32 Ta' Qali Commercial Area.

### **NWTQ 32**

### **Ta' Qali Commercial Area**

**The site indicated on Policy Map A is designated as the Ta' Qali Commercial Area. Two distinct zones are designated within the site, a Comprehensive Development Area and a Conventional Development Area. Development applications in the Ta' Qali Commercial Area shall comply with the provisions of this policy and shall contribute towards the creation of a quality commercial destination through sustainable architectural and urban design with adequate infrastructure provision. Separate development applications within the Comprehensive Development Area shall not be considered by the Planning Authority.**

**The following criteria shall be applied to both the Comprehensive and the Conventional Development Areas.**

#### **Acceptable Land Uses:**

**The following land-uses falling within the Use Classes Order (SL552.15) will be considered favourably:**

- a. Article 4 (s)supermarkets;
- b. Category B: Class 2A (c) medical clinic, Class 2C education;
- c. Category D: Class 4A offices, Class 4B retail, Class 4C and Class 4D food and drink; and
- d. Category F: Class 6A storage and distribution

**The intensification of existing uses which do not fall within the list identified by this policy will not be permitted.**

#### **Urban Design**

##### *Building Heights*

**Development on the perimeter of the Policy Area facing the ODZ shall have a facade height of 8m. Development on the perimeter of the Policy Area facing the embassy and the carpark shall have a facade height of 11m.**

The maximum overall height for all the Policy Area shall be 17.5m and shall be subject to a Visual Impact Assessment in relation to the impact of the -building profile resulting from these height limitations on views to and from the Mdina promontory, the Area of High Landscape Value and the embassy site. Mitigation measures identified in these assessments may require limitations on the provisions of this policy in terms of allowable heights of buildings.

*Site Coverage and Open Space*

Within the area allocated for comprehensive development a maximum site coverage of 60% shall be allowed. The 40% open space is inclusive of any landscaping buffers shown on the Policy Map.

<u>Site Area (m<sup>2</sup>)</u>	<u>40% overall open space provision (m<sup>2</sup>)</u>		<u>60% developable footprint (m<sup>2</sup>)</u>
<u>28,400</u>	<u>11,360</u>		<u>17,040</u>
	<u>Landscape buffer (m<sup>2</sup>)</u>	<u>Other open space (m<sup>2</sup>)</u>	
	<u>2,218</u>	<u>9,142</u>	

**Table 1** Zoning within the Comprehensive Development Area

*Site layout and architectural treatment*

The site layout shall be as indicated on the Policy Map. Site fragmentation within the Comprehensive Development Area, which inhibits a balance in terms of built up to open space ratio will not be supported since any scheme within the Policy Area is to be in keeping with the open-space amenities found in the National Park adjacent to the site.

Built elements are to generate interest in the massing and architectural treatment of projects within the site. Blank party walls arising from new development shall not be permitted and facades are to be treated innovatively both in form and in the application of materials. Details of any buildings within the commercial area, such as signage and lighting, are not to create visual elements which are not in keeping with the Area of High Landscape Value surrounding the site; and are to feature in the Visual Impact Assessment for the development.

### Landscaping

~~A landscape buffer, consisting of being a green belt consisting mainly of trees and shrubs and a perimeter road, with a minimum width of 13m is to~~ **shall** be incorporated along the southern and western perimeter of ~~provided as shown on the Policy Area Map A~~ in order to mitigate the visual impact of any development abutting the Outside Development Zone and the view of such development from Mdina. Such mitigation is not to be limited to this buffer and other measures such as green walls and green roofs are encouraged. To this end, a hard landscaping scheme and soft landscaping scheme consisting mainly of trees and shrubs is to be submitted and approved as part of development applications and must include a programme for implementation and maintenance of the scheme.

### Transport

~~Redevelopment is to provide for the continuation of the incomplete road within the southern boundary of Policy Area perimeter (Triq I-Idwart) towards the western boundary of the Policy Area perimeter, incorporated within the landscape buffer. This will be part of a ring-road around the Policy Area, facilitating ease of access for service providers and visitors alike. This road is to connect to the parking area specified by Policy NWTQ 33 and any road widening to accommodate the road should be strictly within the policy area boundary.~~ Transport infrastructure is to follow the layout indicated in Policy Map. Adequate access and off-street parking shall be provided in accordance with the applicable parking standards within the site boundary.

### Sustainability

The introduction of Green Infrastructure measures is strongly encouraged to improve the environmental sustainability on the site. Such measures are to be intrinsic to any built redevelopment as well as incorporated into the open spaces within the site. Essentially, they are to take into consideration the surrounding ambience of the site, particularly the ODZ areas and the Ta' Qali National Park. Environmental sustainability is also to be addressed in the design and function of redevelopments. Matters such as the use of sustainable building materials, design which allows for passive environmental control and the integration of carbon-reduction measures during daily use of the buildings are to be favourably considered.

## **Planning Gain**

**A planning gain contribution of Euro 25 per sqm of new gross developable floorspace (GDF) permitted within the Policy Area is to be made towards the provision or upgrading of recreational facilities and other environmental initiatives within the Ta' Qali National Park.**

**The developer is also required to fund the construction of the necessary road and junction improvements within the policy boundary and is to be implemented as part of any new or redevelopments as planning gain at the expense of the developer. The cost of the road and junction improvements is to be calculated by Transport Malta and subdivided according to the proportion of the affected land holding, based upon the length of new frontage overlooking any new road resulting from this policy.**

The Policy Area has been assessed for compatibility of use vis-à-vis both adjacent land-uses as well as the uses in the wider area of the Ta' Qali National Park. The rezoning of the Policy Area to predominantly commercial land uses, seeks to address this factor by reducing the impacts of existing industrial activity and also to rehabilitate the area, whilst attracting users to Ta' Qali, thus providing incentives for the wider regeneration of the area. To this end, development proposals in line with commercial zoning such as supermarkets, medical clinics, education-related uses, offices, retail outlets, food and drink establishments, and storage and distribution establishments will be supported.

The principle of stepping down of building heights towards the perimeter of the policy boundary is being followed in view of the proximity to the Diplomatic Mission site to the east and also in view of site's location surrounded by an Area of High Landscape Value to the north, south and west. This is also important to protect views to and from Mdina, a significant landmark and skyline in the Maltese urban landscape. The development history of the site revealed that there are a number of permitted structures which exceed the height limitations stipulated by this policy. The building heights shall apply only to new development and for the re-development of the structures which currently exceed the height limitations.

The urban design of the site and architectural treatment of buildings within it are to consider a landscaped buffer between the site and the adjacent Outside Development Zone, which could serve as a visual mitigation of any development as well as an amenity to visitors to the area. The urban design within the site should ensure a balance in terms of built up to open space ratio and to this extent a piecemeal approach to the redevelopment of the site will not be favourably considered.

The installation of green walls and roofs will also be favourably considered since these would greatly mitigate against visual impacts as seen from Mdina. Together with other

measures to increase the environmental sustainability of the site, the provision of measures to screen light pollution and reduce surface water runoff are considered necessary to mitigate significant deleterious impacts otherwise caused.

Transport considerations include the continuation of the schemed road (Triq l-Idwart) to provide ease of access to any redevelopments as well as to improve traffic flows along the site. This road is to provide for pedestrian access along its entire length and measures to facilitate the use of sustainable modes of transport such as bicycles will be favourably considered.

- 5.2 Policy NWTQ 33 proposing service parking is being replaced by the following amended Policy NWTQ 33 Parking.

### **NWTQ 33**

### **Parking**

**The area covered by this policy is to be reserved for organised car parking and access for vehicles associated with the adjacent commercial uses, improved by means of a soft landscaping scheme to mitigate the appearance and amenity on the site. No new development will be permitted in the area identified for this parking in Policy Map A.**

The parking area is to be retained as a supporting amenity site for the Commercial Area outlined by the Policy Area NWTQ 32. Since the two areas are physically contiguous, it is considered optimal for the site to be allocated as parking amenity and for other transport related requirements including amenity for sustainable modes of transport, such as public transport and bicycles, amongst others. The area is to be screened with adequate indigenous soft landscaping.

## 6.0 Public Consultation

- 6.1 The original Objectives were published on the 23<sup>rd</sup> November 2018 and representations from the public were invited until the 14<sup>th</sup> December 2018. The first stage consultation generated a total of 10 submissions which were considered in the drafting of the revised policies. Submissions with PA responses are included in Appendix 1.
- 6.2 The issues mentioned in the submissions referred to:
- a) Zoning of commercial uses outside the urban area is in breach of the sequential approach and will cause demand for further industrial land;
  - b) Increase in height is detrimental within a site abutting an Area of High Landscape Value, conversely increase is favoured in view of investments made and existing height of the Embassy buildings;
  - c) Long distance views from Mdina and the visual amenity from the National Park are to be protected through adequate massing and design;
  - d) Landscaping provision, light pollution screening and surface water runoff are to be comprehensively designed and provided for;
  - e) Provision of cycling infrastructure, public transport and upgrading of junctions is required due to proposed uses and height increase;
  - f) Industrial and storage uses should not be stymied by not allowing for intensification;
  - g) Inclusion of further uses to be considered, namely Classes 2A, 2C, 3A, 3C, 5A; Category F and sections of Article 4; and
  - h) The Action Plan Review should be extended to the area west of the policy site to justify operational management and transport measures.
- 6.3 Following consideration of the submissions, changes to the published policy objectives were carried out as detailed in Section 2.0 above.
- 6.4 The second stage consultation was carried out between 12/09/2019 and 25/10/2019 and generated 22 submissions. The submissions are listed in Appendix 2.
- 6.5 The issues mentioned in the second consultation phase referred to:
- 1) **Land-use zoning**
    - a. This is an opportunity to achieve proper planning by assessing the impact of the proposed volume and massing on the landscape and then determine the appropriate height
    - b. The proposed change in zoning is against the principles of sequential development as ratified in the SPED, and has not been based on feasibility studies

- c. The review opposes TO1 - new jobs in the Urban Area, TO8.7 – to control activities with an impact on cultural heritage, UO 1.5, 1.6, 1.7 and 1.8; and is in breach of the Interim Retail Planning Guidelines
- d. The change in zoning is welcomed, but the range of acceptable uses is too wide ranging
- e. As owners of land on the site, the change in zoning is agreeable, especially without the proviso of comprehensive development
- f. As owners of land adjacent to the site, the zoning of commercial land-use in the site only is discriminatory
- g. There is a lack of any criteria establishing the minimum open space to built-up area
- h. The mitigation factors suggested are not enough to make up for the intensification of use
- i. The proposed change in land use designation will reduce the much-needed land intended for industrial uses and increase pressure on rural areas
- j. Out-of-town commercial centres are largely being abandoned in favour of rehabilitated inner-city or urban facilities which do not cause increased regional vehicular congestion

**2) Inclusion of sports-related uses**

- k. The piecemeal approach to the Action Plan Review is undermining the potential of Ta' Qali to accommodate sports uses and increasing fragmentation
- l. The area should be re-developed into uses that are complementary to the sports facilities around the National Stadium, and to the adjacent Park tal-Familja
- m. The site can be used to develop a National Sports Complex

**3) Inclusion of culture-related uses**

- n. A Transport Museum of Malta can be located within the site
- o. An area for the preparation and exhibition of Carnival floats can be incorporated
- p. Uses are to be limited to crafts and commercial activities ancillary to craft-making
- q. Request for participation from the Chairperson of the National Archives of Malta

**4) Removal of education-related uses**

- r. Class 2C (b ) should be removed from list of acceptable uses on site
- s. All education facilities should be removed from list of acceptable uses on site in view of potential threats associated with American Embassy

**5) Building heights**

- t. As owners of land on the site, the change in height is agreeable, and a set-back of 4.25m will be applied upon application for development
- u. The 1m parapet wall should be removed or the minimum allowable building height increased to 12.5m; in addition, PV panels should be catered for within the height limitation
- v. The building height should be revised down to 12.30m with no semi-basements being allowed
- w. Building heights should not be allowed below that currently permitted

- x. Development facing the existing built-up area at Triq L-Idwart and Triq Vjal I-Istadium Nazzjonali should have a maximum height of 11m; and the areas overlooking ODZ, at the southern, south-eastern and western perimeters of the Policy Area, should have a maximum height of 8m

**6) Views**

- y. A serious effort should be made to preserve some views, at least, from Mdina and Rabat
- z. Edge-of-scheme development should follow the natural topography of the site

**7) Transport and Mobility**

- aa. Open space calculations should include landscaped areas, pedestrian areas and roads
- bb. Take-up of undeveloped rural land and additional road widening beyond the footprint of the designated Commercial Area is not acceptable
- cc. Road maintenance within and around the site is to be considered
- dd. Increased traffic will generate noise and air pollution, hindering the possible designation of Ta' Qali as a 'quiet area' under the requirements of the Environmental Noise Directive

**8) Service road**

- ee. A 6m wide road should be placed outside the 7m buffer zone imposed by the development permit for buildings along the southern perimeter of the site
- ff. A 3m green belt can be allocated on the S and W aspects of the Review area but not to the N
- gg. The proposed peripheral road will require demolition of existing premises and will have an impact on both above and below-ground existing development
- hh. Any road widening is to occur outside the existing built up perimeter
- ii. The ring road does not provide any benefits of access or public open space and any road layout should be at the discretion of the designer preparing the master plan for the area

**9) Parking**

- jj. The area under Policy NWTQ33 should support a multi-storey car park
- kk. Provision of parking within property boundaries would be difficult and should therefore be mitigated by an additional contribution to the planning gain

- 6.5 The Environment and Development Planning Committee discussed this Action Plan Review on the 19/10/2019 and recommended that a minimum of five metres out of the proposed 13 metres wide ring road are to be dedicated for landscaping and that the triangular site next to the land mark in pink on the site plan presented by the Planning Authority is to be considered as a public open space for the specific use as a public car park.

## 7.0 Way Forward

- 7.1 Following the amendment of the Policy to reflect the decision of the Executive Council to introduce a central road and separate designations for comprehensive and conventional planning areas, the policy is being republished for Phase 3 Public Consultation.

Representations are to be made in writing to

The Director of Planning,  
Planning Authority,  
2019 Partial Review of the Ta' Qali Action Plan (2006)  
P.O. Box 200, Marsa GPO 01  
or on the email [nwlp.taqali@pa.org.mt](mailto:nwlp.taqali@pa.org.mt)

Submissions related to this review may be sent to the Planning Authority by (insert date as applicable)

## **Appendix 1**

### **Public Submissions on Phase 1 Objectives**

Ref	Respondent	Date	Summary of Comments Received	PA Response
TAQ001	Flimkien Ghal Ambjent Ahjar (FAA)	12.12.2018	<p>Flimkien Ghal Ambjent Ahjar (FAA) is making the following representations regarding the above.</p> <p>A. The scope of this exercise is being deemed questionable when one notes that it pertains to changes to private land that will enable further development to an extent which cannot be considered to benefit the general public in anyway.</p> <p>B. The site is presently designated as an Industrial Area outside the Development Zone – the revision envisages a change of use from Industrial to Class D.</p> <p>a) Such a move is questionable when one notes that it is not necessary or desirable for Class D uses to be located outside of the urban area, as it would on the other hand be necessary for industry.</p> <p>b) This would also result in a reduction of land available for industry in turn necessitating the conversion of further sites in the rural areas for such use.</p> <p>c) In addition FAA questions how this radical change from industrial to professional/financial services would allow for the sustainable management of the area given that large extents of the site are already committed to industrial use through approval and execution of a number of development permits.</p> <p>C. FAA questions the viability or necessity of the proposed increase in height under article (d) of this proposed policy revision where an increase in building height from the presently established 10m (approx. 13m incl. roof services) is being extended to 17.5m.</p> <p>D. At the present height, FAA maintains that the development is already highly visible and impinges on the natural visual amenity of the</p>	<p>The change of use from the existing industrial uses will consolidate the area to be fully commercial and thus benefit from improved operational management and a lesser impacting land use. Regarding building height and associated impacts, the massing of the site has been designed in a manner whereby maximum heights are stepped back from the frontage and blank party walls are not permitted to reduce visual impact. In addition, the Policy encourages that the visual impact of any development is mitigated for by the use of green walls and roofs.</p>

		<p>environs, detracting on the integrity of this Area of High Landscape Value. As such, any increases to the current height are being deemed excessive and unnecessary.  <i>Images show high visibility of site and uncharacteristic nature within rural landscape</i></p> <p>E. Without prejudices to the above, FAA maintains that the setbacks at stated in the proposed review should be implemented and respected and that in addition, to ensure that no blank walls result from any development in this site, any development proposed along its perimeter should be adequately set back from the site boundary by at least the width of one carriageway such that the building has fenestrated facades on all fronts.</p> <p>F. The required landscaping as shown in Policy Map 5 of the 2006 Ta Qali Action plan should also be respected</p> <p>G. Part of the scope of this consultation under article (c) is to "prohibit any further intensification of the current uses". FAA questions how this aim could possibly be achieved through this exercise when through it the very intensification it is claiming to be against, would effectively result through increased floor space achieved through proposed increase in height.</p> <p>H. The change in use, increase in floor area and volume and overall increase in density and users would necessitate an S.E.A. to ensure that these assumed changes would not have an adverse impact on the area. With regards to transport, this is particularly worrying when one notes that the area is not well linked to public transport services and limitation of nearby junctions to cope with increased trips and traffic loads.</p>
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			<p>I. FAA strongly objects to Objective f) "To revise or debate all other provisions in the current policies which are deemed to run counter to the overall objectives set out in (a) to (e) above". The Authority is obliged to observe the legal hierarchy established in other planning legislation, including, but not limited to Chapter 552 of the Laws of Malta, the Strategic Plan for the Environment (SPED) and other plans and policies. The laws which are applicable to all cannot be revised – on a piecemeal basis – because of this proposal.</p> <p>J. FAA underlines the fact that the proposed changes are in breach of several provisions of SPED, namely:</p> <p><b>1. Breach of the sequential approach listed in SPED:</b> The sequential approach is being adopted in order to ensure that land take up and their uses are compatible with the context, reserving urban/commercial uses for urban areas to ensure the Rural Areas character is preserved and protected and only considered as a last resort where it is essential for the achievement of sustainable development.</p> <p>Furthermore, (I) <i>the bulk of development is directed to the Urban Area with the aim of consolidating it within a spatial hierarchy whilst improving further the liveability for towns and settlements</i></p> <p><b>2. Breach of the directing of buildings towards the Urban Area and Thematic Objective 1 and 7 and 10:</b></p> <p>1. Socio-economic Development: <i>Thematic Objective 1: To manage the available potential space and environmental resources on land and sea sustainably to ensure that socio-economic development needs are met whilst protecting the environment and limiting land take up within the Rural Area by:</i></p> <p>1. <i>Guiding the location of the bulk of new jobs and homes within the Urban Area</i></p>
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TAQ002	Dr Andrea Gera de Petri Testaferrata on behalf of Testaferrata Bonici Ltd	13.12.2018	<p>7. <i>Increasing green open space</i></p> <p>10. <i>Socio-economic development should ensure that rural areas are not exploited by uses which are not legitimate necessary.</i></p> <p>3. <b>Breach of Rural Objective 4 regarding the importance of enhancing the positive qualities of landscape in a strategic open gap:</b></p> <p>Rural Objective 4: To protect and enhance the positive qualities of the landscape and the traditional components of the rural landscape by</p> <ol style="list-style-type: none"> <li>1. Promoting integrated countryside management</li> <li>2. Carrying out a reappraisal of designated areas</li> <li>3. Identifying and classifying a hierarchy of landscapes to: <ol style="list-style-type: none"> <li>a. protect the most sensitive landscapes of cultural importance and natural beauty ;</li> <li>b. promote rehabilitation initiatives towards the enhancement of the degraded landscapes</li> <li>c. guide the control of location and design of development within the landscape; and</li> </ol> </li> <li>4. Carrying out a reappraisal of strategic open gaps identified in subsidiary plans to prevent coalescence of urban development and identifying further areas for designation.</li> </ol> <p>We trust the above will be noted by the competent Authority and reflect in the final approved review.</p>	
			<p>We are writing this letter as a submission following the opening of the public consultation period with relation to the <b>"Partial Review of the Ta' Qali Action Plan (2000)"</b>, published on the 23rd November 2018, closing on the 14<sup>th</sup> December 2018.</p> <p>The undersigned together with Mr. Alfred Gera De Petri on behalf of "Testaferrata Bonici Ltd", would like to make the following comments:</p> <ol style="list-style-type: none"> <li>1. We are in favour of the designation of area NWTQ 32 into a commercial area. However, we are of the opinion <b><u>that Class</u></b></li> </ol>	<p>The request to allow Class 6A uses on the site has been acceded to. Massing of any development is however to follow the conditions outlined in the revised Policy NWTQ 32.</p>

	<p><b>6A (Storage and Distribution) is to be retained</b> [defined as use for storage (other than the storage, on land, or on water, of boats), or as a distribution centre]. TestaferrataBonici Ltd has invested in the area (since it was designated as Class 6A) and has a vision to expand similar operations from the same area. The site is already committed to an integral part of this existing use. We believe that Category F Class 6A is highly complementary with Category D and necessary for the better usage of this area.</p>	
	<p>2. We also feel that Policy NWTQ 33 as the parking area is to be retained and landscaping is to be included.</p> <p>3. With regards to comment: <u>“shall be terraced to the heights of the existing embassy for buildings located on the perimeter of the site facing the same embassy.”</u> TestaferrataBonici Ltd is the owner of the property the subject matter of Permit PA/06114/16. As can be seen in PA/5191/06, the drawings showing the construction of the US Embassy indicate the height to be 15.0metres at its lowest point, and 18.0metres at the highest point. (this can be seen from the attached elevation – Document pdf US Embassy Elevation). We agree that the height of the periphery facing the embassy (the Triq l-Idwart side) should be as high as the embassy i.e. 15.0m stepping up to 17.5m as suggested in the draft.</p>	
	<p>4. With regards to comment: <u>“In this area (facing Mdina), heights of buildings contiguous/first in line to the ODZ area shall be kept as stipulated in the Ta’ Qali Action Plan 2000 policies with a stepping effect to 17.5m”</u>. We would like to point out that some buildings onsite found within the area NWTQ 32 were approved with only one course over highest roof and reach the height of 10metres. These were approved prior to the coming</p>	

TAQ003	Perit Joseph C. Grech obo owners of adjacent site	14.12.2018	<p>of force of DC2016, which proposes the parapet wall of 1m at the highest roof of the buildings. In our opinion, the minimum height limitation should therefore be 1.1metres including the opra-mortawith the stepping up to the 17.5m as proposed.</p> <p><b>Comments and proposed changes / additions to the published objectives.</b></p> <p><b>1. Extent of exercise.</b> It is clearly noted that this exercise focuses primarily on a limited area of the approved Action Plan.</p> <p>As owners of a site which is in the vicinity of the target site, and therefore as directly interested parties, it is our contention that for this re-planning exercise to simply focus on a few minor changes to the designation of the current developed site would be a missed opportunity to rationalise planning parameters on a much larger extent of potentially developable land. Reference is hereby being made to Figure 1 of this submission, particularly to the two sites lying at the Western boundary of the Policy Site, and indicated as Government Property and Respondent's Property. Whereas the Policy Site measures approx. 55,000 sq.m., these two sites together measure approx. 65,000 sq.m., which would bring the total area of the re-planning exercise to 12 hectares. The incorporation of these two sites in the current re-planning exercise would have the dual benefits of utilising Public Property and extending the provision of the proposed uses onto a much larger and more easily manageable commercial enclave.</p> <p><b>2. Planning Rationale</b> The main material planning considerations for the extension of the Policy Area are:</p> <p>a) The proposed formulation of a new policy to allow all Use Classes in Category D, presents an opportunity to extend the policy area into a larger site which would be able to accommodate large retail warehouse</p>	The site boundary is to remain unchanged, as published in the stated Objectives of the Policy Review.
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TAQ004	Dr Andrea Gera de Petri Testaferrata on behalf of Testaferrata Bonici Ltd	13.12.2018	<p>units. This particular aspect of the retail business scenario has already been partially tested in Ta' Qali with great success, and it would therefore follow that there is scope to extend the potential provision of similar outlets.</p> <p>b) A larger policy area, part of which is owned by Government, would give the planner sufficient scope for expecting a considerable investment in the peripheral needs of such a re-planning zone. These are indicated in Figure 2 of this submission, and would consist mainly of a new access ring-road, strategic transportation junctions, and considerable extents of landscaping / forestation buffers.</p> <p>c) The re-planning site is too small to allow the development of a complex which has a national catchment capacity. Ta' Qali is the only region in Malta which should be planned to hold only complexes which have a national catchment potential. The inclusion of the two sites indicated in Figures 1 and 2 would allow the re-planning exercise to gain this capacity.</p> <p>We are writing this letter as a submission following the opening of the public consultation period with relation to the <b>"Partial Review of the Ta' Qali Action Plan (2000)"</b>, published on the 23rd November 2018, closing on the 14<sup>th</sup> December 2018.</p> <p>The undersigned together with Mr. Alfred Gera De Petri on behalf of "TestaferrataBonici Ltd", would like to make the following comments:</p> <p>5. We are in favour of the designation of area NWTQ 32 into a commercial area. However, we are of the opinion <b>that Class 6A (Storage and Distribution) is to be retained</b> [defined as use for storage (other than the storage, on land, or on water, of boats), or as a distribution centre]. TestaferrataBonici Ltd has invested in the area (since it was designated as Class 6A) and has a vision to expand similar operations from the same area. The site is already committed to an integral part of this existing use. We believe that Category F Class 6A is highly</p>	
				<p>The request to allow Class 6A uses on the site has been acceded to. Massing of any development is however to follow the conditions outlined in the revised Policy NWTQ 32.</p>

TAQ005	Perit Joseph C. Grech	14.12.2018	<p>complementary with Category D and necessary for the better usage of this area.</p> <p>6. We also feel that Policy NWTQ 33 as the parking area is to be retained and landscaping is to be included.</p> <p>7. With regards to comment: <u>"shall be terraced to the heights of the existing embassy for buildings located on the perimeter of the site facing the same embassy."</u> TestaferrataBonici Ltd is the owner of the property the subject matter of Permit PA/06114/16. As can be seen in PA/5191/06, the drawings showing the construction of the US Embassy indicate the height to be 15.0metres at its lowest point, and 18.0metres at the highest point. (this can be seen from the attached elevation – Document pdf US Embassy Elevation). We agree that the height of the periphery facing the embassy (the Triq l-Idwart side) should be as high as the embassy i.e. 15.0m stepping up to 17.5m as suggested in the draft.</p> <p>8. With regards to comment: <u>"In this area (facing Mdina), heights of buildings contiguous/first in line to the ODZ area shall be kept as stipulated in the Ta' Qali Action Plan 2000 policies with a stepping effect to 17.5m"</u>. We would like to point out that some buildings onsite found within the area NWTQ 32 were approved with only one course over highest roof and reach the height of 10metres. These were approved prior to the coming of force of DC2016, which proposes the parapet wall of 1m at the highest roof of the buildings. In our opinion, the minimum height limitation should therefore be 11metres including the opra-morta with the stepping up to the 17.5m as proposed.</p>	
<b>Comments and proposed changes / additions to the published objectives.</b>			The site boundary is to remain unchanged, as	

obo owners of adjacent site	<p><b>1. Extent of exercise.</b> It is clearly noted that this exercise focuses primarily on a limited area of the approved Action Plan. As owners of a site which is in the vicinity of the target site, and therefore as directly interested parties, it is our contention that for this re-planning exercise to simply focus on a few minor changes to the designation of the current developed site would be a missed opportunity to rationalise planning parameters on a much larger extent of potentially developable land. Reference is hereby being made to Figure 1 of this submission, particularly to the two sites lying at the Western boundary of the Policy Site, and indicated as Government Property and Respondent's Property. Whereas the Policy Site measures approx. 55,000 sq.m., these two sites together measure approx. 65,000 sq.m., which would bring the total area of the re-planning exercise to 12 hectares. The incorporation of these two sites in the current re-planning exercise would have the dual benefits of utilising Public Property and extending the provision of the proposed uses onto a much larger and more easily manageable commercial enclave.</p> <p><b>2. Planning Rationale</b> The main material planning considerations for the extension of the Policy Area are: a) The proposed formulation of a new policy to allow all Use Classes in Category D, presents an opportunity to extend the policy area into a larger site which would be able to accommodate large retail warehouse units. This particular aspect of the retail business scenario has already been partially tested in Ta' Qali with great success, and it would therefore follow that there is scope to extend the potential provision of similar outlets. b) A larger policy area, part of which is owned by Government, would give the planner sufficient scope for expecting a considerable investment in the peripheral needs of such a re-planning zone. These</p>
published in the stated Objectives of the Policy Review.	

TAQ006	Perit George Tonna obo Nectar Ltd	14.12.2018	<p>are indicated in Figure 2 of this submission, and would consist mainly of a new access ring-road, strategic transportation junctions, and considerable extents of landscaping / forestation buffers.</p> <p>c) The re-planning site is too small to allow the development of a complex which has a national catchment capacity. Ta' Qali is the only region in Malta which should be planned to hold only complexes which have a national catchment potential. The inclusion of the two sites indicated in Figures 1 and 2 would allow the re-planning exercise to gain this capacity.</p> <p>We write on behalf of Nectar Ltd. and refer to the public consultation currently pending on the Ta' Qali Action Plan.</p> <p>The objectives of the said policy are agreeable in principle. Yet we would like to comment as follows:</p> <ul style="list-style-type: none"> <li>a) We agree to designate the site currently covered by policy NWTQ 32 of the Ta' Qali Action Plan into a Commercial Area;</li> <li>b) We agree to ensure that the designation of policy NWTQ 33 as a parking area is retained and a requirement for landscaping included;</li> <li>c) Whilst in principle we agree to replace the currently allowable land uses with those allowed by Category D of the Use Classes Order (SL552.15), we disagree to a blanket prohibition of the extension to all the current uses; In this regard we believe that certain current uses are compatible with the new designation of the area, and as such, we suggest that the land uses, including extensions, refer to the following: Class 2A paragraphs (b), (c) and (d); Class 2C; Class 3A (d); Class 3C; Class 5A; Category F Article 4 (a); (b); (d); (0); (1); (s) and (u)</li> </ul>	The intensification of Class 6A uses on the site is being considered. In addition, uses falling in Classes 2A(c), 2C and Article 4(s) are also permitted, as requested in the submission.
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TAQ007	Perit Sebastian Grima (Raniolo & Associates Ltd) obo Mafimex Ltd	14.12.2018	<p>The representation being made is on behalf of my clients at Mafimex Ltd who are the sole owners of the site indicated in the attached site plan. The proposed objective as set out through the public consultation of the Partial Review of the Ta' Qali Action Plan (2000) have a direct impact on my clients property and require clarification and consultation. As an objective the Government has set out to 'mitigate against the negative impact that the current uses are having on the character of the area, particularly the formal and informal recreational area.' An objective which is considered favourable and in keeping with the existing urban grain which characterises this area.</p> <p>In the opinion of the undersigned and whilst making reference to the points forming part of the Planning Authorities objective, namely point a) to f) and the intrinsic factors of the site at hand begin to deviate from the Government's main objective as quoted above.</p> <p>Points a) to c) relate to the change of use of the areas. It is needless to say that even though the uses are being proposed to change from Industry and storage to offices, retail and catering the current use of my client's site will not be hindered by such proposed changes and the permit PA 5518/05 will not be prejudiced by such proposed changes.</p> <p>Point d), if interpreted correctly is suggesting that the sites overlooking the Embassy should be terraced to the heights of the existing Embassy. Vide attached ii. The satellite image and mean sea levels obtained by Google earth have been attached hereunder in order to capture the current situation vis-à-vis point d).</p> <p>The maximum height being proposed for the area shall be 17.5m, the new building heights will be terraced to the maximum building height of the embassy' whilst the attached clearly shows that the maximum building height of the embassy is 18m which will make our site approximately 0.5m below that of the embassy. It is also important to</p>	<p>The massing of the site has to be designed in a manner which allows for the maximum height to be concentrated within the central areas and stepped back of the frontage in order to mitigate the effects of development on the Area of High Landscape Value and other important views and vistas.</p>
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TAQ008	Perit George Tonna obo Nectar Ltd and Attard Bros. Co Ltd	14.12.2018	<p>take into consideration that my clients site is at a considerable distance away from therecreational areas mentioned in the governments objectives for this partial review of the Ta' Qali Local Plan.</p> <p>Therefore through the information being provided by the PA at the time of writing and the salient points setout in this representation we would like to categorically agree that the height limitation for the site indicated in the attached site plan abides with the objectives of a) to f) whereby the maximum allowable height of17.5m is considered suitable since:</p> <ul style="list-style-type: none"> <li>a) the site in caption will be lower than the maximum built up height of the existing embassy</li> <li>b) the site in caption is at a considerable distance from the recreational areas</li> <li>c) any development below 17.5m on this site will inevitably be the cause of blank third party walls</li> </ul> <p>We write on behalf of Nectar Ltd. and refer to the public consultation currently pending on the Ta' Qali Action Plan.</p> <p>The objectives of the said policy are agreeable in principle. Yet we would like to comment as follows:</p> <ul style="list-style-type: none"> <li>a) We agree to designate the site currently covered by policy NWTQ 32 of the Ta' Qali Action Plan into a Commercial Area;</li> <li>b) We agree to ensure that the designation of policy NWTQ 33 as a parking area is retained and a requirement for landscaping included;</li> <li>c) Whilst in principle we agree to replace the currently allowable land uses with those allowed by Category D of the Use Classes Order (SL552.15), we disagree to a blanket prohibition of the extension to all the current uses; In this regard we believe that certain current uses are compatible with the new</li> </ul>	
			<p>The intensification of Class 6A uses on the site is being considered. In addition, uses falling in Classes 2A(c), 2C and Article 4(s) are also to be permitted, as requested in the submission.</p>	

	<p>designation of the area, and as such, we suggest that the land uses, including extensions, refer to the following:  Class 2A paragraphs (b), (c) and (d); Class 2C;  Class 3A (d); Class 3C; Class 5A;  Category F  Article 4 (a); (b); (d); (0); (1); (s) and (u)</p>	
	<p>We believe that the above listed uses are partly already existing on certain sites both within the area in question as well as in the vicinity, and also are very much compatible with other uses in the area.</p>	
	<p>d) We agree to formulate a development framework which seeks to mitigate any adverse impacts from the re-designation of the site provided that the overall height of buildings shall not exceed 17.5m and shall be terraced to the heights of the existing embassy for buildings' located on the perimeter of the site facing the same embassy. Upper recess shall also be taken into consideration when planning the opposite side facing Mdina. In this area (facing Mdina), heights of buildings contiguous/first in line to the ODZ area shall be kept as stipulated in the Ta' Qali Action Plan 2000 policies with a stepping effect to 17.5m. However, it may be more appropriate to retain an element of flexibility to enable interventions by the properties which are subject to this restriction to mitigate such impacts in line with the provisions of DC 2015.</p>	
	<p>e) We agree to amend or delete all other provisions in the current policies which are deemed to run counter to the overall objectives set out in (a) to (d) above;</p>	
	<p>f) Blank party walls, would not, in principle be accepted. However, this is already addressed in point (d) above and</p>	

		<p>furthermore, the provisions of DC 2015 already cater for such instances and hence should regulate this matter.</p> <p>Kindly acknowledge this submission and include Nectar Ltd. as a registered submitter and look forward to being kept informed on future developments.</p>	
<p>TAQ009</p> <p>Alexander Bonanno obo ERA</p>	<p>14.12.2018</p>	<p><b>1. Introduction</b>  The Environment and Resources Authority (ERA) welcomes the opportunity to comment on the proposed objectives for the Partial Local Plan Review of the Ta' Qali Action Plan (2000). These comments are provided without prejudice to ERA's review and comments on the emerging draft policy 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 or other related screenings, including Environmental Impact Assessments (EIA).  ERA is putting forward its recommendations with respect to the Partial Review Objectives for consideration in the public consultation stage.</p> <p><b>2. Main environmental issues</b>  The site consists of a designated Industrial and Storage Area at Ta' Qali, hereafter referred to as the designated area. ERA considers that various environmentally relevant provisions in the current Policy NWTQ 32 of the Ta' Qali Action Plan (2000) are still relevant to the site and its context, and it is recommended that such criteria are either retained or suitably compensated for in the emerging replacement policy. An extract of relevant policy criteria from the current Policy NWTQ 32 is attached in Appendix 1.  ERA notes that the considerable increase in the building height will multiply the site's capacity, with resulting surge in activity. This stance may result in environmental impacts due to increase in traffic and</p>	<p>The site boundary is to remain unchanged, as published in the stated Objectives of the Policy Review.</p> <p>The massing of the site has to be designed in a manner which allows for the maximum height to be concentrated within the central areas and stepped back from the frontage and blank party walls are not permitted. In addition, the Policy encourages that the visual impact of any development is mitigated for by the use of green walls and roofs.</p> <p>The stated considerations of urban water runoff, light pollution and provision of adequate infrastructure are valid and encouraged</p>

	<p>pressure on infrastructure. In addition, this area should remain to cater for uses that cannot be easily accommodated in other commercial areas, such that this review will not result in increased pressure for industrial development outside the development boundary.</p> <p>The Review of the Plan should therefore address these issues and include mitigation measures to control the increase in land use activities.</p>	<p>through the development control process. Factors related to sustainable modes of transport have been included as considerations of the revised Policy NWTQ 32.</p>
	<p><b>2.1. Conservation of the rural environment</b></p> <p>(i) All future development and related interventions, including the entire width and extent of roads, pavements, parking areas/spaces, access, traffic management infrastructure, vehicle manoeuvring areas, bus stops, storage areas, landscaping, formal open spaces, boundary walls, as well as any supporting foundations, embankments and ancillary interventions, should be confined within the existing boundary of the designated Industrial Area. There should be no over spills of development, additional take-up or commitment of, or encroachment onto, adjacent fields or other rural land.</p> <p>(ii) The alignment, treatment and design of the outer walls/boundaries of development projects at the edge-of-scheme, including blank party walls, should avoid the introduction of direct or implied commitments affecting additional land beyond the existing boundary of the Industrial Area, including new or altered access routes onto rural land, formal open spaces, landscaping, back elevations that entail future entitlement for having a street frontage at the expense of rural land, as well as splays or other formalization at the entrances to rural land, open-ended or otherwise unclear modifications relative to the existing base map, etc.</p> <p>(iii) Any required infrastructure (e.g. substations, booster stations, sewer connections, pumping stations, waste management areas/facilities, etc.) should be factored into the advance planning</p>	

		<p>of the site and located within the boundary of the designated area, such that direct or indirect pressures for take-up of additional rural land for the installation or retrofitting of such facilities is avoided at source.</p> <p>(iv) Proposals at the site should be evaluated in the context of the wider picture, in terms of capacity and suitability of existing infrastructure to support the proposed use, without necessitating further interventions that could lead to further impacts. Over-intensification of the site may affect the current 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.</p>
	<p><b>2.2. Landscape, topography and visual impact</b></p> <p>(i) The current allowable building height at this site is planned to be increased from 8 m to 17.5 m above ground level. In view of this, ERA recommends that the design of buildings and space takes into account the surrounding rural context, the landscape and nearby recreational areas, in order to minimize potential visual impacts on long distance views, the rural character and other popular recreational areas at Ta' Qali.</p> <p>(ii) Edge-of-scheme development, including new/altered roads, should follow the natural topography of the site and immediate context such that the need for dominant or otherwise visually intrusive structures (embankments, exposed foundations or other similar substructure; boundary walls or parapets; etc.) is minimized at source.</p> <p>(iii) ERA recommends that boundary walls at the edge of the designated area are constructed in traditional random rubble (sejjeigh), avoiding ashlar walls and walls faced/clad in rubble. The</p>	

			<p>height of edge-of-scheme walls should not be visually dominant in the surrounding rural landscape.</p> <p><b>2.3. Green space and landscaping</b></p> <p>(i) Development projects should make provision for the allocation of sufficient space for the implementation of adequate and suitable soft landscaping and green spaces within the site. Greening of the area, including soft landscaping, should seek to contribute to the enhancement and improvement of local biodiversity. Soft landscaping should only make use of indigenous and/or archaeophytic species. The use of invasive alien species is to be avoided, also noting that the use of certain such species is prohibited under the Control of Invasive Alien Species of European Union Concern Regulations (S.L. 549.119) and the Trees and Woodlands Protection Regulations (S.L. 549.123).</p> <p><b>2.4. Light pollution</b></p> <p>(i) Development should not be a source of light pollution, especially at night. To this effect, development proposals at this site will be required to adhere to the following specifications and conditions:</p> <ul style="list-style-type: none"> <li>a) lighting should be limited to within the developed part of the site, and its height and orientation should be designed in a manner that does not cause illumination beyond the developed site;</li> <li>b) there should be no lighting of ancillary access roads, tracks and paths or other lighting beyond the site boundary;</li> <li>c) the exterior lighting fittings and their supports should be installed on the inner side of any peripheral landscaping, so as to be screened from the surrounding environment by means of landscaping itself;</li> </ul>
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	<p>d) all exterior lighting installed on site should be horizontally aligned, downward-pointing, fully-shielded and full cut-off. It is recommended that luminaire globes, uplighters and/or high-level floodlighting should not be allowed;</p> <p>e) all exterior lighting shall be of low-intensity 'warm light' colour with a temperature not exceeding 3000K; and</p> <p>f) intruder-triggered or motion-sensor lighting, should be installed so as to avoid continuous nocturnal lighting.</p>			<p><b>2.5. Infrastructure</b></p> <p>(i) Roads and 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 provisions for eventual replacement of existing overhead wiring and poles, with underground cabling, especially at edge of the designated area and at the urban-rural interface. It is recommended that the installation of overhead wiring, poles, and other visually intrusive interventions is prohibited.</p> <p>(ii) Unmitigated urban runoff (e.g. from car parks, open storage areas, etc.) should not be discharged directly onto surrounding fields or watercourses. The use of sustainable urban drainage systems is recommended in order to collect and treat local surface water, attenuate water runoff and minimise risks of localised flooding.</p> <p>(iii) Development should not result in any intended or unintended discharge of surface water (other than clean overflow from runoff-collection reservoirs), wash waters, operational overflows, spillages, seepages or leakages from the development site into the ground or onto any surrounding lands.</p> <p>(iv) ERA recommends that cycling parking and cycling infrastructure should be provided within the designated area and should be</p>
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		<p>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><b>2.6. Waste management</b></p> <p>(i) Uncontaminated, inert material resulting from excavation, demolition and/or construction should either:</p> <ul style="list-style-type: none"> <li>a) be used within the same site, as long as such use is in line with the approved plans and other conditions of this permit; or</li> <li>b) be transported in accordance with the relevant waste management regulations and deposited at sites duly authorised by ERA to accept such waste.</li> </ul> <p>3. Conclusion</p> <p>ERA looks forward towards additional consultations on the Partial review of the Ta' Qali Action Plan, and remains available for any clarification, or further consultations</p> <p><b>Appendix 1: Extract from Policy NWTQ32 (Industry and Storage) of the Ta' Qali Action Plan of 2000</b></p> <p>"Within Policy Area NWTQ 32 of the Action Plan, permission will only be given for development proposals falling within Class 11 Business and Light Industry, Class 12, General Industrial, and Class 17 Storage and Distribution, as defined by the Development Planning (Use Classes) Order 1994, subject to the following criteria:-</p> <p>(iii) the proposal would not result in a significant build up of traffic, causing congestion within the Action Plan area and on the access road serving it;</p>	
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TAQ010	Perit George Tonna obo Attard Bros. Co Ltd	14.12.2018	<p>(iv) noise and visual intrusion on neighbouring zones and other areas is minimised;</p> <p>(v) vi. a landscape scheme is submitted and approved to mitigate the visual impact of the existing development, together with a programme for implementation and maintenance.</p> <p>Reference is made to the Public Consultation currently ongoing by the Planning Authority on proposed revisions to the Ta' Qali Action Plan and Attard Bros. Co. Ltd. would like to comment as follows.</p> <p>a) In principle we agree with the Government's position to review the current policy for area NWTQ 32.</p> <p>b) We are in favour that the designation of policy NWTQ 33 as parking area be retained and embellished with landscaping;</p> <p>c) We agree to designate the area to uses allowable under Category D, however, although we understand that some of the current uses do not compliment the uses permissible under this category, we consider it essential that use Class 6A (Storage and Distribution) be retained to support the commercial uses.</p> <p>Furthermore, in addition, to the above we would like to propose other uses, found in similar commercial areas which we feel that will be of benefit to the area of the National park and the Ta' Qali Crafts Village. These include uses falling under the following classes: -</p> <p>Class 2A (b) Residential Institutions — hospital or nursing home;  Class 2A (c) Residential Institutions — medical clinic;  Class 2A (d) - Clinic for professionals complementary to medicine;  Class 2C — Education;</p>	<p>The intensification of Class 6A uses on the site is being considered. In addition, uses falling in Classes 2A(c), 2C and Article 4(s) are also to be permitted, as requested in the submission.</p>
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	<p>Class 3A — Guest houses, Palazzini, Boutique Tourism Accommodation and Hostels;</p> <p>Class 3C — Assembly and Leisure;</p> <p>Article 4 (o) — conference or public assembly centre; Article 4 (s) — supermarkets; Article 4 (u) — bingo halls, casinos, gaming shops, betting shops or lotto offices</p>	
	<p>We understand that with regards to existing uses which are currently permissible under the current Ta' Qali Action and have an approved permit, these shall remain allowable as they are.</p>	
	<p>d) We agree with the proposal that new building heights that shall not exceed 17.5m and that these shall be terraced on the side facing Mdina.</p>	
	<p>e) We propose that the 10-metre height currently permitted be stepped up to 11m to permit the construction of a 1 metre parapet now enforced through the Development Control Design Policy, Guidance and Standards 2015 on all new developments;</p>	
	<p>f) We agree that the proposed revisions will delete any current policies which are deemed to run counter to the overall objectives proposed by the Government;</p>	
	<p>g) We are in favour that there should be no blank party walls, and such would need to be designed to provide an acceptable appearance;</p>	
	<p>Kindly acknowledge this submission and include Attard Bros. Co. Ltd. as a registered submitter and look forward to being kept informed of future developments.</p>	

## **Appendix 2**

### **Public Submissions on Phase 2 Public Consultation – First Draft**

Ref	Name/ Company	Date	Comments Received	Remarks
TQAPR 001	Mr. Rudolph Gaerty	12/09/2019	<p>The biggest issue with allowing rezoning is the perception of corruption.</p> <p>Several cases come to mind where such abuse has clearly been done in the face of all!</p> <p>I am hardly one to consider development a negative thing and I have no doubt this is not a case of corruption, however the history of planning in Malta is littered with people being made rich or financially bailed out through such situations. All this whilst the country's character continues to be pillaged!</p> <p>Would the PA and the developer accept a similar 25 euro payment to leave the area as is? Chances are it would not even remotely be considered.</p> <p>Examples of this type of action are common. We can start with the old united group headquarters in Gzira where rezoning has permitted massive increases in developable air space with not much by way of cost to the developer!</p> <p>That is just one example. Using that as an example in areas where €2000/m<sup>2</sup> of floor space is not unusual, 10 floors and a floor space of around 1000m<sup>2</sup>, the developer benefited from 2million per floor of extra "granted" floor space gifted by someone or a group at the PA. The least PA could do is ensure the planning gain is so significant that the developer at the very least "shares" with PA and the country the benefits of such a grant. A 1000/m<sup>2</sup> would have been very reasonable! 10million for PA and 10million upside for developer. 10million would have been sufficient to buy land and build a high rise car park in a car space deprived area! How can someone not even have the least suspicion of wrongdoing! The system may be flawed, but the fact the loopholes are not closed is what makes it corrupt and open to abuse! This ta qali project however will raise eyebrows not because it gives someone something, but because many other land owners who may want similar treatment will not be given such treatment on equal terms of 25 euros per m<sup>2</sup>, effectively giving the developer an immediate</p>	<p>The mix of uses in the revised Action Plan has been ascertained with a view towards achieving a better balance in land use and to contribute towards the long-term success for the area with uses which are more aligned to the context of the site. It is also ensured that an amount of open space amenity is provided in the area earmarked for Comprehensive Development. Considering, the visual impact arising from the allowable massing, development is to be permitted only subject to a Visual Impact Assessment, in view of the location of the site adjacent to an Area of High Landscape Value.</p> <p>The planning gain of €25/m<sup>2</sup> is in line with that for comparable developments and will be allocated towards the provision or upgrading of recreational</p>

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			<p>return in excess of 2000% return (very very conservative) on the 25 euros planning gain requirement.  Who decides this favourably and denies others?  This is why people feel cheated and believe planning is inconsistent and not fit for purpose!  Imagine a scenario where a next door land owner is denied a similar request?  Why is the owner next door only allowed to be a farmer!  Why not offer the land owner next door similar terms or ask the two parties to bid for the new floor space?  If the land is in fact government owned any income, if sold at reasonable commercial rates will be for the benefit of the country's coffers.  This is likely private land.  Quite frankly speaking, a 25 euro "planning" gain is a joke when compared to the 1000 euro plus per m2 of developable air space presently land is marketed at.  I would therefore propose a planning gain contribution by the developer in excess of 100 euros per cubic metre of new space developed. Per cubic not per m2 since it takes into account height and area and not just floorspace which in reality is the impact not the floorspace itself. This equates to roughly 350/m2 of floor space in a normal floor which is still a very good deal for the developer but only around 100% return on his outlay.  This is reasonable and will deliver a meaningful contribution to the coffers.  10000m2 of such development would contribute €3.5million which still leaves the developer with a gain in excess of 3.5million thanks to whoever at PA is backing the idea.  Based on 10,000 x 4 metres extra and 100 euro per m2 this equates to 4million.  If land has no height allocation, 11 metres (new height limit) x 10,000 metres works out a 110,000 metres x 100 euro = 11million Euro.</p>	<p>facilities and other environmental initiatives within the Ta' Qali National Park.</p>

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TQAPR 002	Mr. Mario Mifsud	12/09/2019	<p>With such a sum the following is achieved.</p> <ol style="list-style-type: none"> <li>1. The suspicion of corruption is massively lowered.</li> <li>2. The PA will not be "gifting" a developer free money on land that is effectively not offering similar commercial potential.</li> </ol> <p>Such an approach should have been adopted with EVERY Project. The commercial gain should never be several multiples of the planning loss!</p> <p>The commercial gain ultimately dilutes the market and impacts negatively other developments. They should therefore be required to pay as any other developer would!</p> <p>Finally, why does the PA restrict such "new benefits" to specific zones? This should be space allocated on a location basis and "bid for" in an open tender.</p> <p>Ex. 30,000m<sup>3</sup> new airspace in ta qali.</p> <p>Zone identified and anyone who has land within that area can benefit. The developer will surely afford to cough up the contribution and this should be the norm and not an exception in dealing with such situations!</p> <p>As with all major developments involving a large area, thought for underground use must be made.</p> <ol style="list-style-type: none"> <li>1. Water reservoirs to catch and store water</li> <li>2. Boreholes or other means to replenish the table water by letting water seep thru.</li> <li>3. Excavation for future use of underground metro stations</li> <li>4. Stone resource excavated shall be properly cut as in quarries to be able to be used for the same buildings</li> </ol>	
				<p>Environmental considerations have been noted and have been assessed in view of the environmental constraints on the site, also including provisions for the introduction of elements which can contribute to environmental sustainability credentials and green infrastructure.</p>

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TQAPR 003	Dr. Philip Agius	12/09/2019	<p>Is it possible those who are planning the site in question, refer <a href="https://timesofmalta.com/articles/view/ta-qali-site-proposed-for-commercial-area.734877">https://timesofmalta.com/articles/view/ta-qali-site-proposed-for-commercial-area.734877</a> to make a <b>Cycling touring Malta Club House</b> so that cyclists leave their bike there and use on weekdays instead of carrying it every time they go to that area, which may be ideal for cyclists at <b>taqali</b> cycling path and its vicinity...</p> <p>-----</p> <p>the other proposal, that i have been writing almost years, somebody with NGOs etc do a <b>Transport Museum of Malta</b> where even disabled persons may work in this Museum? I be ready to <i>discuss my proposals if interested, but cannot personally enter into commercial and business fields.</i> <i>Just to help NGOs, my proposal!</i></p>	<p>The policy refers to the need to incorporate measures related to sustainable mobility in Policy Area NWTQ 33, this including facilities for public transport and bicycles amongst others, supported by adequate soft landscaping measures to enhance the quality of such facilities.</p> <p>Regarding the Transport Museum, Government objectives for the site have stipulated that the area is most suited to the provision of amenities related to the existing and projected commercial nature of site, with sports facilities being located elsewhere on the Islands.</p>
TQAPR 004	Dr. Bernice Buttigieg	13/09/2019	<p>I strongly believe that this area should be limited to being a craft centre including a commercial centre limited to selling such crafts. This area could possibly also include an area for preparing and showing off carnival floats.</p>	<p>Government objectives for the site have stipulated that the area is most suited to the provision of amenities</p>

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TQAPR 005	Prof. Ing. Cyril Spiteri Staines	16/09/2019	<p>As a country we should encourage talent and assist to promote it. This should serve to be an attraction for kids and adults wanting to learn craft making, as well as tourists who appreciate craft which is particular to our country (bizzilla, glass blowing, pottery, stone work, metal work, paper crafts, carnival floats, woodwork etc.) in a more organized fashion.</p> <p>In brief I can see this area serving the following stages:</p> <ol style="list-style-type: none"> <li>1) learning</li> <li>2) doing</li> <li>3) showing</li> <li>4) selling</li> </ol> <p>Thanking you for the opportunity to express my thoughts and I really hope you give this due consideration.</p> <p>I would seriously consider turning this area into a large National Sports Complex. This complex could be used for all types of sports especially the outdoor ones such as for example, athletics, tennis, basketball, hockey, etc. This is a golden opportunity to transform such a beautiful area into a national sports complex which can be used for the health and well being of the general public and the sport communities.</p> <p>I hope that you may seriously consider this proposal.</p>	<p>related to the existing and projected commercial nature of site, with cultural facilities being located elsewhere on the Islands.</p>
TQAPR 006	Mr. Jon Camilleri	17/09/2019	<p>I refer to Open Public Consultation – Partial Review of the Ta' Qali Action Plan (2000) - Phase 2, i regret being unable to visualise the document as I had informed due to missing logon credentials or service that I am able to avail from and other limitations and dependencies already mentioned that are currently beyond my budget.</p> <p>Zonal and territorial legal arguments tend to arise when we discuss development, my reservations are on the preservation of natural land available for re-distribution of natural resources such as food, water, and, aquifers. If I remember well road maintenance is an issue worth observing in many areas, and, I dislike cemeteries that seem to</p>	<p>Government objectives for the site have stipulated that the area is most suited to the provision of amenities related to the existing and projected commercial nature of site, with sports facilities being located elsewhere on the Islands.</p> <p>The mix of uses in the revised Action Plan has been ascertained with a view towards achieving a better balance in land use and to contribute towards the long-term success for the area with uses which are</p>

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TQAPR 007	Dr. Angelo Chetcuti MFA	01/10/2019	<p>my atheist mind like wasting space, however I respect the religious community for their beliefs including my own family. I don't quite understand what the policies read, and, how they reflect our interests at this stage.</p> <p>Reference is made to the above-mentioned consultation process published on the 12th September 2019.</p> <p>The Malta FA acknowledges the need to carry out such a review process, albeit in a more holistic manner that covers the entire Ta' Qali master plan.</p> <p>Particular attention is to be given to existing zoning and built-up commitments. The National Stadium and ancillary facilities are a case in point as landmarks of our national sporting infrastructure.</p> <p>Traditionally, these have long been established as key nodes of Ta' Qali together with the neighbouring parks and activities.</p> <p>Uses attributed to the different zones concerned ought to be complementary and compatible. This in the light of today's broader models of sporting infrastructure that is rendered sustainable through mixed development in an integrated approach that ensures harmonisation between different activities. This aim would not be served if the current review leads to shift the specific use proposed (such as office and commercial development) solely to the area under review to the exclusion of other areas within the Ta' Qali area which could in the future present opportunities for sustainable mixed use. By way of example, any future regeneration of the MFA facilities would necessitate such an approach.</p> <p>Such sporting infrastructure should remain a prominent feature in any future planning developments in the entire zone. Any ad-hoc decisions that are limited in scope, such as the current partial review, ought to be taken with this in mind.</p> <p>Any opportunity is to be taken to embrace the above-mentioned concept and to maximise the potential of existing developments and activities and potential synergies between them. The Malta FA is a key</p>	<p>more aligned to the context of the site.</p> <p>Government objectives for the site have stipulated that the area is most suited to the provision of amenities related to the existing and projected commercial nature of site, with sports facilities being located elsewhere on the Islands.</p>

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TQAPR 008	Ms. Mary V. Attard	15/10/2019	<p>stakeholder in the area and is desirous to act as a catalyst for an overall betterment of the area.</p> <p>On the specific review being proposed, it would be advisable that this exercise is carried out within a wider framework with the objective of a holistic review through a wider direct participation from potentially affected stakeholders. Failing to do so would run the risk of zooming in on specific areas which might lead to further fragmentation with the resulting failure to maximise the potential of the entire area in terms of environmental, but also commercial sustainability. In this regard, the Malta FA is committed to be an active player in the future planning of the entire zone.</p> <p>In this sense, a precipitous and isolated decision on this review may compromise future ideas for an improved master plan of the overall Ta' Qali area.</p> <p>On behalf of the Association, thanks for taking the above into consideration.</p> <p><u>Partial review of the Ta'Qali Action Plan (2000) - Phase 2</u></p> <p>The Phase 2 increase of uses is to much, and it seems that there is no particular plan for this site. This consists of the following: <u>Category D - Commercial Uses</u> Class 4 A - Offices Class 4 B - Retail Class 4 C - Food Class 4 D Drink <u>Article 4</u> <u>Article 4 (s) - Supermarkets</u> <u>Category F - Storage uses</u> <u>Class 6 A - Storage &amp; Distribution</u> <u>Category B - Social Uses</u> <u>Class 2 A (c) - Medical Clinics</u> <u>Category B - Social Uses- Educational</u></p>	
				<p>The mix of uses in the revised Action Plan has been ascertained with a view towards achieving a better balance in land use and to contribute towards the long-term success for the area with uses which are more aligned to the context of the site.</p> <p>The safety concerns regarding the provision of educational facilities have been noted, though they are not considered to be of</p>

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TQAPR 009	Noel Attard	21/10/2019	<p>Class 2 C (a) - Kindergarten, Creche, Day Nursery or Day Centre  <b>Class 2 C (b) - Residential &amp; non Residential School, College, Training Centre</b>  Therefore I would like <b>object at least for Category B: Part of Educational Use - marked in Bold above - Class 2C (b ) only</b> Residential or non Residential School, college as this does not fit at all with the other uses.  I think that Schools or Colleges should not mix where there are Supermarkets, Storage &amp; distribution as heavy vehicles or Vans are not acceptable where there are children involved. There will be to much different uses in one particular site.  I think that if the Planning Authority accepts my suggestion, The Property owners will still have a lot of different uses to choose from, that is Offices, Retail, Food &amp; Drink, Supermarkets, Storage &amp; Distribution, Medic Clinics, Kindergarten, Day Nursery, Day centres.  Therefore I am asking the Planning Authority to eliminate Category B Class 2C (b) (part of educational use) from the Phase 2 proposal.  Hope that my suggestion is acceptable to you.</p> <p>I would like to point out to your attention that for the <b>SECURITY AND SAFETY</b> of the Children, I recommend that <b>NO EDUCATION FACILITIES</b> should be built near the <b>AMERICAN EMBASSY IN TA' QALI</b>.  According to many research, American Embassies receives 1000 <b>TREATS and INCIDENTS</b> against U.S interest overseas. (attached report)  Many time, The US state Department recommend that the Diplomatic staff or Dependent, leave the Country.  The adults are also at risk, however, Adults can take their own responsibility to go either to the office, retail shops, warehouse, supermarkets etc.  Should treats, or incidents happen (when advised) the children have to stop going to school.  Most of the security incidents often take place without any warnings.</p>	<p>sufficient significance to warrant their removal from the list of acceptable uses for the site.</p> <p>The safety concerns regarding the provision of educational facilities have been noted, though they are not considered to be of sufficient significance to warrant their removal from the list of acceptable uses for the site.</p>

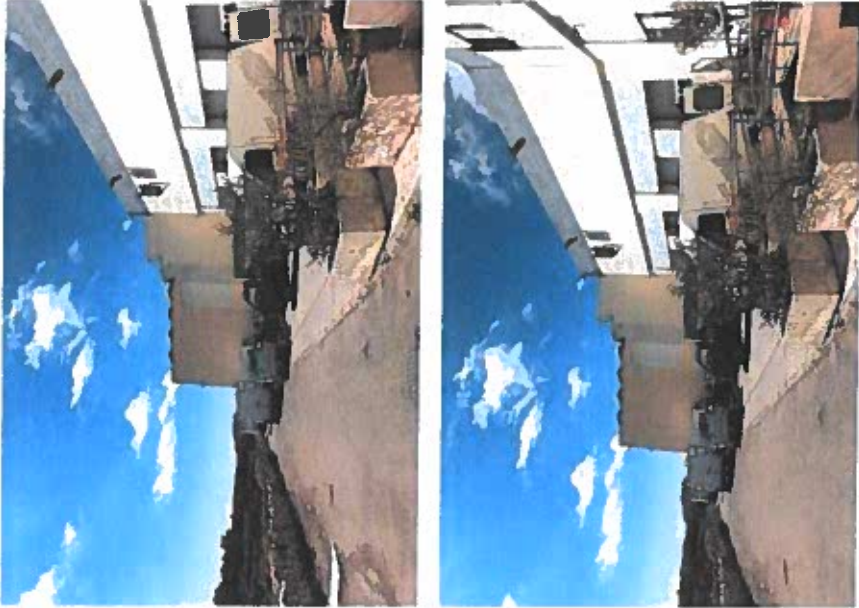
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TQAPR 010	Mr. Anthony Ellul o.b.o Malta Chamber of Planners	22/10/2019	<p>Therefore I object that <i>THE USE OF CLASS 2C (EDUCATION)</i> for this Partial review and recommend to CANCEL CLASS 2C (<i>EDUCATION</i>).</p> <p><b>Comments by the Malta Chamber of Planners re 2019 Partial Review of the Ta' Qali Action Plan (2006) – Phase 3</b></p> <p>As a general comment the Chamber, as stated in previous occasions, does not agree with the approach the Planning Authority is taking whereby instead of a holistic review of the local plans it is publishing a series of partial reviews to, probably, satisfy the property owners or developers in the area. This piecemeal manner in which policies and planning parameters are being changed defeats the scope of proper planning.</p> <p>The Chamber believes that the review should include a comprehensive assessment of the likely impacts of these uses on the infrastructure and particularly the road infrastructure. It is of utmost importance that one takes into account the cumulative effects of the changes being proposed.</p> <p>Once again the changes being proposed include changes in building height limitations and hence even floorspace. These are both being increased. Changes in height limitation by a simple partial review of the local plan is not the approach to be taken if integrated and holistic planning is being sought. Similarly since floorspace is being substantially increased the more important become studies to determine the impact on the infrastructure</p> <p>The existing buildings are already high and increasing their height will adversely affect the landscape. This is an opportunity to achieve proper planning by assessing the impact of the proposed volume and massing on the landscape and then determine the appropriate height. Such areas, although developed, are ODZ and hence a relationship is</p>	<p>The mix of uses in the revised Action Plan has been ascertained with a view towards achieving a better balance in land use and to contribute towards the long-term success for the area with uses which are more aligned to the context of the site. It is also ensured that an amount of open space amenity is provided in the area earmarked for Comprehensive Development. Considering, the visual impact arising from the allowable massing, development is to be permitted only subject to a Visual Impact Assessment, in view of the location of the site adjacent to an Area of High Landscape Value. Any proposed setbacks and building heights will be subject to such as assessment, with every effort being made to reduce</p>

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TQAPR 011	Dr. Charles. Farrugia o.b.o. National	22/10/2019	<p>to be retained between the built up area and the surrounding ODZ areas. Increasing building heights in such areas will go against this relationship and the end result will be a greater built up volume and massing which will impinge negatively on the existing landscape</p> <p>The Chamber would like to bring to the attention of the Authority an error in the map in Appendix 3 that is showing a building height of 17.5 m next to the designation of the car park in the legend. This needs clarification. Is a multi storey car park being proposed? If not reference to 17.5 metres should be deleted.</p> <p>The Chamber has no objection to the proposed uses However the Chamber is of the opinion that the Authority should seek to study the land uses that are required in this particular region of Malta in order to meet the demands based on proper market research. As a result of such ad hoc changes it is likely that this will lead to an overdevelopment of specific uses.</p> <p>Secondly the traffic impact that will be generated from the proposed uses is considered to be much larger than that generated by the existing uses. The policy revision should take into account the impacts of the substantial traffic that will be attracted to the area on the nearby road infrastructure.</p> <p>Finally, the revised policy makes reference to sustainable architecture and environmental sustainability. The Chamber believes that the Authority should give priority to these two important design principles and should not accept any application that falls short of the highest standards.</p> <p>Given the plan announced by Government for the building of a National Archive comprising a National Sound and Audio-Visual Institute at Ta' Qali, we highlight our desire to be informed of and to participate in any exercise amending the Ta' Qali Action Plan.</p>	<p>the visual impact to and from the surrounding landscape.</p> <p>The incorporation of a green belt has been provided for in the policy, within the boundary of the Ta' Qali Commercial Area, so as not to take up agricultural land for this purpose. Other environmental considerations have been noted and have been assessed in view of the environmental constraints on the site, also including provisions for the introduction of elements which can contribute to environmental sustainability credentials and green infrastructure within the site.</p> <p>Government objectives for the site have stipulated that the area is most suited to the provision of amenities</p>

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TQAPR 012	Archives of Malta	23/10/2019	<p>We are writing on behalf of Testaferrata Bonici Ltd., an owner of property affected by the caption Partial Review.</p> <p>This letter is a submission following the issue of the document dated September 2019 in respect of the Change in designation for land in Vjal l-Istadium Nazżjonali.</p> <p>This letter contains two submissions as follows.</p> <p><b>Submission Number 1:</b></p> <p>Our Submission is in regard to the following paragraphs:</p> <p>Landscaping</p> <p>A landscape buffer, consisting of green belt and a perimeter road, with a minimum width of 13m is to be incorporated along the southern and western perimeter of the Policy Area in order to mitigate the visual impact of any development abutting the Outside Development zone and the view of such development from Mdina. Such mitigation is not to be limited to this buffer and other measures such as green walls and green roofs are encouraged. To this end, a hard and soft landscaping scheme is to be submitted and approved as part of development applications and must include a programme for implementation and maintenance of the scheme.</p> <p>Transport</p> <p>Redevelopment is to provide for the continuation of the incomplete road within the southern boundary of Policy Area perimeter (Triq l-Ildwart) towards the western boundary of the Policy Area perimeter, incorporated within the landscape buffer. This will be part of a ring-road around the Policy Area, facilitating ease of access for service providers and visitors alike. This road is to connect to the parking area specified by Policy NWTQ 33 and any road widening to accommodate the road should be strictly within the policy area boundary. Adequate access</p>	<p>related to the existing and projected commercial nature of site, with cultural facilities being located elsewhere on the Islands.</p> <p>The open space provision for the Comprehensive Development Area has considered the potential land take-up for transport infrastructure and pedestrian circulation. The incorporation of a central route has in fact been made to decrease the land take-up for roads, to minimise the required length of travel and to ensure adequate circulation through the site. The buffer zone has nevertheless been retained along the perimeter of the site, without prejudice to existing development within the Conventional Development Area, and keeping any road encroachment on</p>

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			<p>and off-street parking shall be provided in accordance with the applicable parking standards.</p> <p>IT is to be noted that, as may be evidenced in terms of the attached photos, the proposed green buffer and ring – road encroaches significantly onto currently existing buildings all built according to relevant building permissions over the years. The buildings are not only above ground but also enjoy lower ground/basement beneath road level.</p> <p>We are the owners of part of the buildings that may be adversely affected. Any demolition of this would result in serious and extensive financial damage and disruption to the existing commercial activities. In order to avoid these significant issues in view of the unfeasibility of the proposal to have the 13m wide road within the site boundary, we are suggesting as follows:</p> <ol style="list-style-type: none"> <li>1. Either the road is eliminated; The country lane being retained and rehabilitated within its current delineation and any redevelopment of the site should include landscape measures; or</li> <li>2. The 13m road should be measured from the current building alignment outwards and not inwards within the site boundary.</li> </ol> <p><b>Submission 2:</b></p>	<p>agricultural land outside the site to a minimum.</p> <p>It has not been deemed suitable to include provisions for a multi-storey car park, or to allocate any planning gain towards any shortfall in parking. Off-street parking shall be provided in accordance with the applicable parking standards within the site boundary</p>

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			 <p data-bbox="954 645 1160 1451">We believe that the legend Appendix 3 indicating Policy Map A designating the car-park areas as permitting 17.5m in height (areas highlighted in pink), was made in error as the carpark should be at road level/underground with appropriate landscaping. Kindly acknowledge this submission and include Testaferrata Bonici Ltd. In the list of registered submitters in order that we may continue our participation in the discussion of the proposal.</p>	

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			 <p data-bbox="1219 674 1337 1458">We are writing on behalf of Testaferrata Bonici Ltd, an owner of property affected by the caption Partial Review. This letter is a further submission in addition to that submitted on the 23<sup>rd</sup> October 2019.</p>	

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TQAPR 013	Perit Joseph Sapienza o.b.o. Borg Cardona Ltd.	24/10/2019	<p>i) <b>Comprehensive scheme (issue of piecemeal approach and site fragmentation)</b> – In view that the area is owned by different owners, we consider that it is difficult to have a comprehensive scheme for the area which is agreeable amongst all owners. Most of the sites are operational and hence most would be more minded to add on to and <b>consolidate</b> the current development (which is an acceptable use under the proposed plan) rather than redevelop their site. The proposed plan has already enough detail and safeguards in this regard. A mandatory comprehensive plan defeats the scope of the revised plan.</p> <p>ii) <b>Planning Gain</b> – It is being proposed that the planning gain be worked on the net developed area and not gross area of the property (and after excluding the areas of the buildings and volumes that will be retained and/or replaced). Furthermore, the landowners should be given the opportunity to contribute to the planning gain by committing themselves to perform a project (cost of which shall be equivalent to the planning gain), towards the embellishment of the Ta' Qali National park.</p> <p>iii) <b>Parking:</b> Most sites involved in the area would likely seek to consolidate their activities within their current sites, the provision of parking on site is in some cases impossible to achieve. Hence a further contribution by way of a planning gain should be allowed.</p>	
			<p><b>Re: Representations on Proposed Ta' Qali Policy Review</b> 2019 Partial Review of the Ta' Qali Action Plan (2006) On behalf of Borg Cardona &amp; Co Ltd, the undersigned wishes to submit the following:</p> <ol style="list-style-type: none"> <li>1. Borg Cardona &amp; Co Ltd agree with the proposal of upgrading the site area to a quality commercial destination as long as the existing and approved uses are not changed and that future extensions of the current uses is not curtailed.</li> <li>2. Borg Cardona &amp; Co Ltd invested heavily in the warehousing and training centre. The building comprises an extensive basement level, a</li> </ol>	The open space provision for the Comprehensive Development Area has considered the potential land take-up for transport infrastructure and pedestrian circulation. The incorporation of a central route has in fact been

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			<p>ground floor and a first floor. A large open space at street level (facing north) allows for un/loading of merchandise and at the rear of the building there is the mandatory set-back of 7m in line with the 2006 Ta' Qali Action Plan. Beneath this set-back area there is the basement level. So do other establishments in the area. The proposed plan calls for a "landscape buffer, consisting of green belt and a perimeter road, with a minimum width of 13m" along the southern perimeter. Borg Cardona &amp; Co Ltd would agree to this as long as this means a 6m wide road outside the 7m buffer zone imposed by the permitted development permit.</p> <p>3. Borg Cardona &amp; Co Ltd are in agreement that the height limitation on the north and on the south boundaries of the site should be increased to 11m. This would allow for another storey to incorporate office space. However, the 1m. roof parapet wall which is now imposed by the current guidelines should either be removed or the height limitation increased to 12.5m . The existing buildings were built to a height limitation of 8m. It is also very important that the new height limitations cater for the placing of p.v. panels on the roofs.</p>	<p>made to decrease the land take-up for roads, to minimise the required length of travel and to ensure adequate circulation through the site. The buffer zone has nevertheless been retained along the perimeter of the site, without prejudice to existing development within the Conventional Development Area, and keeping any development on agricultural land outside the site to a minimum.</p> <p>It is to be noted that the revisions to the Action Plan clearly state the requirement for a Visual Impact Assessment based on the potential impacts of any proposed massing vis-à-vis the Area of High Landscape Value. Any proposed setbacks and building heights will be subject to such as</p>

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TQAPR 014	Mr. Mario Cassar	24/10/2019	<p>I am communicating this submission as a member of the general public but also in the name of a number of clients who are in favour of the proposed change in designation of zoning of parts of Ta' Qali. Our reasoning for receiving this proposal in a positive manner is due to a number of factors outlined hereunder;</p> <p><b>The Background</b></p> <p>The identified area in question within the Ta' Qali wider spread of grounds for a change in designation knows its beginning as the location on the outskirts of the neighbouring surrounding towns and villages which had served the purpose for both the semi as well as the fully industrial operations which slowly transformed the area into an established industrial estate. This mostly happened after the abandonment of the airfield used till the second world war. Further complimenting this shift in the change of use was the transformation of the ex-British Army Niessen huts into a very humble crafts village which stood still until a few years ago until a total redevelopment of the village occurred. Nonetheless, one can immediately notice the particularity of the landscape and the greenery spots which makes the place attractive for leisure purposes. The existing heavy industry operation contrast significantly with the immediate landscaped surroundings receiving families spending their free time.</p> <p><b>The Existing Situation</b></p> <p>With an emphasis on the area at Ta' Qali earmarked for change in the designation of its use and further to how the area developed, one could easily notice that there has never been a clear plan for such existing operations but the then already established predominant use had to be imposed on the area leaving little options at the time except that to be defined as an industrial zone. The natural course of the use of the area</p>	<p>assessment, with every effort being made to reduce the visual impact to and from the surrounding landscape.</p> <p>The mix of uses in the revised Action Plan has been ascertained with a view towards achieving a better balance in land use and to contribute towards the long-term success for the area with uses which are more aligned to the context of the site.</p>

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			<p>stretched along the years with tentatives to develop off-shoots from the industrial into the more commercial activities with a more recent development extending further into an office building (referring to the US Embassy). Nothing wrong in all this but one can easily notice the mix of the different operations within a relatively short distance and which does not compliment at all.</p> <p>A noticeable change in the trend of operations shows that this has recently changed into a rather more commercial/operational-oriented (including warehousing) than the heavy industry type. This seems to fit and be more in line with what this area of Ta' Qali deserves. With this in mind, one cannot say that such a vast-ranging mix of uses is the best example of developing a zone. The best thing happening in the existing situation is the earmarking of the area for a change in its designation; this leads an embarkation to understand, plan and work around the ever-changing exigencies of our country.</p> <p><b><u>Reading the Context</u></b></p> <p>We do not live in a vacuum. Successful planning can be achieved by fully understanding the signs of the times, with those yet to come. The context we are referring to with regards to this change in designation as proposed by the Planning Authority through this expression of interest range from the commercial aspect to the social aspect and taking it further to an aspect as effected by the change in demographics. Another context is that of the position of the identified area itself which plays a role in the lives of the citizens due to accessibility and location. In this day and age of busyness, finding both the daily as well as the general needs at close proximity will turn out beneficial to accommodate the changes happening to our social patterns.</p> <p>Thanking your goodness in anticipation for giving us the opportunity to submit our views.</p>	
TQAPR 015	Perit Simone Vella obo	25/10/2019	Partial Review of the Ta' Qali Action Plan (2000) - Phase 2 PUBLIC CONSULTATION PROCESS COMMENTS BY KAMRA TAL-PERITI	The mix of uses in the revised Action Plan has been ascertained with a

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	Kamra tal-Periti		<p>The Kamra tal-Periti notes with some concern, the proposal currently being tabled for the Partial Review of the Ta' Qali Action Plan and the additional uses being included in the proposal.</p> <p>The proposed Ta' Qali Commercial Area extends to almost 60,000 square metres. Just to give an indicative comparison, this equates to roughly double the area of the PAVI commercial complex in Mosta, which has an area of 32,000 square metres.</p> <p>It is our opinion that the logical way of approaching a planning situation is to first assess the present and future demand for land, required for particular or specific uses, and then seek ways to provide the required space. The direction of this revision is to maximise the availability of land, convert it into developable land for multiple uses, and then wait for users to queue up.</p> <p>Therefore the scope of this exercise is considered to be of more benefit to the major private landowner within the Review Area, rather than the general public at large. The Kamra tal-Periti questions to what extent, if any, the interests of the general public have been considered in this exercise and what benefits, if any, the public, will enjoy as a result. It obviously goes without saying that the revision, as proposed, is of substantial benefit to the individual landowners since their property, previously limited to industrial use, will now multiply in value as a result.</p> <p>The Kamra tal-Periti notes that across the developed world, out-of-town commercial centres are largely being abandoned in favour of rehabilitated inner-city or urban facilities. These reinforce the desirability of city living and cut down on the vehicular traffic and the attendant pollution and traffic congestion that are inevitably caused by large regional commercial developments located outside the urban area.</p> <p>The location of the area under consideration at Ta' Qali, coupled with the lack of suitable public transport facilities render the use of a vehicle essential for access. Such a concentration of commercial development on a national level and outside the urban centres actually encourages</p>	<p>view towards achieving a better balance in land use and to contribute towards the long-term success for the area with uses which are more aligned to the context of the site. It is also ensured that an amount of open space amenity is provided in the area earmarked for Comprehensive Development. Considering, the visual impact arising from the allowable massing, development is to be permitted only subject to a Visual Impact Assessment, in view of the location of the site adjacent to an Area of High Landscape Value.</p> <p>Any proposed setbacks and building heights will be subject to such as assessment, with every effort being made to reduce the visual impact to and from the surrounding landscape.</p> <p>The open space provision for the Comprehensive</p>

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			<p>increased vehicle use in direct contradiction of contemporary planning policies across the civilised world. It is felt that serious, reliable traffic impact studies and projections need to be carried out before the proposals are implemented to assess the present and future capacity of the road infrastructure leading to the site, the availability and effectiveness of public transport to and from the area and also the heightened levels of pollution that will inevitably be caused by the increased car affluence.</p> <p>The Kamra tal-Periti notes that one of the justifications presented in favour of the proposals is that the site has outlived its usefulness in the industrial context. Whilst recognising that it would, perhaps, be unrealistic to hope for the area to be returned to its undeveloped state, it is pointed out that the general area is earmarked as a Rural Area and the Ta' Qali National Recreation Centre, which includes no commercial hubs but only enterprise hubs (i.e. the existing industrial areas). It is therefore felt that the area should be re-developed into uses that are complementary to the sports facilities around the National Stadium, and to the adjacent Park tal-Familija. The emphasis on commercial development is therefore questioned in this regard, as is the extent to which the public interest and that of the environment in general were considered.</p> <p>The Kamra tal-Periti notes that following various requests at consultation stage, a number of Use Classes were added but no allocation was made for sports facilities, perhaps because the various amateur bodies catering for the various sports were unaware of the possibility and availability. It is felt that more importance should be given to indoor and outdoor sports and recreational uses and the conversion of redundant enterprise/industrial hubs should be very low-key and closely controlled.</p> <p>The Kamra tal-Periti feels that the proposed height limitation of 17.50 metres being proposed is nothing short of preposterous and this should be revised down to 12.30 metres throughout with no semi-basements</p>	<p>Development Area has considered the potential land take-up for transport infrastructure and pedestrian circulation. The incorporation of a central route has in fact been made to decrease the land take-up for roads, to minimise the required length of travel and to ensure adequate circulation through the site. The buffer zone has nevertheless been retained along the perimeter of the site, without prejudice to existing development within the Conventional Development Area, and keeping any development on agricultural land outside the site to a minimum.</p> <p>The policy refers to the need to incorporate measures related to sustainable mobility in Policy Area NWTQ33, this</p>

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			<p>being allowed. The area should not be included in those zones suitable for high-rise development.</p> <p>In line with Thematic Objective 1, it is stated that the boundary of the Partial Review is not intended to depart from that of land previously zoned for industry, storage, and parking. In view of this, in order to maintain a credible level of consistency, it is felt that the height limitation should approximate to that adopted for industrial buildings, i.e. 12 metres. A serious effort should be made to preserve some views, at least, from Mdina and Rabat.</p> <p>The Kamra tal-Periti notes that although not classified as an ODZ area, in reality the site is effectively outside the development boundary, right on the periphery of an area of High Landscape Protection (Map 2A in SPED). Not only is the area outside the development boundary, but it is also a Rural Conservation Area. The rural quality should be preserved by means of a reduced building density and a firm commitment for increased landscaping and tree-planting.</p> <p>A decent minimum soft-landscape coverage should be stipulated and considered separately from asphalted parking areas and other open unbuilt areas. It is noted that open, surface car parks have zero landscape value. Consequently tree-planting should not be limited to ribbons along roads or car park perimeters but concentrated in ecologically sustainable groups or woods. The lack of any criteria establishing the minimum open space to built up area is of significant concern, and it is recommended that these are established in the revised Plan.</p> <p>The Kamra tal-Periti notes that following the requests during consultations, Class 6A (Storage and Distribution) uses will be allowed to intensify. The Kamra tal-Periti questions whether this means that clinics and schools (uses now included) will be permitted next to storage and distribution depots? The Kamra questions whether a more prudent approach could have been adopted to segregate and zone incompatible uses appropriately and strongly recommends that in addition to the aforementioned traffic impact studies and environmental</p>	<p>including facilities for public transport and bicycles amongst others, supported by adequate soft landscaping measures to enhance the quality of such facilities. The incorporation of a green belt has been provided for in the policy, within the boundary of the Ta' Qali Commercial Area, so as not to take up agricultural land for this purpose. Other environmental considerations have been noted and have been assessed in view of the environmental constraints on the site, also including provisions for the introduction of elements which can contribute to environmental sustainability credentials and green infrastructure within the site.</p>

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			<p>and pollution projection studies mentioned earlier, an exercise should also be undertaken to establish the relative proportions of the various uses.</p> <p>The Kamra tal-Periti was equally perturbed at some of the replies given to questions asked during the Parliamentary Committee hearings amongst which were queries on what studies were carried out to assess traffic impacts, parking provision requirements and environmental impact. The responses given were that it was felt that these would better be dealt with at planning application stage in accordance with the respective developments being proposed. Similar replies were given in response to queries about establishing percentages and limits on the different types of uses. In the circumstances, Kamra tal-Periti feels that instead of taking opportunity to address the area in a properly planned and regulated manner to guarantee the best possible result which would best benefit the public, the Planning Authority has abdicated its responsibilities, and has practically given the prospective developers a free hand to propose whatever they please.</p> <p>In particular with respect to parking provision, the Kamra tal-Periti notes the replies given during the Parliamentary Committee hearing that each development within the Plan Area will be required to provide parking in accordance with current standards. Would it not have been better to seize the opportunity of this Review to consolidate parking provision within one area, and oblige the developers to contribute towards its construction?</p> <p>In conclusion, the Kamra tal-Periti feels that the proposed revision is premature and lacking in proper studies that would normally arise in a serious and well-considered approach and points out that allowing intensification is contradictory to the stated objective based on the now-redundant industrial use, and the proposals appear to be directed more towards appeasing private landowners and facilitating their interests than achieving any planning gains or safeguarding the national interest and that of the public at large.</p>	

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TQAPR 016	Dr. Claire Bonello o.b.o Futur Ambjent Wiehed	25/10/2019	<p>Please find the following representations made on behalf of FUTUR AMBJENT WIEHED</p> <p>Representations on Partial Review of the Ta' Qali Action Plan (2000) - Phase 2 submitted on behalf of FUTUR AMBIJENT WIEHED</p> <p>1. Policy review in breach of the sequential approach advocated by SPED</p> <p>The SPED advocates a sequential approach whereby "the bulk of development is directed to the Urban Area with the aim of consolidating it within a spatial hierarchy whilst improving further the liveability for towns and settlements".</p> <p>The rationale for such a sequential approach is imminently justified and sustainable as promoting development and/or intensification of development outside the urban area would give rise to the need of travel outside urban areas. Since such travel will necessarily be over a longer distance and not easily carried out on foot or bicycle, this would necessitate further trips by car increasing the possibility of traffic congestion, emissions and perpetuating the car centric society which is recognised as being unsustainable.</p> <p>Moreover directing the bulk of new development (even in terms of use) towards the Urban Area, makes imminent sense in order to avoid the need to turn towards the Rural Area. In the proposed policy review land uses which can and should be accommodated in Urban areas are being proposed outside it. A zone which is presently designated for industrial use will now accommodate uses which should be accommodated in Urban Areas. There is going to bring about a diminution in the amount of land available for industrial use, when this is needed. Consequently there will be a knock on effect with pressure for Rural land to be used for Industrial purposes.</p> <p>It should be noted that the need for land for industrial use has been evinced by Parliamentary Secretary Dr. Deo DeBattista in a press conference regarding the Ta Qali National Park in September 2019 where he is reported as stating: "We are expanding economically and</p>	<p>The mix of uses in the revised Action Plan has been ascertained with a view towards achieving a better balance in land use and to contribute towards the long-term success for the area with uses which are more aligned to the context of the site. It is also ensured that an amount of open space amenity is provided in the area earmarked for Comprehensive Development. Considering, the visual impact arising from the allowable massing, development is to be permitted only subject to a Visual Impact Assessment, in view of the location of the site adjacent to an Area of High Landscape Value.</p> <p>Any proposed setbacks and building heights will be subject to such as assessment, with every effort being made to reduce the visual impact to and</p>

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			<p><i>need space for factories but government chose to give the land back to nature instead of using it for a factory.</i></p> <p>If a member of the Executive is recognising the sore need for land zoned for industrial purposes, why is it now being proposed to redesignate land which is zoned for industrial purposes to an out-of-town retail and commercial centre?</p> <p>No justification supported by studies or detailed reports to warrant this substantial change in the designation of the area, has been provided. There is also no information as to whether this reduction in land available for industry will have to be compensated elsewhere.</p> <p>It is clear that there is pressure to redesignate the land on the Ta Qali/Attard plateau on both sides of Mdina Road for commercial/urbanization purposes. This change is being pushed in by means of piecemeal changes in policy (such as the current one) and other applications. The cumulative effect of these changes is not being assessed and the wider picture is not being given to the public. This departure from the sequential approach of SPED has still not been justified.</p> <p>What is of even greater concern is that the proposed policy review is justified as being in line with SPED the overarching legal instrument, but is really in breach of SPED as will be seen below.</p> <p>2. Breach of provisions of SPED</p> <p>Contrarily to that stated, the proposal is in breach of SPED in multiple instances</p> <p>a) Contrary to Thematic Objective 1.</p> <p>This states that the bulk of new jobs and homes should be guided to the Urban Area. The proposed review converts the non-Urban zone into a highly-intensive commercial and retail hub, going diametrically against the spirit and letter of SPED. The PA's justification that the proposed review will not result in new land take-up ignores the fact that the increase in heights and new uses will necessarily lead to new jobs and occupations outside the Urban Area. This goes diametrically against the Thematic Objective below.</p>	<p>from the surrounding landscape.</p> <p>The open space provision for the Comprehensive Development Area has considered the potential land take-up for transport infrastructure and pedestrian circulation. The incorporation of a central route has in fact been made to decrease the land take-up for roads, to minimise the required length of travel and to ensure adequate circulation through the site. The buffer zone has nevertheless been retained along the perimeter of the site, without prejudice to existing development within the Conventional Development Area, and keeping any development on agricultural land outside the site to a minimum.</p>

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			<p><i>Thematic Objective 1: To manage the available potential space and environmental resources on land and sea sustainably to ensure that socio-economic development needs are met whilst protecting the environment and limiting land take up within the Rural Area by:</i></p> <p><i>1. Guiding the location of the bulk of new jobs and homes within the Urban Area</i></p> <p><i>b) Contrary to Thematic Objective 8.7</i></p> <p><i>This Objective advocates "Controlling activities which might have an impact on areas, buildings, structures, sites, spaces and species with a general presumption against the demolition of scheduled and vernacular buildings"</i></p> <p><i>The proposed increase in height will inevitably have an effect on the visual landscape of the Ta Qali plateau and the whole vista leading up to Mdina promontory. This is an Area of high landscape value. It cannot be understood how increasing the heights of buildings will be conducive to the impact of such iconic views.</i></p> <p><i>The "mitigation" or "control" measures suggested in the policy review do not provide much comfort.</i></p> <p><i>This states the following:</i></p> <p><i>"Built elements are to generate interest in the massing and architectural treatment of projects within the site. Blank party walls arising from new development shall not be permitted and facades are to be treated innovatively both in form and in the application of materials. Details of any buildings within the commercial area, such as signage and lighting, are not to create visual elements which are not in keeping with the Area of High Landscape Value surrounding the site;</i></p>	<p>The policy refers to the need to incorporate measures related to sustainable mobility in Policy Area NWTQ33, this including facilities for public transport and bicycles amongst others, supported by adequate soft landscaping measures to enhance the quality of such facilities. The incorporation of a green belt has been provided for in the policy, within the boundary of the Ta' Qali Commercial Area, so as not to take up agricultural land for this purpose. Other environmental considerations have been noted and have been assessed in view of the environmental constraints on the site, also including provisions for the introduction of elements which can contribute to</p>

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			<p><i>and are to feature in the Visual Impact Assessment for the development."</i></p> <p>The deliberate vagueness of this proposal is worrying. How are blank party walls going to be prohibited? There are provisions against blank party walls in other policies and legislation, including DC 2015, yet new blank party walls are being approved everywhere - sometimes subjected to awful "design solutions or treatments" such as painting false windows on the blank walls (examples in Gzira).</p> <p>Moreover, the intensification of use and increase in permissible building heights will inevitably give rise to light pollution - control of which has never been enforced.</p> <p>A Visual Impact Assessment is being proposed. Again - this is not enough to allay fears that the assessment will be another box-ticking exercise. In order for there to be some utility to the Visual Impact Assessment exercise, there have to be some identifiable parameters as to what is acceptable or not. The absolute discretion of the Design Advisory Committee to state whether the visual impact is minimal, is not sufficient scrutiny.</p> <p>The proposed change in the zoning policy also gives rise to questions as to whether the area will be considered for application of the Hotels Height Adjustment limitations Policy with the possibility of even further intensification of use and deleterious impact. Will a hotel be considered as being compatible with a National Park?</p> <p>The Policy Review mentions stepping down of buildings as a mitigation measure. It is felt that this is a sop to allay fears regarding the visual impact. The resultant volume of 17.5 metre buildings is hardly going to be mitigated by this proposal.</p> <p>C) Contrary to Urban Objective 1.5, 1.6, 1.7, 1.8</p>	<p>environmental sustainability credentials and green infrastructure within the site.</p>

Ref	Name/ Company	Date	Comments Received	Remarks
			<p>This Thematic Objective states the following:</p> <p>"5. Guiding the distribution of new jobs so that the bulk is located in identified Business Hubs predominantly for retail, office, tourism, culture and leisure uses and in identified Enterprise Hubs predominantly for the core economic development sectors</p> <p>6. Promoting the attractiveness of Business and enterprise Hubs for the location of new jobs</p> <p>7. Safeguarding land in close proximity to established Enterprise Hubs and land to the east of the <u>Hal Far Enterprise Hub to accommodate growth in industry</u></p> <p>8. <u>Re-appraising the range of local centres in subsidiary plans to accommodate a mix of small scale businesses and enterprises"</u></p> <p>As can be seen from the above, the whole thrust of the Thematic Objective is to guide new jobs to identified and established Business Hubs and town centres and NOT to create new Business Hubs and out-of-town commercial developments.</p> <p>So the justification of this change in policy on the grounds that commercial use is more compatible with the contiguous Ta Qali National Park, does not hold water, and has nothing to do with Business Hubs as referred to in this Thematic Objective.</p> <p>- Irrelevance of Authority's further justification of the change in policy</p> <p>In Point 4.4 the Authority states that turning the zone into a commercial one will make new establishments conform to current energy-efficient buildings and therefore serve to mitigate.</p> <p>"4.4 The redevelopment of previous industrial enterprises into commercial entities will provide the opportunity for the development of energy-efficient buildings, in line with Urban Objective 4. These new</p>	

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			<p><i>establishments must conform to current regulations and will therefore serve to mitigate"</i></p> <p>The Authority's statement is an irrelevant non-sequitur. Urban Objective 4 promotes energy efficiency for all new developments wherever they are. It applies to urban, commercial and industrial areas. So there is absolutely no need to change the zoning of the area to make buildings conform to existing legislation. It is respectfully suggested that enforcement could bring this about and not the redesignation of a low-rise 2 storey area to a commercial one of 5-storeys bringing about intensification of use. Such an intensification of use is unlikely to be mitigated sufficiently by means of energy-efficient measures.</p> <p>3. Proposed Policy Review is in breach of the PA Interim Retail Planning Guidelines</p> <p>The proposed change breaches all the objectives of the Planning Authority's Interim Retail and Planning Guidelines which are still in force.</p> <p>The objectives of these Interim Guidelines are indicated below. They are aimed at promoting new retail developments in existing town centres in order for there to be urban containment and to reduce trips outside the urban area. Although it is acknowledged that supermarkets maybe located on the edge of town, the area in question is hardly on the edge of any town. So now we are legislating for new out-of-town supermarkets/commercial complexes with the result that they will cause more strain on our road network (people do not go to supermarkets on foot or by bike or bus) thus providing an excuse for further road-widening excesses (in this case on ODZ land). Moreover, no studies/assessments have been carried out as to whether there is a need for further supermarkets. At the time of writing 2 applications for</p>	

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			<p>cheek- by- jowl supermarkets on the recently-widened Tal-Balal Road being processed. There's another one in the offing at Zebbug. There is the Mosta one. At this rate, supermarkets will be the new fuel stations. This is not conducive to a balanced approach to land use. The relevant provisions of the Interim Policy are produced hereunder for ease of perusal: Objectives of Interim Retail Planning Guidelines</p>	

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			<ul style="list-style-type: none"> <li>The first objective is to channel investment into existing town centres, some of which are deteriorating as residential populations decrease and commercial activities begin to decentralize. This is in line with the first goal of the Structure Plan, which states that further social and economic development of the Maltese Islands should be encouraged and to ensure, as far as possible, that sufficient land and support infrastructure are available to accommodate it.</li> <li>The second objective is to strengthen the future health of town centres by adding to their shopping attractiveness and retain existing shopping uses. This objective also supports the first and third goals of the Structure Plan. The latter states that the quality of all aspects of the environment of both urban and rural areas should be radically improved.</li> <li>The third objective is to prevent/prohibit development of new retail facilities on undeveloped sites outside the urban areas. This also follows the Structure Plan goal which states that development activity is to be channelled into existing and planned urban areas, ensuring that land and buildings are used efficiently. This objective also promotes the urban containment strategy of the Structure Plan.</li> <li>The fourth objective is to encourage multi-purpose trips (and thus reduce the overall need to travel) by concentrating employment, shopping and leisure opportunities within town centres, together with social and community facilities. This is in line with the Structure Plan goals, which promote further social and economic development and improve the quality of the urban environment.</li> <li>The fifth objective is to ensure that retail growth occurs in locations, which are well served by public transport. This leads to the realization of the transport objectives and to sustainability as a whole.</li> </ul>	

Freestanding Shopping Malls

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			<p>Freestanding Shopping Malls</p> <p>1.4.2 Freestanding shopping malls aim to replicate the attractions of a town centre in a purpose-built, managed environment with generous car parking. Malls, which seek to provide new shopping destinations outside existing centres, are specifically designed to draw trade away from existing cores. Malta is well served with town centres and it is considered inappropriate to foster the development of major freestanding shopping centres outside these locations. The intention is rather to channel retail investment into the enhancement of existing centres, as far as possible. Small-scale shopping malls can be accommodated within existing centres and such developments can contribute to the vitality and viability of existing centres.</p> <p>Supermarkets 1.4.7</p>	

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			<ul style="list-style-type: none"> <li>• Large supermarkets should preferably be provided in a town centre or on the edge of the centre where public transport provision can be made available for shoppers who do not have the use of a car. In exceptional cases it will not be possible to bring forward sites which are in or on the edge of a town centre because of the site size requirements of large supermarkets, residential amenity, environmental constraints in historic towns or because the road network does not have the capacity for additional traffic and service vehicles. Where such proposals are approved, conditions will be applied to restrict future extensions to the retail uses and to prevent changes in the type of good sold.</li> <li>• Such developments are also acceptable on appropriate sites in existing and planned urban areas, offering good access to the arterial and distributor road network and good public transport connections.</li> <li>• Industrial land or buildings will be considered appropriate for supermarkets if it satisfies the following conditions: <ul style="list-style-type: none"> <li>a) The site is larger than 1000 sq m;</li> <li>b) Industrial land or buildings should not form part of an industrial estate managed by MDC or under its control;</li> <li>c) The development will not negatively impact neighbouring industrial concerns in particular and the area in general.</li> <li>d) Such developments are only acceptable on industrial land and in industrial premises in existing and planned urban areas which offer good access to the arterial and distributor road network and have good public transport connections.</li> </ul> </li> </ul>	
			Conclusion	

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TQAPR 017	Perit George Tonna o.b.o. Nectar Ltd.	25/10/2019	<p>In conclusion, the proposed policy review is unjustified in principle. The mitigation factors suggested are not sufficient to make up for the intensification of use. This is one of a series of partial local plan and policy reviews which are incrementally changing the overall character and designation of the country without holistic assessment.</p> <p>Public Consultation on the Ta' Qali Action Plan Representation Reference is made to the Public Consultation currently ongoing by the Planning Authority on proposed draft revisions to the Ta' Qali Action Plan and Nectar Limited would like to comment as follows. Primarily Nectar Limited supports the proposed revision of the plan since it enables it to execute its plans for a much-needed consolidation of its business and related activities. In this regard, Nectar Limited submits:</p> <p>a) In principle we agree with the draft proposals to the policy for area NWTQ 32, however, we wish to make the following comments, namely:</p> <p>i. Land uses – We consider that the proposed land uses, namely Article 4 (s) supermarkets; Category B: Class 2A (c) medical clinic, Class 2C education; Category D: Class 4A offices, Class 4B retail, Class 4C and Class 4D food and drink; and Category F: Class 6A storage and distribution shall bring the needed vitality to the area especially in view of the vicinity to the Ta' Qali family park and the Ta' Qali Crafts Village;</p> <p>ii. Comprehensive scheme (issue of piecemeal approach and site fragmentation) – In view that the area is owned by different owners, we consider that it is difficult to have a comprehensive scheme for the area which is agreeable amongst all owners. Most of the sites are operational and hence most would be more minded to add on to and consolidate the current development (which is an acceptable</p>	<p>The mix of uses in the revised Action Plan has been ascertained with a view towards achieving a better balance in land use and to contribute towards the long-term success for the area with uses which are more aligned to the context of the site. It is also ensured that an amount of open space amenity is provided in the area earmarked for Comprehensive Development. Considering, the visual impact arising from the allowable massing, development is to be permitted only subject to a Visual Impact Assessment, in view of the location of the site adjacent to an Area of High</p>

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			<p>use under the proposed plan) rather than redevelop their site. The proposed plan has already enough detail and safeguards in this regard. We feel a mandatory comprehensive plan defeats the scope of the revised plan.</p> <p>iii. Height limitations – We are in favour of the proposed height of 17.5m and 11 m respectively.</p> <p>iv. Stepping and recesses along the perimeter of the area – We are in favour of stepping and recesses along the perimeter of the area as this would enable interesting designs and assist in the transmission between the low-lying buildings to those reaching 17.5 m in height. We propose to adopt standard recesses of 4.25 m;</p> <p>v. Open spaces - This is not applicable for the same reasons listed in paragraph (ii) above.</p> <p>vi. Planning Gain – It is being proposed that the planning gain be worked on the net developed area and not gross area of the property (and after excluding the areas of the buildings and volumes that will be retained and/or replaced). Furthermore, the landowners should be given the opportunity to contribute to the planning gain by committing themselves to perform a project (cost of which shall be equivalent to the planning gain), towards the embellishment of the Ta' Qali National park.</p> <p>b) We are in favour that the designation of policy NWTQ 33 be retained as parking area as this shall serve as an amenity to the Ta' Qali National Park; however, it is being proposed that the policy should permit the development of the area into a multi-storey car park which shall be well landscaped and supports alternative sustainable means of transport. Furthermore, for the same reasons listed in paragraph (ii) hereof, most sites that would seek to consolidate their activities within their current sites, the provision of parking on site is impossible to achieve. Hence we propose a further contribution by way of a planning gain should be allowed.</p>	<p>Landscape Value. Any proposed setbacks and building heights will be subject to such as assessment, with every effort being made to reduce the visual impact to and from the surrounding landscape.</p> <p>The planning gain of €25/m<sup>2</sup> is in line with that for comparable developments and will be allocated towards the provision or upgrading of recreational facilities and other environmental initiatives within the Ta' Qali National Park.</p> <p>It has not been deemed suitable to include provisions for a multi-storey car park, or to allocate any planning gain towards any shortfall in parking.</p>

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TQAPR 018	Mr. Louis Vella	25/10/2019	<p>Kindly acknowledge this submission and include Nectar Limited as a registered submitter and we look forward to being kept informed of future developments.</p> <p>I the undersigned member of the Public and a frequent visitor to the Ta' Qali area would like to make my comments with regards to the current Public Consultation presently on going for the Ta' Qali industrial area. I agree with the Government policy for the area to be changed from an industrial to commercial one, which would include, supermarkets, retail, offices and medical services as these would complement better the needs of the area than the current industrial activity. I also feel that there are multiple advantages in creating a hub with such amenities located in one area, especially given its ease of access. I would understand that new commercial premises would be served with on-site parking, which I suggest being underground. In my opinion at ground floor level preference should be given to pedestrians. Vehicular roads at this level shall be limited solely to those required to service the premises. I also welcome the proposal to implement green infrastructure whilst permitting redevelopment of the area into one which complements the surrounding environment. I wish to suggest that the planning gain be towards a project which is implemented within the area of Ta' Qali National park so that the area is continuously regenerated and embellished into one of the best out-door family parks in Malta.</p>	<p>The mix of uses in the revised Action Plan has been ascertained with a view towards achieving a better balance in land use and to contribute towards the long-term success for the area with uses which are more aligned to the context of the site.</p> <p>The planning gain will be allocated towards the provision or upgrading of recreational facilities and other environmental initiatives within the Ta' Qali National Park.</p>
TQAPR 019	Perit George Tonna o.b.o Attard Bros Co Ltd.	25/10/2019	<p>Public Consultation On The Ta'Qali Action Plan Representation</p> <p>Reference is made to the Public Consultation currently ongoing by the Planning Authority on proposed draft revisions to the Ta' Qali Action Plan and Attard Bros. Co. Ltd would like to comment as follows.</p> <p>a. In principle we agree with the Government's draft proposals to the policy for area NWTQ 32, however we wish to make the following comments, namely:</p>	<p>The mix of uses in the revised Action Plan has been ascertained with a view towards achieving a better balance in land use and to contribute towards the long-term success for the area with uses which are more aligned to the</p>

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			<p>i. Land uses – We consider that the proposed land uses, namely Article 4(s) supermarkets; Category B: Class 2A (c) medical clinic, Class 2C education; Category D: Class 4A Offices, Class 4B retail, Class 4C and Class 4D food and drink; and Category F: Class 6A storage and distribution shall bring the needed vitality to the area especially in view of the vicinity to the Ta' Qali family park and the Ta' Qali Craft village</p> <p>ii. Green belt – We consider that the allocation of a green belt along the south and west sides of the area shall create a better transition between the ODZ areas and the development, however, we are not in agreement with the provision of the green belt on the north side. We propose that the section of the green belt on the north side to be omitted to retain the existing building line. This shall provide freedom of the design of elevations on the north side in a holistic manner. We also propose that the green belt to be three (3) metres wide and landscaped with indigenous trees and shrubs.</p> <p>iii. Ring road – We are not in favour of imposing a ring road in the area for the following reasons:</p> <p>a) It restricts the design and planning of the area into one which may be equally or more acceptable than one having a ring road;</p> <p>b) Future projects may incorporate underground and/or above ground parking and other internal paths for pedestrian use. Thus, we consider that the provision of a public ring road is not beneficial to the project both in terms of access and outdoor environment;</p> <p>c) We also propose that the layout of roads is not discretion of the designer preparing block/master plan of the area;</p> <p>iv. Comprehensive scheme (issue of piecemeal approach and site fragmentation) – In view that the area is owned by different owners, we consider that it is difficult to have a comprehensive scheme for the area which is agreeable between all owners. Initial feasibility studies indicate that a large area cannot be developed at once, but</p>	<p>context of the site. It is also ensured that an amount of open space amenity is provided in the area earmarked for Comprehensive Development. Considering, the visual impact arising from the allowable massing, development is to be permitted only subject to a Visual Impact Assessment, in view of the location of the site adjacent to an Area of High Landscape Value. Any proposed setbacks and building heights will be subject to such as assessment, with every effort being made to reduce the visual impact to and from the surrounding landscape.</p> <p>The open space provision for the Comprehensive Development Area has considered the potential</p>

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			<p>sequentially to facilitate funding of the whole project. Therefore, we feel that one has to allow a piecemeal approach development in line with the suggested uses, however, this could, mitigates and regulated through the provision of a block/master plan when the area under consideration is being redeveloped;</p> <p>v. Height limitation – We agree with the proposed building heights; however, not with the proposed eight metre height on the south and west side. We would like to note that the current policy for Ta' Qali Action Plan, permits buildings up to 10m height. Thus, we consider that this is an established commitment to the proposed policy, and therefore, it should not be lowered to eight metres on the south and west perimeters. The proposed draft policy issued for this consultation allows buildings on the north and east side to be 11m high. It is being requested that the height of 11m should be kept constant throughout and applied also to the south and west perimeters. In this manner the building heights can be kept uniform. Additionally, there are existing buildings that would fit within this height limitation that may partially or in whole be incorporated within the new scheme.</p> <p>vi. The proposal is being requested to be of 11m such that it includes a 1m parapet wall to enable shielding of services on existing buildings. We would like to note also that the green belt, stepping and recesses of the property on the south and west sides shall mitigate the proposed building height of 11m.</p> <p>vii. Stepping and recesses along the perimeter of the area – We are in favour of stepping and recesses along the perimeter of the area as this would enable interesting designs and assist in the transmission between the green belt, low-lying buildings and those reaching 17.5m in height. It is being request that the recesses along the south and west perimeters to be stepped onto two terraces each of 4.25m from height of 11m to 17.5m</p> <p>viii. Open spaces – We consider that the provision of open spaces in such areas are beneficial to create an interesting built-environment</p>	<p>land take-up for transport infrastructure and pedestrian circulation. The incorporation of a central route has in fact been made to decrease the land take-up for roads, to minimise the required length of travel and to ensure adequate circulation through the site. The buffer zone has nevertheless been retained along the perimeter of the site, without prejudice to existing development within the Conventional Development Area, and keeping any development on agricultural land outside the site to a minimum.</p> <p>The planning gain of €25/m<sup>2</sup> is in line with that for comparable developments and will be allocated towards the provision or upgrading of recreational facilities and other environmental initiatives</p>

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			<p>complementing also the nature of the surroundings. It is being requested that when one computes areas for open spaces these include landscaped areas, pedestrian areas and roads. Please note that in the case of our site we will be contributing with the provision of a green belt.</p> <p>ix. It is being requested that the provision of the green belt to contribute towards the planning gain. Furthermore, it is being requested that the planning gain be worked on the net developed area and not gross area of the property and offer excluding existing buildings/volumes that will be retained and/or replaced, which are permissible under the current uses. Additionally, we request that a deduction in the rate of the planning gain is made given that the proposed change of use is one that converts the area from the current industrial activities to uses which are more compatible to the Government's proposed policy for the area. Finally, it is being requested that the land owners be given the opportunity to exchange the value of the planning gain by committing themselves to perform a project towards the embellishment of the Ta' Qali National Park, cost of which shall be equivalent to the amount of the planning gain.</p> <p>b. We are in favour that the designation of policy NWTQ 33 be retained as parking area as this can serve as an amenity to the surrounding land uses, more and more considering the fact the difference in time of use of the proposed land uses in this policy and the current surrounding land uses that are to be increased; however, it is being proposed that the policy should permit the development of the area into a multi-storey car park which can be well landscaped and supports alternative sustainable means of transport.</p>	<p>within the Ta' Qali National Park.</p> <p>It has not been deemed suitable to include provisions for a multi-storey car park, or to allocate any planning gain towards any shortfall in parking.</p>

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TQAPR 020	Daniel Borg obo Joseph Galea of Galbros Ltd.	25/10/2019	<p>Kindly acknowledge this submission and include Attard Bros. Co. Ltd. As a registered submitter and we look forward to being kept informed of future developments.</p> <p>Re: Representations on Proposed Ta' Qali Policy Review 2019 Partial Review of the Ta' Qali Action Plan (2006)</p> <p>On behalf of Mr Joseph Galea the undersigned wishes to submit the following:</p> <ol style="list-style-type: none"> <li>Galbros Ltd agree with the proposal of upgrading the site area to a quality commercial destination as long as the existing and approved uses are not changed and that future extensions of the current uses is not curtailed.</li> <li>Galbros Ltd invested heavily in the warehousing. The building comprises an extensive basement level, a ground floor and a first floor. A large open space at street level (facing north) allows for un/loading of merchandise as do other establishments in the area. The proposed plan calls for a "landscape buffer, consisting of green belt and a perimeter road, with a minimum width of 13m" along the southern perimeter. Galbros Ltd would agree to this as long as this means widening the road outside the existing built up perimeter.</li> <li>Galbros Ltd are in agreement that the height limitation on the north and on the south boundaries of the site should be increased to 11m. This would allow for another storey to incorporate office space. However, the 1m. roof parapet wall which is now imposed by the current guidelines should either be removed or the height limitation increased to 12.5m .</li> </ol> <p>The existing buildings were built to a height limitation of 8m. It is also very important that the new height limitations cater for the placing of p.v. panels on the roofs.</p>	<p>The mix of uses in the revised Action Plan has been ascertained with a view towards achieving a better balance in land use and to contribute towards the long-term success for the area with uses which are more aligned to the context of the site.</p> <p>The visual impact arising from the allowable massing, development is to be permitted only subject to a Visual Impact Assessment, in view of the location of the site adjacent to an Area of High Landscape Value. Any proposed setbacks and building heights will be subject to such as assessment, with every effort being made to reduce the visual impact to and from the surrounding landscape.</p>

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TQAPR 021	Perit Sebastian Grima Obo Raniolo & Associates	25/10/2019		<p>The open space provision for the Comprehensive Development Area has considered the potential land take-up for transport infrastructure and pedestrian circulation. The incorporation of a central route has in fact been made to decrease the land take-up for roads, to minimise the required length of travel and to ensure adequate circulation through the site. The buffer zone has nevertheless been retained along the perimeter of the site, without prejudice to existing development within the Conventional Development Area, and keeping any development on agricultural land outside the site to a minimum.</p> <p>The incorporation of a central route has in fact been made to decrease the land take-up for roads, to minimise the</p>

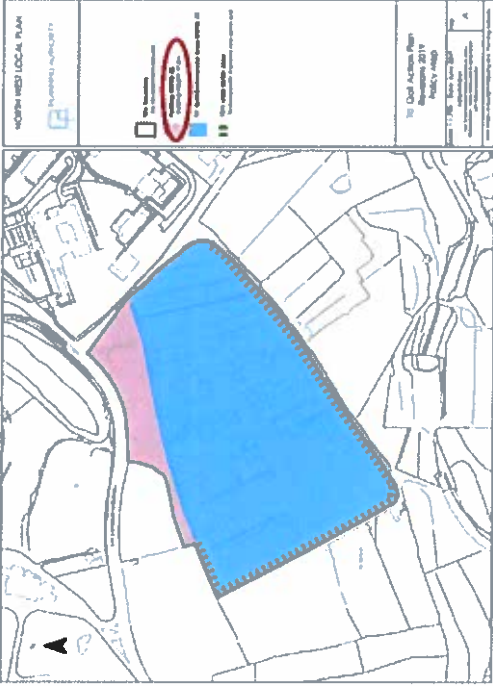
Ref	Name/ Company	Date	Comments Received	Remarks
	Ltd (Mafimex Ltd)		<p>Re: 2019 Partial Review of the Ta Qali Action Plan (2006) Location: Mafimex Ltd The Fruit &amp; Vegetable Centre, Triq Idwat - Ta Qali</p> <p>With reference to the public consultation 2019 Partial Review of the Ta Qali Action Plan issued by Planning Authority in September 2019 we hereby respectfully submit our contentions and submissions on the matter.</p> <p>Our client's site of contention is presently a functional warehouse and distribution centre for a family run business having the commitment with all the necessary permits including PA permits:</p> <ul style="list-style-type: none"> <li>• PA/00128/02 - Outline Permit Approved 08/08/02</li> <li>• PA/05518/05 - To Construct a warehouse/unloading area at ground floor level and cold storage at basement level -2 and -1 - Full Development Permit Approved 24/03/09</li> <li>• PA/05895/09 - Amended Development Permission 20/09/10</li> </ul> <p>The area is situated in an industrial zone and is serviced by all the infrastructural requirements necessary for industrial operations. The building is spread over 4 floors, 2 of which are located below ground. The basement levels consist of cold stores with raised flooring, insulation and other services related to cold storage requirements. The ground floor level is mostly used for storage and distribution and is also equipped with cold storage, whilst the first floor is used for offices and dry goods storage.</p>	<p>required length of travel and to ensure adequate circulation through the site. The buffer zone has nevertheless been retained along the perimeter of the site, without prejudice to existing development within the Conventional Development Area, and keeping any development on agricultural land outside the site to a minimum.</p>

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TQAPR 022	Alexander Bonanno obo ERA	25/10/2019	<p>In the proposed Public Consultation Draft, page 8, a 13m landscaped road is being proposed on private land. The effect of this proposed road on our client's property, if this proposal had to be accepted, would be the effective demolition of our client's storage facilities which are located on two floors below ground level, as described above. Moreover, the proposed road would also result in the effective removal of our client's loading and unloading areas, which were in fact imposed as part of the attainment of the abovementioned approved planning permits in our client's favour, leaving our client's operation without the necessary area for un/loading.</p> <p>The proposed road would signify the expropriation of more than 300 square metres of private commercial land, amounting to circa 30% of our client's property, causing a serious impediment to the effective running of their business. Therefore, the proposed road under review would effectively destroy and obliterate a distribution centre of a family run business.</p> <p>Our client strongly reserves its legal rights for damages against the Planning Authority in this respect.</p> <p>We believe there are other viable options available to the applicant (i.e. the Planning Authority) for the intended road, which do not include this preposterous proposal to obliterate and damage our client's property and business and are therefore in full respect of all land-owners concerned, in an equal and holistic manner.</p> <p>Consequently, we humbly solicit the applicant to seek an alternative solution that is satisfactory to all land owners and refrain from passing a public road on private land, where other viable and less prejudicial solutions do in fact exist.</p>	
			<p><b>1. Introduction</b></p> <p>The Environment and Resources Authority (ERA) welcomes the opportunity to comment on the proposed objectives for the Partial Local Plan Review of the Ta' Qali Action Plan (2000). It is noted that the following comments are complimentary to and in addition to the feedback provided by the Authority during Phase 1 of the consultation process.</p> <p>These comments are provided without prejudice to ERA's review and comments on future emerging draft policy revisions and eventually</p>	<p>The mix of uses in the revised Action Plan has been ascertained with a view towards achieving a better balance in land use and to contribute towards the long-term success for the area with uses which are more aligned to the context of the site. It is also</p>

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			<p>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 or other related screenings, including Environmental Impact Assessments (EIA).</p> <p>ERA is putting forward its recommendations with respect to the Partial Review Objectives for consideration in the public consultation stage.</p> <p><b>2. Main environmental issues</b></p> <p><b>2.1 Air, Light and Noise Pollution</b></p> <p>i. The proposed change of use to a Commercial Area and recent addition through intensification of development for supermarkets, Class 2A medical clinic, Class 2C education, and Class 6A storage and distribution will undoubtedly increase traffic generated to and within the area of Ta' Qali. This will result in an increase in noise levels and air pollution with adverse impacts on the nearby national recreational centre. This might have possible implications and hinder the possible designation of Ta' Qali as a 'quiet area' under the requirements of the Environmental Noise Directive.</p> <p>ii. Noise classification zoning in the partial review of the Local Plan needs to be taken into consideration through the setting of certain noise threshold levels in different areas of Ta' Qali. This could be based on the noise levels obtained from road traffic noise maps (<a href="https://era.org.mt/en/Pages/Noise%20Maps.aspx">https://era.org.mt/en/Pages/Noise%20Maps.aspx</a>). These maps clearly show that traffic noise along the roads surrounding Ta' Qali, such as Vjal L-Istadium Nazzjonali, is already substantial and having an adverse impact on the adjacent recreational area, with noise levels varying between 50 and 64 dB; this without the addition of new commercial entities within the surroundings.</p> <p>iii. Moreover, the proposed inclusion of amenities for sustainable modes of transport under NWTQ 33 Parking may induce a shift to</p>	<p>ensured that an amount of open space amenity is provided in the area earmarked for Comprehensive Development. Considering, the visual impact arising from the allowable massing, development is to be permitted only subject to a Visual Impact Assessment, in view of the location of the site adjacent to an Area of High Landscape Value.</p> <p>Any proposed setbacks and building heights will be subject to such as assessment, with every effort being made to reduce the visual impact to and from the surrounding landscape.</p> <p>The open space provision for the Comprehensive Development Area has considered the potential land take-up for transport infrastructure and pedestrian circulation. The</p>

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			<p>zero or less polluting modes of transport. However, for this shift to occur, a designated area in the form of a small bus terminus should be included, along with the relevant facilities such as bicycle racks. These upgrades would facilitate an increase in buses servicing the area which will serve to partially mitigate the extra traffic generated by this change of use, whilst also providing increased capacity to pick up commuters during the traffic peaks whenever a sporting of cultural event takes place in the area. In addition, to further promote the use of sustainable modes of transport, a number of parking spaces in the designated parking area should be allocated for electric vehicles, with adjoining charging points.</p> <p><u>2.2 Conservation of the Rural Environment</u></p> <p>i. A substantial part of the proposed Commercial Area abuts and overlooks a rural area that is designated as an Area of High Landscape Value, that extends towards the historic hilltop of Mdina and Ta' Qali National Park. ERA agrees that all future development and related interventions are to be contained within the existing boundary of the development area and reiterates that such development is to include the entire width and extent of infrastructure requirements, access, car parking areas/spaces, footpaths, and landscaping. Take-up of undeveloped rural land and additional road widening beyond the footprint of the designated Commercial Area is not acceptable.</p> <p>ii. ERA is concerned that the proposed change in land use designation will reduce that much needed land intended for industrial uses. This may contribute towards the displacement of future development pressures for certain industrial uses towards rural areas with consequential adverse impacts on the countryside, rural character and landscape. This proposal is limiting land zoned for industrial activities to accommodate other urban uses, (such as</p>	<p>incorporation of a central route has in fact been made to decrease the land take-up for roads, to minimise the required length of travel and to ensure adequate circulation through the site. The buffer zone has nevertheless been retained along the perimeter of the site, without prejudice to existing development within the Conventional Development Area, and keeping any development on agricultural land outside the site to a minimum.</p> <p>The incorporation of a green belt has been provided for in the policy, within the boundary of the Ta' Qali Commercial Area, so as not to take up agricultural land for this purpose. Other environmental considerations have been</p>

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			<p>financial, offices, retail uses and food &amp; drink uses), which can easily be accommodated within Urban Areas. ERA insists that if such proposed change of use onto rural areas.</p> <p><u>2.3Development</u></p> <p>i. Any proposed developments within the policy area are to be evaluated in the context of the wider area, in terms of capacity and suitability of existing infrastructure to support the proposed uses, without necessitating additional interventions that could lead to environmental impacts. Proposals should take into consideration the environmental carrying capacity of the area, without introduction or precipitation of major direct or indirect environmental impact.</p> <p>ii. The proposed policy refers to façade heights of 8m at the perimeter of the Policy Area facing ODZ land and façade heights of 11m for sites facing the embassy and the carpark. Simultaneously, the draft policy proposes that the overall height for all of the Policy Area increase to 17.5m, subject to a Visual Impact Assessment, which is to assess the impact of the building profile resulting from such height onto views to and from the mdina promontory, the AHLV and the embassy site. However, it is noted that the draft Policy 'Map A' does not indicate which specific parts of the Policy Area will have a maximum building height of 8m and 11m in order to minimize the adverse impacts of higher density development from distant rural views and other popular recreational areas at Ta' Qali.</p> <p>In this regard, ERA recommends that:</p> <ul style="list-style-type: none"> <li>Development facing the existing built-up area at Triq L-Idward and Triq Vjal I-Istadium Nazzjonali should have a maximum building height of 11m; and</li> </ul>	<p>noted and have been assessed in view of the environmental constraints on the site, also including provisions for the introduction of elements which can contribute to environmental sustainability credentials and green infrastructure within the site.</p>

Ref	Name/ Company	Date	Comments Received	Remarks
			<ul style="list-style-type: none"> <li>The areas overlooking ODZ, at the southern, south-eastern and western perimeters of the Policy Area, should have a maximum building height of 8m.</li> </ul> <p>Draft Policy 'Map A' is to be revised accordingly. Additionally, further clarification is required as to why the area identified for parking in Draft Policy 'Map A' is also being indicated as having a building height of 17.5m. The proposed policy clearly highlights that this area 'is to be reserved for organized car parking and access for vehicles associated with the adjacent commercial uses' and that 'no new development will be permitted'.</p> <p><b>Ts' Gail Action Plan 2019 Revisions - Policy Map A</b></p> 	<p>Furthermore, it is unclear how the visual impact assessment is to be carried out on piecemeal development, considering that this will not</p>

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			<p>be comprehensively designed nor developed. ERA expects that this issue is clarified prior to any changes to the policy.</p> <p><u>2.4 Landscape</u></p> <ul style="list-style-type: none"> <li>i. ERA positively welcomes the proposals that: (i) site fragmentation which inhibits a balance between built up development and high-quality open spaces will not be supported, and that (ii) blank party walls will not be permitted.</li> <li>ii. Draft Policy 'Map A' indicates that a 13m wide buffer zone, consisting of green belt and a perimeter road, is to run along the whole length of the side facing the rural area. It must be ensured that both the perimeter road and the landscape buffer are strictly contained within the existing boundary of this Policy Area. ERA recommends that at least 5metres of the proposed 13m wide buffer zone is to be dedicated exclusively to the green belt. The latter should consist of soft landscaping, which should only make use of local species. The use of alien and/or invasive species is to be strictly avoided. The provision of green space should be effective and commensurate with the scale, height and configuration of the proposed development at this site.</li> </ul> <p><u>2.5 Infrastructure</u></p> <ul style="list-style-type: none"> <li>i. ERA positively welcomes the proposed measures for the Green Infrastructure and considers that this is an important step forward to ensure that the foreseen environmental impacts resulting from future developments at this site are reduced and mitigated.</li> <li>ii. Moreover, ERA recommends that cycling infrastructure is provided within the designated area and 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</li> </ul>	

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			<p>facilities are pre-empted at source. This approach would enable the use of publicly available cycling facilities (e.g. bicycle racks).</p> <p><b>3. Recommendations for future development applications</b></p> <p>The following is a list of detailed environmental parameters that are commended to be implemented vis-à-vis future development projects on this site:</p> <ul style="list-style-type: none"> <li>i. Edge-of-scheme development, including new/altered roads, should follow the natural topography and natural characteristics of the site and immediate context such that the need for dominant or otherwise visually intrusive structures (embankments, exposed foundations or other similar substructure; boundary walls or parapets; etc.) is minimized at source.</li> <li>ii. 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 the edge of the Ta' Qali Commercial Area boundary. The installation of overhead wiring, poles, and other visually intrusive interventions, especially at the urban-rural interface and in the surrounding rural area, should be avoided at source.</li> <li>iii. Urban runoff (e.g. from car parks, yards, etc) should not be discharged directly/unmitigated onto any surrounding 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.</li> </ul>	

Ref	Name/ Company	Date	Comments Received	Remarks
			<p>iv. Any required infrastructure (e.g. substations, booster stations, sewer connections, pumping stations, waste management areas/facilities, runoff-collection reservoirs, interceptors, etc) are to be factored into the advance planning of the scheme and located within the Ta' Qali Commercial Area boundary, such that direct or indirect pressures for take-up of additional ODZ land for the installation or retrofitting of such facilities is avoided at source.</p> <p>v. The development shall not be a source of light pollution, especially at night. To this effect, the following specifications shall be adhered to:</p> <ul style="list-style-type: none"> <li>• Lighting shall be strictly limited to within the developed part of the site, and its height and orientation shall be designed in a manner that does not cause illumination beyond the developed site;</li> <li>• There shall be no lighting of ancillary access roads, tracks and paths or other lighting beyond the development zone boundary;</li> <li>• The exterior lighting fittings and their supports shall be installed on the inner side of any peripheral landscaping or street (i.e. not on the side abutting ODZ land), so as to be screened from the surrounding environment by means of landscaping itself;</li> <li>• All exterior lighting installed on site shall be horizontally aligned, downward-pointing, fully-shielded and full cut-off. No luminarie globes, uplighters and/or high-level floodlighting are allowed;</li> <li>• All exterior lighting shall be of low-intensity 'warm light colour with a temperature not exceeding 3000K; and</li> <li>• Where appropriate, intruder-triggered or motion-sensor lighting, shall be installed so as to avoid continuous nocturnal lighting.</li> </ul> <p>vi. Uncontaminated, inert material resulting from excavation, demolition and/or construction shall either:</p>	

Ref	Name/ Company	Date	Comments Received	Remarks
			<ul style="list-style-type: none"> <li>• Be used within the same site, as long as such use is in line with the approved plans and other conditions of this permit; or</li> <li>• Be transported in accordance with the relevant waste management regulations and deposited at sites duly authorised by the ERA to accept such waste.</li> </ul> <p><b>1. Conclusion</b></p> <p>ERA looks forward towards additional consultations on the Partial review of the Ta' Qali Action Plan, and remains available for any clarification, or further consultations</p>	

## Appendix 3

### Ta' Qali Action Plan 2006 Existing Policy Framework

#### NWTQ 32

#### Industry and Storage

Within Policy Area NWTQ 32 of the Action Plan, permission will only be given for development proposals falling within Class 11 Business and Light Industry, Class 12, General Industrial, and Class 17 Storage and Distribution, as defined by the Development Planning (Use Classes) Order 1994, subject to the following criteria:-

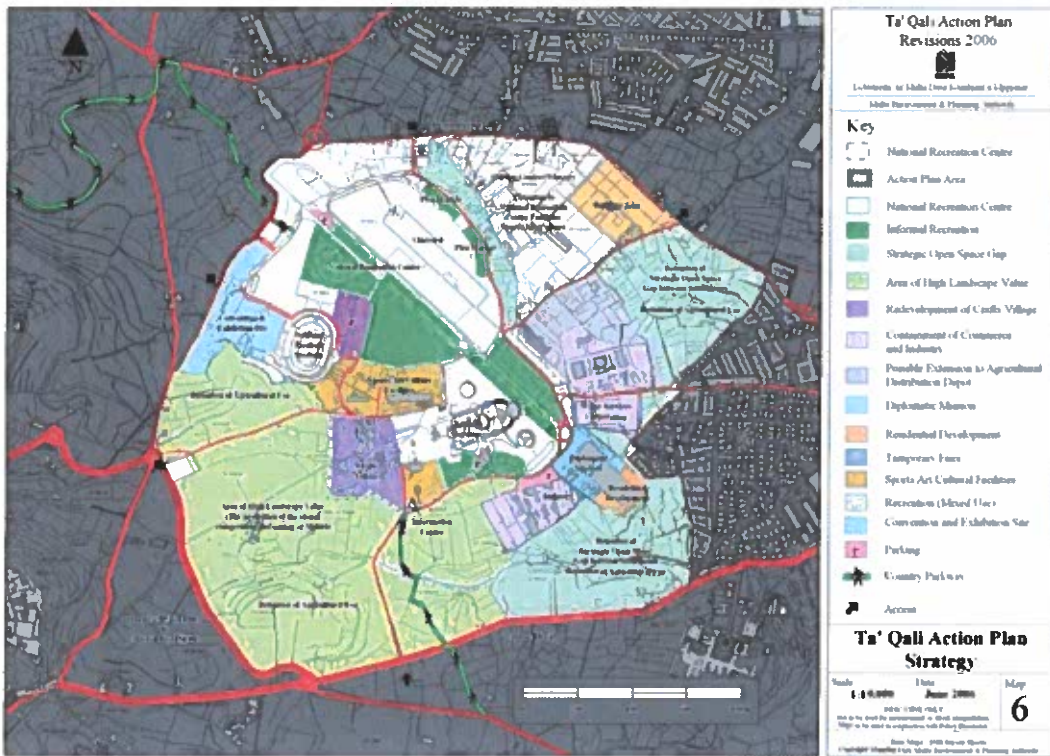
- i. Priority will be given to new development that is a “non conforming” use (industrial) currently existing within the National Recreation Centre which has been identified for relocation;
  - ii. Adequate access and off-street parking is provided in accordance with Structure Plan Explanatory Memorandum Guidelines.
  - iii. The proposal would not result in a significant build up of traffic, causing congestion within the Action Plan area and on the access road serving it;
  - iv. Noise and visual intrusion on neighbouring zones and other areas is minimised;
  - v. The development does not exceed a height of 8 metres; and
  - vi. A landscape scheme is submitted and approved to mitigate the visual impact of the existing development, together with a programme for implementation and maintenance.
- 13.16 Existing commercial/industrial development will be contained in order to safeguard land for the optimisation of Ta' Qali for recreational developments and to safeguard the scenic value of the landscape.
- 13.17 In order to mitigate the visual intrusion of the existing industrial development in the countryside, the existing boundary walling to the north, western and southern boundaries shall be reduced to 7 courses high. A strip of land not less than 7 metres in width, within the boundary of the site, shall be landscaped adjacent to the boundary to include shrubs and indigenous trees. The erection of new buildings will be restricted to a height of 8 metres.

**No new development will be permitted within Policy Area NWTQ 33. The zone will be safeguarded to provide organised car parking and turning facilities for vehicles associated with adjacent uses. The area should be enhanced through the removal of stored materials and a landscaping scheme to improve its general appearance.**

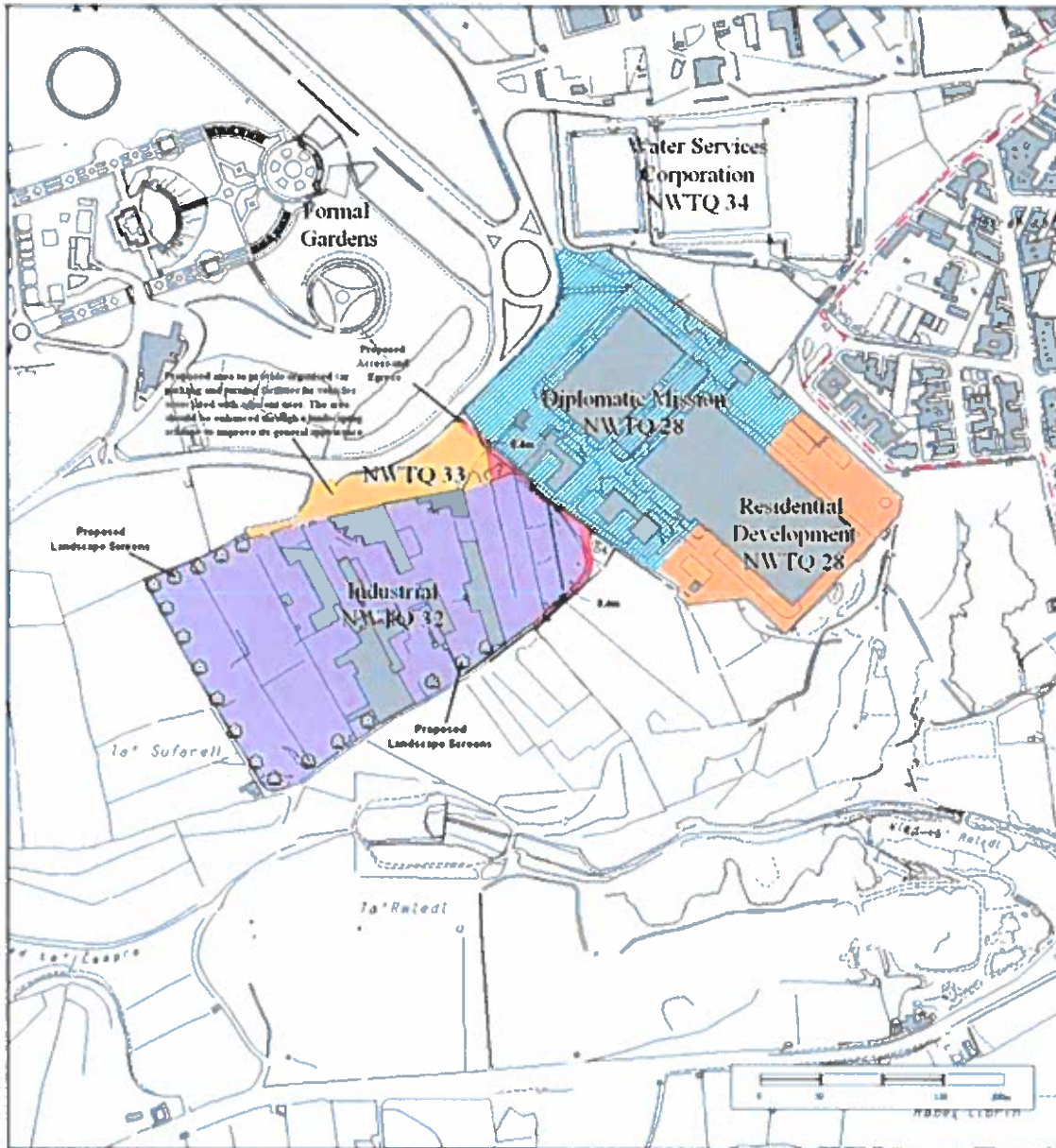
13.18 The area lying to the north of policy areas NWTQ 28 and NWTQ 32 is used as a parking area by employees and works vehicles including storage of materials associated with the land uses in these two policy areas. There is no regular parking structure with vehicles of all descriptions and size parked randomly. Unorganised parking and traffic circulation presents dangers in this area which when combined with poorly designed boundary fencing and walls using visually obtrusive materials, gives the area a poor visual amenity. Landscaping is needed to lessen the impact of such problems.

13.19 Policy Area NWTQ 33 will be zoned for car parking associated with land uses in Policy Areas NWTQ 28 and NWTQ 32. Parking will be organised and the area will incorporate Planning Authority standards defined in the Explanatory Memorandum ensuring adequate space is available for the safe manoeuvring and parking of vehicles within this zone. Access from this zone to the local access road will be via a single point designated in such a way as to ensure the passage of two way traffic, without conflicting with traffic using the nearby roundabout or the road network. The Planning Authority will as part of the proposed Landscape Master Plan, make specific reference for the need for the landscaping of this car parking area in order to reduce the visual impact of parked vehicles, boundary fences and walls.



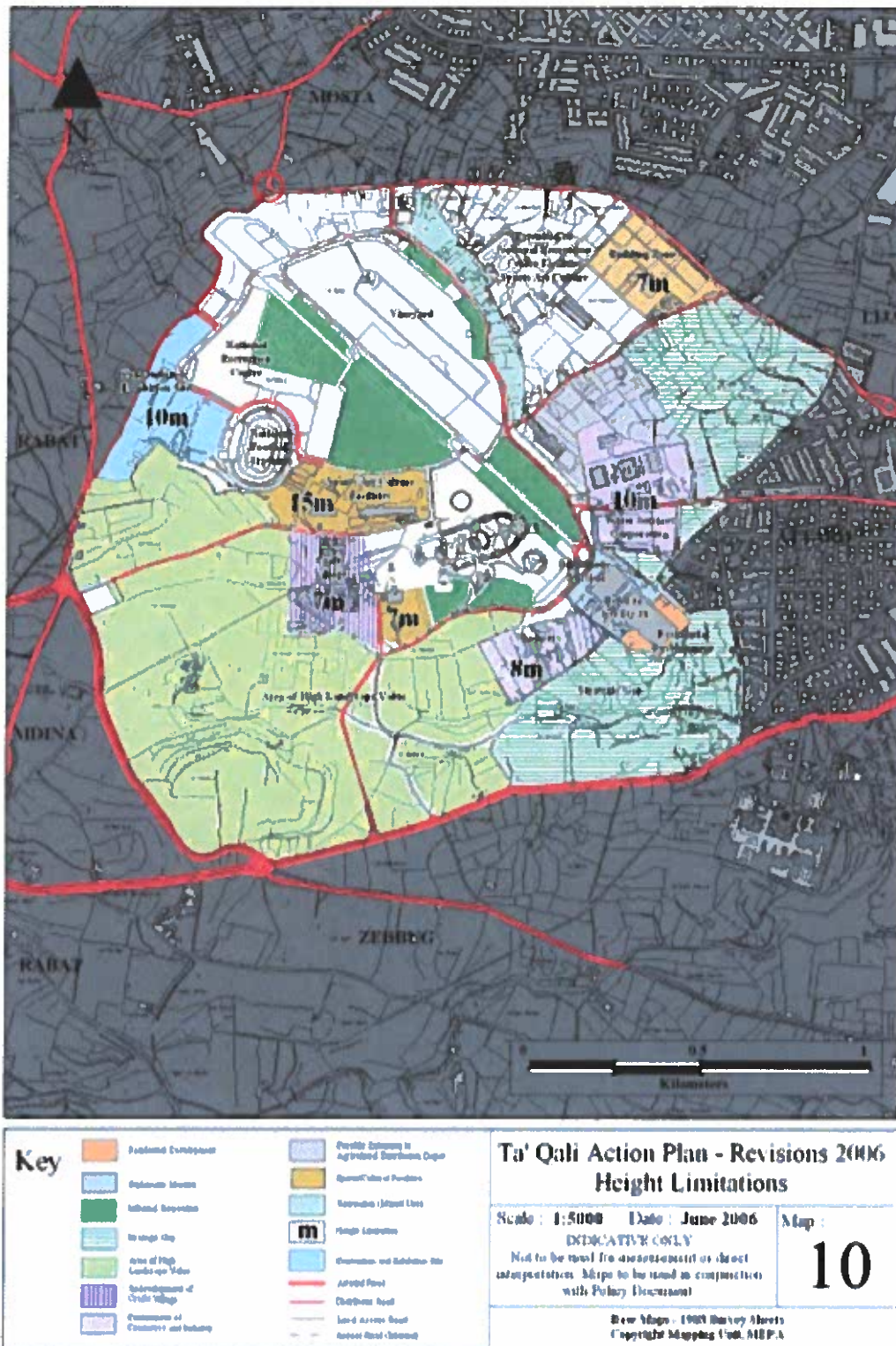


Map 6 – Ta' Qali Action Plan Strategy



<b>Key</b>		Limit to Development Boundary	<b>Ta' Qali Action Plan Revisions 2006</b>  Scale : 1:5000    Date : June 2006    Map : INDICATIVE ONLY Not to be used for measurement or direct interpretation. Maps to be used in conjunction with Policy Document
		Parking and Landscape Area	
		Proposed Access Roads	
		Diplomatic Mission	
		Residential Development	

Map 9 – Ta' Qali Action Plan Revisions 2006



Map 10 - Ta' Qali Action Plan – Revisions 2006 Height Limitations



PARTIAL REVIEW TO THE  
TA' QALI ACTION PLAN

PLANNING AUTHORITY



**Legend**

Partial Review  
Boundary

Comprehensive  
Development Zone

Conventional  
Development Zone

Landscaping

NWTQ 33 - Parking

Parking

Roadway

Walkway

Partial Review  
Policy Map

1:1,500 Date: August 2020

Map

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

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