

FORT CAMBRIDGE

DEVELOPMENT BRIEF

Final Approved Plan
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Malta Environment and Planning Authority

P.O.Box

Marsa GPO 01

Malta

Tel: (356) 2290 0000

Fax: (356) 2290 2295

e-mail: enquiries@mepa.org.mt

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

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1.0 Introduction

- 1.1 MEPA was requested by Government to prepare a Development Brief for the Fort Cambridge Area. The Development Brief for this site was subject to a public consultation period as required by the Development Planning Act (1992). MEPA is obliged by law to consult with the public on such development planning documents. Following approval by MEPA Board and having regard to the feedback received through the public consultation process, briefs are referred to government for ministerial endorsement.
- 1.2 The scope of the Development Brief is to provide planning guidance on the future use and redevelopment of the Fort Cambridge Area at Tigne', Sliema. The Brief therefore includes detailed guidance on all developable areas as well as their land uses, areas to be protected from development and building heights.
- 1.3 This Development Brief is being formulated also in the light of the emerging North Harbours Local Plan (NHLP). The NHLP Public Consultation Draft was approved by MEPA in April, 2000 and a subsequent public consultation was held.
- 1.4 This Development Brief therefore seeks to:
 - a. Provide relevant background information on the site;
 - b. Specify the planning objectives for development and conservation;
 - c. Specify site constraints;
 - d. Specify detailed policy guidance for the development; and
 - e. Set out the format and content of submission requirements.
- 1.5 This Development Brief is a summary document on MEPA's position on development matters relating to this area. It provides information intended to be utilised by parties having a potential interest in the development of land enabling them to assess its full value.

- 1.6 Development Briefs are normally issued by MEPA under the direction of government. Briefs are issued where potential exists to fulfil or contribute towards planning objectives identified in the development plan (the Structure Plan, Local Plans and/or Subsidiary Plans). The objectives could be environmental, social or economic. This brief promotes developments that have a positive contribution related to all three objectives.

- 1.7 Briefs outline the scale, range and quality of development required, desired, permitted or proposed for a site together with known constraints (physical, policy, access etc.) for the guidance of prospective developers and other interested parties. This development brief will be the basis for major investment decisions and therefore states the firm requirements for the developer with regard to on and off-site infrastructure provision in order that additional costs resulting from this development are borne by the developer in the development process.

2.0 Site Description, Location and Tenure

- 2.1 The Fort Cambridge Area is located within the Tigne' peninsula at 'il-Fortina' and fronts ix-Xatt ta' Qui-Si-Sana as indicated in *MAP 1*. The Site is flanked on the north by the Qui-Si-Sana coastal area and Triq ix-Xatt ta' Qui-Si-Sana. The eastern flank is dominated by the Tigne' Point Development Project, a major project area that will include the Secondary Town Centre for Tigne' and forms part of the Manoel Island and Tigne' Point Projects. This major project is separated from this site by an unnamed road. The other two sides along Triq Tigne' and Triq il-Ponta ta' Dragut are residential in character and are located along the southern and western perimeter of the site. The predominant land use in the Tigne' Peninsula area is residential.
- 2.2 The site boundaries are indicated on the Aerial View Map (*refer to Map 2*). The land is in government ownership, and leased to Tigne' Development Corporation Ltd. The site currently provides hotel accommodation and ancillary facilities. Apart from the buildings used for hotel accommodation, a substantial part of the site consists of open land incorporating an important heritage site consisting of Fort Cambridge, the surrounding fortification works and open spaces. This Fort dates to the 1880s and its design is similar to Fort Rinella in Kalkara.
- 2.3 The hotel buildings within the site consist of two main blocks. The western block dates back to the British military period, whilst the larger eastern block is a more recent development dating to the early 1980s. It is important to note that the older of these buildings is proposed as a landmark building in the North Harbours Local Plan due to its historical and architectural importance. This building is practically the last remaining ex-Military Barracks building in Tigne'. It was designed and built in the early 1900s, and therefore together with Fort Cambridge, offers a valuable link with the past British period. Apart from its historical importance, it also significantly contributes to the character, identity and local distinctiveness of the area. The eastern hotel block is an addition made in the early 1980's with no conservation importance.

- 2.4 The site also includes two surface parking areas (*refer to MAP 3*) and an extensive open space that includes the fortifications and an area which formerly formed the *glacis* but which was remodelled in recent years. Apart from the Fort itself, the open area incorporates a number of open recreational land uses including a hotel pool area, 2 tennis courts and an extensive yet unused green area forming the *glacis* of the Fort (*refer to MAP 3*). This area also includes a number of other minor buildings, constructions and accretions.
- 2.5 The site has an overall total approximate area of 27,130 sq. m or about 2.7 hectares parcelled as follows:
- i. a landmark building area (ex-military barracks building) with a footprint of c. 1,750 sq. m;
 - ii. a more recently developed hotel building and its parking areas amounting to a footprint of c. 8,000 sq. m ; and,
 - iii. an open undeveloped area, including Fort Cambridge, the surrounding fortification works and all other green open spaces including the *glacis* with a footprint of about 17,380 sq. m.
- 2.6 The site's general character consists of an overall pleasant balance between the existing built up area within the site and the adjacent open spaces that enhance its environmental quality. The open space and heritage assets also contribute to long distance sea views towards the North in the direction of Qui-Si-Sana Gardens and Coast.
- 2.7 There are also listed buildings exactly opposite this site along Triq il-Ponta ta' Dragut including a Scheduled Grade 2 residential building (*refer to MAP 5*).

The Historical Background

- 2.8 The Site includes Fort Cambridge, also known as the Cambridge Battery and which has a pentagonal configuration in plan. This Fort dates to between 1878 and 1886 and formerly included one of the famous 100-ton guns as is presently found at Fort Rinella. This Fort is in effect a twin design of the Rinella Fort and differs only slightly in design.

- 2.9 The following note illustrates the historical significance of the area. In 1877, Italy embarked upon a major upgrading of its fleet by including vessels with guns of a 100-ton calibre. To counteract this development, the British military upgraded its coastal defences with four similar 100-ton guns in its primary Mediterranean bases. These coastal guns replaced the obsolete 12.5 inch or 38-ton rifled muzzle loading (RML) guns which were powerless against the new heavier armed vessels. Considering the proximity of Italy and Italian ambitions to control the Mediterranean, this threat was taken very seriously by the British and by 1884 all guns were mounted. The 100-ton guns included two guns in Malta, one at Fort Cambridge and one at Fort Rinella. The Fort Rinella gun emplacement has recently been successfully restored for tourism purposes. Two similar guns were installed in Gibraltar.
- 2.10 Within the Tigne' peninsula, Fort Cambridge compliments the other fortifications, including Fort Tigne' that oversees the entrance to Marsamxett Harbour and the Garden Battery that is located in between both these Forts (*refer to the General Policy Map 1 and Fig. 1*). Another battery called Ghar il-Lembi battery, closer to the Ghar il-Lembi cave, does not exist anymore. From a design point of view, Fort Cambridge includes a typical battery layout with a rolling bridge as the main entrance, a number of vaulted passages, underground stores and a courtyard. The ditches were partially hewn from rock, and at the sides included the counterscarp musketry gallery. The Fort contained guard rooms and barracks for its garrison with each room having single windows protected by an armoured plate pierced with a horizontal loophole. The Fort also included the casemate containing the accumulator, pump and boiler for traversing the heavy 100-ton gun. The central part of the Fort was occupied by the actual 100-ton gun emplacement of which some parts remain, but no part of the gun itself exists.
- 2.11 The gun itself was mounted on a wrought iron traversing carriage weighing some 45 tons, roughly in the middle of the battery and was designed to be fired *en barbette* over a low lying concrete parapet. The interpretation of the Fort's character therefore is essentially one of a low, open, frontal view onto the coast (*Fig. 20*).

- 2.12 Today, Fort Cambridge is surrounded by mostly residential buildings as well as other new developments (*Figs 33 to 47*). The Fort has been compromised by past inappropriate developments within the Fort itself and its surroundings that defaced this heritage asset. These developments include restrictive boundary walls that reduce the visual appreciation of the Fort from surrounding areas (*Fig. 41*), tennis courts on the area forming part of the *glacis* (*Fig. 19*), a swimming pool in reinforced concrete instead of the central yard (*Fig. 2*), a discotheque in the underground stores area (*Figs. 5/6*) and vaults and a restaurant on top of the ramparts (*Fig. 31*). The perimeter walls of the Fort, gun emplacement area and ditches are however still relatively intact (*Figs. 4/5/6/7/8/9*).
- 2.13 The developments which were allowed to happen in the area were mainly adopted due to the lack of awareness, appreciation and creativity in the re-utilisation of the British fortifications. The acceptance of the British period (1800-1979) as part of Malta's history and its heritage has been recognized very lately during the last decade. By this time most Forts had been leased to accommodate inappropriate uses in certain locations.
- 2.14 The use of Fort Cambridge as an annex to a hotel may be considered appropriate, particularly as the heritage value of the Fort may have been used as an exclusive venue for tourist activities. However, the heritage potential of the Fort was ignored. Instead the Fort was simply used as a site for amenities that could have been better accommodated elsewhere within the hotel's precinct thereby safeguarding the Fort's integrity.
- 2.15 Within the site there is also another important building consisting of an ex-Military Barracks (officer's quarters - (*Figs 10 to 15*). This building has a façade with a series of colonnades and arches. The building also has a characteristic and interesting sheltered, quadrangular, internal courtyard following the same style. Originally the building was constructed on two floors. Additional floors were added at a later stage replicating the same architectural style and features of the previous levels. Apart from these interventions, substantial internal alterations have been carried out in order to render the building suitable for hotel use.

2.16 An additional battery, namely the Garden Battery, has been recently unearthed to the east of the site (*Figs. 22 to 26*). This heritage asset is another important part of the whole peninsular system of fortifications. From existing cartography it results that the Garden Battery was connected to Fort Cambridge. This needs to be investigated further by the developer to reinstate this connection.

3.0 Planning Policy Background

- 3.1 The Fort Cambridge Area was zoned as a 'white area' in the Temporary Provisions Schemes (1988) under Scheme 27A. However the site was earmarked according to its existing use as a hotel. In the North Harbours Local Plan (NHLP) Public Consultation Draft (2000) the area was also zoned as a 'white area'.
- 3.2 The emerging NHLP is at present in the process of being presented to the MEPA Board for approval, prior to government endorsement. Considering that the site has now come up for redevelopment, the revised draft NHLP has designated the area into two distinct land uses by subdividing the site into a development and conservation area as per *Map 4*. Thus the NHLP strategy is to follow an efficient reuse of this site incorporating environmental improvements and rehabilitation of the heritage assets.
- 3.3 In the NHLP, a Secondary Town Centre is proposed for Tigne', to the east of the site. Within this town centre, a number of non-residential land uses are planned, some of which are already being constructed. These include commercial uses (offices and retail) together with other hotel and ancillary developments.
- 3.4 An extensive part of the peninsula to the west and south of the development brief area is being designated in the NHLP as a residential area (*refer to MAP 1*). This has strategic policy implications since this site separates the Primary Town Centre of Sliema from the Secondary Town Centre of Tigne'. In other words, if extensive commercial development were to be considered on this site, the implication would be the actual merging of the Primary Town Centre and proposed Secondary Town Centre for Tigne'. This is not in line with the present policy direction.
- 3.5 The Qui-Si-Sana public surface car park, a coastal recreational area (including a number of beach concessions) and the gardens lie to the north of the Development Brief Area (*refer to MAP 2*). The Qui-Si-Sana gardens and car park area are addressed through another document, namely the Qui-si-Sana Development Brief (2002).

- 3.6 Apart from the Local Plan and the Qui-si-Sana Development Brief, MEPA has also formulated other Development Briefs for the Chalet and Tigne' Point/Manoel Island areas, the Chalet Development Brief (2002) and the Manoel Island/Tigne' Point Development Brief (1992). The Chalet and Qui-Si-Sana Briefs include policy guidance related mainly to transport and parking improvements required to address urban transport problems in the locality. The Manoel Island/Tigne' Point Brief sets out comprehensive parameters for the upgrading and development of these two locations.
- 3.7 The Chalet and Qui-Si-Sana Briefs proposed the implementation of strategic car parks (*refer to MAP 6*) to serve the Sliema Primary Town Centre. A Sliema Transport Strategy is also being developed by MEPA in conjunction with the ADT. Within the context of the Sliema Transport Strategy, a proposal for a new route (part underground) to access Tigne' Point is being proposed. (*refer to MAP 6*)
- 3.8 The draft NHLP also designates the open area incorporating the Fort and its surroundings for environmental improvements and the protection of all its inner and outer elements, namely the Fort itself and its ditches and former *glacis*.
- 3.9 This would imply that any future use would need to be examined in the light of the Structure Plan and the emerging North Harbours Local Plan and its strategy and plans for the Tigne' Peninsula area and Sliema in general. However, in case of incompatibility between this development brief and any emergent plan or policy, the provisions of this development brief shall prevail.

4.0 General Strategy and Objectives of the Brief

- 4.1 The General Strategy followed by this Development Brief is to promote the efficient and sustainable development and use of land on this site. The Strategy also considers the need for the development to be economically viable, whilst safeguarding existing heritage assets. Thus the overall planning strategy is to promote redevelopment and reuse, whilst improving this area's general environment, its heritage as well as added amenity and leisure facilities for the residents of Sliema.
- 4.2 Stemming from this General Strategy, the Brief's Objectives include:
- a. The redevelopment of this site to safeguard the residential amenity of surrounding residential areas. This will imply that a landscaped space as a buffer zone along residential streets is a fundamental requirement of this Brief.
 - b. The completion of high quality development including restoration works.
 - c. The provision of efficient vehicular access and circulation to the site and the minimisation of traffic impact on the surrounding road network.
 - d. The augmentation of pedestrian access and allowance for greater permeability especially from the Triq Tigne' to Triq ix-Xatt ta' Qui-Si-Sana and the coastal area.
 - e. The creation of new public open spaces for the enjoyment of the public.
 - f. New development is to respect the heritage assets in the area through proper layout, massing and design. In particular, the context of the Fort needs to be respected in terms of its planned historical function and design with an open front.
 - g. The incorporation of a conservation programme, as approved by MEPA, for the restoration, promotion and proper reuse of Fort Cambridge and all its outer works (ditches and *glacis*) including the removal of all

accretions, except where such removal would result in further damage to the heritage.

- h. The retention of the façade of the ex-Military Barracks building identified as a landmark building.
- i. The integration of the Fort and its surroundings with the existing fortification works at the Garden Battery to the east (the details to be determined after further investigations).
- j. The portrayal of Fort Cambridge and the Ex-Military Barracks building to their best advantage.

5.0 General Considerations

Heritage Protection

- 5.1 The historical features present within this site as described in Section 2 include:
- a. the fortifications (Fort Cambridge);
 - b. its adjacent open spaces (the ditches, *glacis*);
 - c. the internal spaces (stores, vaults and tunnels); and
 - d. the ex-Military Barracks landmark building.

These assets need to be conserved and integrated through suitable reuse with any future development in this area.

- 5.2 The areas in green indicated in *Map 4* as Zones C, D, E, H and I are to retain their open, green character in order to conserve the heritage setting, particularly local and long distance views from the waterfront and the sea. No structures are to be constructed within these designated zones (*for Zone E refer to para 6.7*).
- 5.3 In order to fully conserve the fortification and the ditch, any redevelopment of this site will not encroach too close to the existing ditch in order to secure its structural stability. The safe distance of any substantial excavation in Zone E is to be at least 10 m. from the outer face of the ditch (*indicated by line X-X on MAP 4 and MAP 5*). Within Zone A this safety distance is likely to be determined by the building alignment of the existing hotel. Exact distances need to be determined by a structural engineer during the development application process through a detailed assessment of the site to the satisfaction of MEPA.
- 5.4 The existing ex-Military Barracks building, designated as a landmark building in the emergent Local Plan, is to be retained due to its historical and architectural importance, but internal alterations will be allowed. This building will act as a buffer between new higher development on the site and the surrounding residential blocks. No additional floors

over the third floor will be allowed over this landmark building.

General Transport

- 5.5 Any future development in this area would need to take into account the already congested transport situation and lack of parking areas within Tigne' and Sliema in general. Any new development would have to include a detailed assessment through a Traffic Impact Statement (TIS). The statement is to assess the possible implications of all developments in this site especially impacts on the already strained general and strategic transport network.
- 5.6 Currently there are heavy traffic flows in and out of Sliema, especially through the problematic Ferries/Strand and Tower/Bisazza Road areas. Apart from this, the high level of construction and development already taking place in the locality has led to an increase in the number of heavy vehicles accessing these areas causing problems associated with this vehicular flow including air pollution, noise, parking and inconvenience during the peak tourism months.
- 5.7 Although this project would be only one of many other projects in this area, the transport issue would be exacerbated by the cumulative impact of all these projects put together. Thus although no one project is directly responsible to the general deterioration of the traffic situation, yet each and every new development, especially major projects, contributes to additional negative impacts on the already difficult general transport situation for this locality.
- 5.8 Focusing on a more local perspective and considering the allowable magnitude of the proposed development on this site, it is evident that road access to the site from the immediate surroundings is restricted and rather sub-standard. The required TIS shall ascertain in detail all these impacts. If the existing road network is used, the traffic that would be generated would have to pass through residential streets, a number of which are already restricted such as the frequently used Triq Censu Xerri, where there is a bottleneck next to the old Water Works building. In the light of the foregoing alternative arrangements for access to the site should be considered.

- 5.9 An additional transport consideration relates to Triq Censu Scerri (*refer to Zone J on MAP 4*) located between the Tigne' Point Development Project and the site, and that links Triq Tigne' to Triq ix-Xatt ta' Qui-Si-Sana. This is planned as a pedestrian priority street.

Residential Amenity

- 5.10 Any new development would need to take into consideration the protection of the residential amenity of the area. The part of Tigne' that is located between the Sliema Primary Town Centre and the proposed Tigne' Secondary Town Centre is mainly made up of residential areas and therefore future developments would need to complement this land use.

Building Height Limitation

- 5.11 Building heights (*refer to MAP 5*) are indicated in a manner as to respect surrounding development and historical assets but at the same time consolidating the development potential of this site. They also take into account and to some extent compensate for development restrictions that are being imposed on the ex-Military Barracks building and the areas on the side of the Fort (Zones B, C, E, F, H and I). In this respect, all building blocks are to be limited to the maximum building height as indicated in paras. 6.15, 6.16 and 6.17 of this Brief for the following reasons:
- a. That the building height is planned on the principle of achieving a stepping down effect of building heights from east to west;
 - b. higher buildings than as recommended would adversely affect the historical low profile design of Fort Cambridge, would contrast with the four floor height of the ex-Military Barracks and would conflict with para (a) above;
 - c. in order to protect the residential environment and amenity of the immediate surrounding areas;

Land Use

- 5.12 In terms of permitted land uses, commercial uses on this site, other than the redevelopment of the existing hotel use

or as otherwise specified in this Brief, should be restrained. The hotel use has been retained since it is an established use of the site and since Sliema is a primary tourist location according to Structure Plan Policy TOU4.

- 5.13 Similarly, the office component of the proposed development should be limited to the consideration of corporate quality offices accommodating a high value added activity including research and innovation, ICT development, financial services and similar activities involving foreign investment opportunities and job creation as per Para 6.2 (4).
- 5.14 The retail component of the development should also be kept minimal. The Development Brief area does not form part of the Secondary Town Centre where provision is already very high. Extending retail in this area would conflict with the strategy to direct new retail development into established Town Centres.

6.0 Development Brief Policy Framework

Acceptable Land Uses

- 6.1 MEPA considers a number of land uses as acceptable for the redevelopment of the site. Through consultations and work carried out to date in the NHLP and in the formulation and preparation of this Brief, a number of acceptable and economically viable land uses have been identified for this area. Specific land uses are being listed by zone (*refer to Map 4*) either as a specific requirement, or constraint. The preferred and recommended uses for this site are indicated below:
- 6.2 The primary land uses which will be favourably considered by MEPA include:
1. The redevelopment of part of, or the entire developable area in Zones A and B as a Hotel;
 2. The redevelopment of Zone A only as a Residential Area. In this Zone, a mix of Use Class 1 (dwellings) consisting of an appropriate mix of 1 bedroomed (min. 60 sq. m), 2 bedroomed (min. 100 sq. m) and 3 bedroomed (min. 150 sq. m), high quality, residential units only will be permitted. 1 bedroomed units however are to constitute not more than 20% of the total number of residential units, 2 bedroomed units around 30% and 3 bedroomed units around 50%;
 3. The redevelopment of part of, or the entire Zone A and B as a Research Establishment for a new Higher Level Educational Institute or Specialized Research Centre. The site may also be partially developed to accommodate research facilities and accommodation for research students;
 4. The redevelopment of part of, or the entire Zone A and B as corporate quality offices accommodating a high value added activity including research and innovation, ICT development, financial services and similar activities; or
 5. A combination of uses within the parameters as specified in (1) to (4) above.

- 6.3 The acceptable secondary supporting ancillary uses to these main uses include:
- a. a small component of specialist, small, retail outlets up to a total maximum gross floor area of 250 sq. m.;
 - b. ancillary food and drink facilities (restaurant and cafeteria) up to a maximum of 750 sq. m. gross floor area to be located within Zone A or using the existing underground spaces in Zone E and F;
 - c. conference space facilities as ancillary to the main use of a hotel, the research facilities and/or the hi tech establishments as indicated in para. 6.2 (1), (3) and (4) above, up to a maximum of 500 sq. m. gross floor area.
 - d. open, private recreational facilities within Zone F;
 - e. a health and fitness centre in Zone A, E or F. In Zones E and F this development is subject to conservation requirements.

Other Land Use Zones within the Brief Area

Zone C:

- 6.4 Zone C (*refer to MAP 4 and Figs. 34 to 35*) is planned to function as a newly formed, landscaped, open piazza for public use and enjoyment. It will also act as a buffer area between the proposed new development and the existing residential areas to the west of the site. In addition this open space will allow for the creation of unobstructed local views to Fort Cambridge and the ex-Military Barracks building that is being retained.
- 6.5 The piazza is to incorporate an element of tree planting as boundary treatment. A satisfactory landscaping scheme will be required by MEPA. The approved landscaping scheme will follow MEPA's 'Guidelines on Trees, Shrubs and Plants for Planting and Landscaping in the Maltese Islands (2002)'.

Zone D:

- 6.6 The landscaped areas located around Zones A and B are to be suitably landscaped. The scope of this landscaped

space as indicated in *Map 4* is to reduce a feeling of excessive enclosure especially along *Triq Tigne'*. In this respect, all the landscaped space fronting *Triq Tigne'* in Zone A is to be retained to not less than a 3m wide buffer for development constructed at a building height of 5 floors plus penthouse. In the case that development is higher than 5 floors plus penthouse, the provisions of para. 6.16 are to be followed. In order to safeguard local views of the south eastern façade of the ex-Military barracks building as seen from *Triq Tigne'*, an open space of an adequate size and configuration is to be incorporated in the overall design for Zone A. This open space will be integrated with open spaces in Zone D.

Zone E:

- 6.7 The space underneath Zone E can be developed underground and the profile of the original glacis is to be recreated and sensitively finished to re-establish the topography of the glacis, whilst permitting development only below this profile. The uses within this Zone are regulated within para. 6.3 above. Any excavation beneath this area needs to be distant at least 10 m. from line X-X as shown on *MAPS 4 and 5*.

Zone G:

- 6.8 The ditches of Fort Cambridge are an important element in the Fort's overall design. These will therefore be restored, cleaned and are to be well maintained by the developer for public view. No structures or accretions will be permitted by MEPA in this area.

Zone H:

- 6.9 Historical records indicate that the recently uncovered Garden Battery located between Fort *Tigne'* and Fort Cambridge was connected to the Forts (*refer to Fig 1.*). The area in question has to be thoroughly investigated with trial excavations carried out on site. It should also be monitored by competent persons following the terms of reference as established by MEPA. This study would establish how the historical assets can be best reinstated to connect the Development Brief area with the Garden Battery area. This Zone shall not be developed and is to remain open for public access and view. All costs related to the investigation and rehabilitation of this site are to be

borne by the developer/development company as a planning obligation subject to a bank guarantee payable to MEPA.

Zone I:

- 6.10 The *glacis* area is an integral and important part of the Fort structure. It also allows for local and long distance views of the Fort. It is also important for the development as it guarantees unobstructed seaward views towards the northeast. Given that the *glacis* original profile has been disturbed by excavation and levelling out (*refer Figs. 16 to 21*), the opportunity exists to restore its profile by depositing fill material resulting from the demolition of the existing structures. This would eliminate the need to cart out large volumes of building waste. The resulting space would then be sensitively landscaped to provide local amenity in the form of additional public open space for the residents of Tigne'. The use of the open, green area adjacent to the Qui-Si-Sana Gardens will enhance the overall quality of public realm in Tigne'.
- 6.11 In order to promote the unobstructed setting of Fort Cambridge, the existing electricity substation fronting Triq il-Ponta ta' Dragut should be relocated away from the Fort. The developer will be responsible to allocate a suitable site for the substation to the satisfaction of Enemalta Corporation and MEPA and to cover all costs involved in this relocation apart from any other services or infrastructural costs.
- 6.12 The existing boundary wall around Fort Cambridge (*refer to Fig. 40*) that presently precludes any views of the Fort, shall be demolished and replaced by a low wall with a wrought iron palisade that will allow for open views to the Fort. Furthermore in this Zone, care shall be taken in the landscaping scheme to enhance the original setting of the Fort. In this respect, publicly accessible, green, open spaces will be provided for the public amenity.

Zone K:

- 6.13 The former beach concession was granted by government on the basis of the site being used for tourism purposes through the established hotel use. The reuse of the beach concession will not be permitted by MEPA and the former

beach concession area will revert back to public open coastal space.

Building Height Limitations and Plot Ratio

- 6.14 The building height limitation in Zones A and B are indicated on the Building Height Limitations *MAP 5*.
- 6.15 The maximum height limitation for Zone A is of 16 floors (including the penthouse within the 16 floors, if this design option is resorted to). The height should be stepped down from east to west, so that there is a transition from the higher buildings towards the ex-Military Barracks building. The built-up footprint shall be strictly limited to Zone A and shall have a maximum gross floor area not exceeding 64,500 sq. m. as indicated in *Table 3* below. The development is also to follow a plot ratio of 0.6 (i.e. not more than 60% of the area enclosed within the dotted black boundary (*refer to MAP 5*) is to be built up, the rest being retained as open space). Out of the 40% required open space, half is to be retained as public open space. This public open space shall include Zone C. The design of the public open space shall be such as to allow for free public access and circulation and without creating visual barriers.
- 6.16 Close attention should be given to the new building form and scale, which also have an important influence on building height. Varied building heights and forms are important in creating a quality townscape, in which roofscape is an important element. MEPA will ensure that this design objective is also achieved. Development directly fronting *Triq Tigne'* in Zone A is to be limited to a building height of 5 floors plus penthouse. Buildings higher than 5 floors are to be set back from street alignment in a manner such that the building height to street width ratio (including the 3 m. front green space) does not exceed a factor of 2:1. landscaped space to ensure a suitable degree of openness along *Triq Tigne'* is retained (*refer to MAP 5*).
- 6.17 The maximum building height for Zone B is to be retained at the existing 4 floors in order to conserve this ex-Military Barracks building. Those parts of this building that are presently constructed on 3 floors or 3 floors plus one receded floor may be permitted to be constructed to 4

floors subject to design and conservation requirements to the satisfaction of MEPA. Since the internal courtyard of Zone B is developable, the additional floorspace created through the development of the this courtyard will be included as part of the overall floorspace figure of 70,112 sq. m. that is permissible

Developable Footprint and Floor Areas

6.18 For the purposes of this Development Brief, floorspace is defined as the total area of each floor of the built development as measured externally. *Table 1* below illustrates the existing hotel floorspaces and the developed floorspace of the existing structures. *Table 2* indicates the developable zones and floorspaces through the interpretation of the Temporary Provisions Schemes (1988) considering the building height of the adjacent residential areas of Tigne'. This implies that the building height is taken as 5 floors plus penthouse on the Triq Tigne' side, and 6 floors plus penthouse on the frontage facing the southern part of the Fort. *Table 3* indicates the permitted development gross floor areas for the site according to this Development Brief. The areas have been deduced assuming the limitations specified in para. 6.15 above.

Development Zones	Existing Footprint (sq. m)	Developed Floorspace (sq. m)
Zone A	2,446	13,530
Zone B	1,454	5,334
TOTAL	3,900	18,864

Table 1: Existing Hotel Floorspace

Development Zones	Footprint (sq. m)	Maximum Developable Floorspace (sq. m)
Area with Height Limitation of 5 Fl. plus penthouse	5,600	32,256
Area with Height Limitation of 6 Fl. plus penthouse	5,600	37,856
TOTAL	11,200	70,112

Table 2: Assumed Developable Floorspace as per TPS (1988)

Development Zones	Maximum Developable Floorspace (sq. m)
Zone A, E*	64,432
Zone B**	5,680
TOTAL	70,112

Table 3: Developable Floorspace as per Brief

- * (Site E underground development only as per Para. 6.7)
- ** (As per Para. 6.17 requirement for Zone B, if the 5,680 sq. m. figure is increased through the development of the existing courtyard, the maximum developable floorspace for Zone A is to be decreased accordingly in order to retain a total maximum floorspace of 70,112 sq. m.)

Site Layout, Building Form and Design

6.19 The layout on site should provide for an attractive and safe environment whilst creating a distinctive sense of place. All new buildings should be of an appropriate scale, proportion and bulk so as not to create a uniform and monolithic building design, especially paying careful attention to the scale, massing and design of nearby buildings and the historical context. Therefore the design is to ensure that the development:

- a. will be attractive;
- b. that the various parts of the project are visually compatible with each other and with the surrounding historical heritage covered by this Brief; and
- c. that local and strategic views of important and landmark buildings located within the site are safeguarded.

6.20 Designs for this building/s must resolve the problem of merging new developments within an existing historical framework. In particular, a contextual and innovative architectural design concept is required by MEPA for the building/s in Zone A. Strong encouragement will be given to imaginative contemporary architecture which is

sensitive and sympathetic to the historical features within the site boundary. Historic building styles or vernacular architectural elements should not be copied slavishly and stylized pastiche will not be acceptable. The use of modern designs and cladding materials will be considered very carefully in relation to their impact on the setting of Fort Cambridge and the Ex-Military Barracks building.

- 6.21 A high level of design quality, detailing and construction finish must be achieved in all buildings and open areas. Project management must ensure that construction quality is of a high standard and finished according to approved designs.
- 6.22 The general layout of the site is to allow for a concept of a stepping down effect of building heights, increased openness, high permeability and facilitating public pedestrian access through the site whilst linking the coast to the inner residential areas. The Brief therefore emphasizes the provision of suitable public pedestrian accesses by the developer where appropriate.
- 6.23 Car parking facilities within the site are to be located underground rather than at road level, and with convenient and regular links to the development above in Zone A.
- 6.24 The landmark building in Zone B is to be visually read as a distinct building within the overall redevelopment project. Therefore the overall design of the new development in Zone A is to provide for detached building/s that are to be visually read as being distinct from Zone B. However, the new development in Zone A should be visually related to the ex-Military Barracks building in terms of architectural design and composition.
- 6.25 It is of paramount importance that the protection of important local and long distance views and vistas of Fort Cambridge and the Landmark Building are promoted by the resultant new development through a satisfactory layout and design.

Conservation Requirements

- 6.26 It is required that all effort is made to upgrade the heritage assets in the area as a planning obligation on the developer. As part of the measures required to achieve

this goal, it is essential that all inappropriate constructions and accretions, including buildings that conflict directly with the existing heritage are removed at the expense of the developer. This is necessary to secure the reinstatement of the fortifications to reveal as much as possible their original function and design features. In particular, the recently constructed restaurant should be removed to recreate the open low-lying design of the original Fort layout. The restaurant use will still be permitted however using the underground spaces for facilities (e.g. kitchen) and the Fort's surface level for tables and chairs. Any demolition or restoration is to be carried out following a restoration method statement to be prepared by competent persons approved by MEPA to ensure the highest standards of any restoration measures undertaken. Considering that many alterations have been undertaken in this Fort, emphasis is placed on the application of a cautionary approach. This should limit any further damage to the original fabric whilst undergoing renovation and restoration works appertaining to the removal of accretions and inappropriate structures.

- 6.27 The façade of the ex-Military Barracks building is to be strictly retained as existing, and the façade of any new development at third floor level is to sensitively respect the design of the underlying floors and is to be constructed in local limestone. In view of various alterations made to the ex-Military Barracks building over the years, internal redevelopment is permitted provided that the internal design is of high quality and adds to the overall architectural value of the building.

Transport Improvements, Access and Parking

- 6.28 The Brief follows the transport policies proposed and applicable for the Tigne' area, within the Sliema Transport Strategy. One such proposal being followed is the new circular access route for Tigne' Point (*refer to MAP 6*). This route includes a new tunnel that exits prior to the perimeter of this site from the eastern side of Triq ix-Xatt ta' Qui-Si-Sana.
- 6.29 Any redevelopment of this site would require a Traffic Impact Statement (TIS) that would need to cover in detail all the transport implications of this development onto the area's overall transport scenario including interaction with existing plans and schemes and entry and exit into the site

as well as the planning of parking requirements. The TIS would be limited to the immediate surroundings of the site up to the Ferries on one side and up to Tower Road on the other. It is envisaged that the TIS would not be required to consider impacts on Gzira front road and the eventual link to the Regional Road as these were duly covered in TISs of other developments.

- 6.30 Entry and exit to the underground car park underneath Zones A and C may be provided through an underground link road connecting to the planned distributor road along the periphery of the Tigne' peninsula. However, other options may be considered. If such action is resorted to exit points and routes from the site are to be designed such that exiting traffic will cause the least possible impacts on adjoining residential areas. The precise details of entrance and exit points and routes will be determined following the TIS. Triq Censu Xerri to the east, shown as Zone J on Map 4, is planned as a pedestrian priority street within the Sliema Transport Strategy for safety reasons. The Sliema Transport Strategy however is still to be finalized and is subject to changes by MEPA and ADT.
- 6.31 Underground parking is to be provided for the envisaged development according to MEPA's parking standards and would thus need to be provided within the site as per Appendix B: Parking Standards. All parking requirements are to be provided for at basement levels and underneath Zones A and C so as to ensure that all landscaped areas and all open spaces within the site are kept totally free from parked cars.
- 6.32 The provision of an adequate pedestrian crossing point across Triq ix-Xatt ta' Qui-Si-Sana from the *glacis* of Fort Cambridge to the coast is required for safe and convenient pedestrian access to the coast (*refer to MAP 6*) and is also to be investigated further within the context of the Sliema Transport Strategy.
- 6.33 The Development Brief also requires that pedestrian access is to be provided around the site especially to increase permeability from the residential areas to the coast and Qui-Si-Sana gardens. This will shorten walking distances.

Services and Infrastructure Requirements

- 6.34 All costs related to services and infrastructural requirements are to be borne by the development including the need to relocate the existing substation. The existing substation's location is inappropriate and can be improved to allow for improved visual appreciation of the Fort and its *glacis* as required in the Brief. The developer is required therefore to incorporate in the new development a site for the relocation of the substation at the earliest stages of the construction works following consultation with Enemalta Corporation.
- 6.35 Within the new development on site, all tanks, mechanical plant and lifts must be contained within the envelope of the building. Such facilities should preferably be located underground or in internal spaces within the building. Where facilities must be located at roof level, these must be screened in such a manner that the screen is read as part of the architecture of the building. Provision for telecommunications antennae should be integrated in the design and profile of the buildings. Pipes shall not be permitted on external facades.

Landscaping Requirements

- 6.36 An overall satisfactory landscaping scheme covering private and public green areas will be required by MEPA, and this shall follow MEPA's 'Guidelines on Trees, Shrubs and Plants for Planting and Landscaping in the Maltese Islands (2002)'.
- 6.37 In particular, there should be an appropriate mix of soft and hard landscaping within public and private open spaces. Innovative use of local materials for hard landscaping and the use of high quality street furniture, street art and lighting especially in the new piazza are required. As the site is exposed to a marine climate, species which tolerate and thrive in such an environment are preferred.
- 6.38 Specific landscaping requirements apply to Zone I. In this Zone, tree/shrub planting is not permitted except for flower bed areas (excluding flower pots/holders) in the *glacis* to retain its natural open and low setting. The *glacis* is to be opened to public access and may be turfed.

- 6.39 All green open spaces that are indicated in the *Map 4* as accessible to the public are to be properly landscaped, completed and opened by the developer for full public access. These areas include the *glacis* area in front of the Fort shown as Zone I, the small piazza north of the Ex-Military Barracks building shown as Zone C, Zone H and the public spaces in Zones A and D. Tree planting is required for Zone C. In addition, the developer is to provide a management scheme for all landscaped open spaces that will ensure their proper maintenance after the project is completed and is in operation.

Sustainable Design and Energy Efficiency in New Building

- 6.40 All new buildings should incorporate energy conservation features such as solar power and heating, efficient heating and cooling systems, secondary water use through the incorporation of water collection and storage facilities as well as solid waste management and disposal installations. Furthermore, the actual design of the buildings is to follow sustainable energy conservation principles, and the developer will be required to provide MEPA with an Environmental Management Plan highlighting the measures to be taken in the development to ensure the attainment of the above requirements.

Underground Development

- 6.41 Underground development is permitted in the areas marked A, C and E as indicated on Map 4. Underground development in Zone E is to be in accordance with Paras. 6.3 (b) and 6.3 (f). It is emphasized that the maximum floorspace threshold of about 70,112 sqm does not include car parking areas to be included in Zones A and C only, storage areas and servicing areas (e.g. the sub-station that is to be relocated as per Para. 6.33). However, if any of the uses that are permitted under Paras. 6.2 and 6.3 of the Development Brief are to be located underground, these will still form part of the 70,112 sqm threshold and therefore will be calculated as forming part of the overall permissible floorspace.

7.0 Submission Requirements

General Requirements

7.1 Submission requirements for the assessment of proposals comprise three stages, as follows:

- Stage 1 is the selection of the preferred developer by Government. This will be based solely on financial considerations.
- This process falls outside the remit of the Malta Environment and Planning Authority and therefore this Brief provides no guidance in this respect.
- The planning objectives, framework and guidelines set out in this Development Brief establish the basis on which all planning decisions will be made. No material variation from the Brief's parameters will be permitted at a later stage.
- Stage 2 requirements are compulsory and should be achieved to the satisfaction of the Malta Environment and Planning Authority, prior to the granting of any outline planning permission.
- Stage 3 requirements are obligatory for the evaluation of the full development application.

Stage Two – Requirements for Outline Development Application

7.2 It is envisaged that an outline development permit will be issued for all the site for which the tender has been issued, after which full development permits for different parts of the site may be issued. The following requirements set the framework for the determination of the outline planning application, and the more detailed work and discussions within Stage 3. Therefore Stage 2 requirements shall include the following aspects:

- A written general statement (not more than 35 A4 pages) giving a clear and concise description of the development concept, including a comprehensive schedule of land use/space provisions, the mix of uses, construction and operation employment levels by category, and how it complies with the requirements in

the Development Brief as per Chapter 6 above and other relevant planning policies, together with a description of each facility of the project and a schedule of all space allocations (in square metres).

- Overall scheme plans (Scale 1 : 200) showing broad site levels, range of land-uses, buildings, parking facilities (with capacities), landscaping and the allocated construction space requirements.
- Design proposals for the vehicle car park/s, servicing requirements together with landscaping.
- Elevations of the whole development (Scale 1: 200) demonstrating broad design concepts, showing the relationship of the proposed development to the nearby buildings and to recognisable site features including the ex-Military Barracks building and Fort Cambridge.
- Section through the site (north-south through the Fort), illustrating the relationship of the building heights to the coast; and, two sections (west-east) one through Zones F and E and another along the length of Zones B and A.
- Four photomontages to be taken from St. Elmo, Valletta; Triq L-Assedju il-Kbir, Valletta; Manoel Island Bridge and from the sea about 2 kms due northeast of the site. The exact points are to be determined in consultation with MEPA. These photomontages are to incorporate the skyline of the Tigne' peninsula including all approved tall structures. The photos are to be taken through a normal lens subtending a field of view of around 45 degrees. Moreover, they should be presented on A4 sized prints.
- The developer will be required to prepare a detailed Project Description Statement which includes evaluation of likely impacts, in which case MEPA may waive the requirement to prepare an environmental planning statement for the development, in accordance to L. N. 204/01 Part II, Section 3 (8) on Environmental Impact Assessments;
- A Traffic Impact Statement (TIS) will be required in accordance with the relevant terms of reference provided by MEPA.

- A full method statement indicating all heritage conservation interventions.
- The preparation of an Environmental Management Plan (EMP) detailing proposals for energy saving and efficiency. The EMP is to include efficient use of resources including energy and water, environmentally sensitive construction methods and waste management.

Stage Three – Requirements for Full Development Application

7.3 Stage 3 requirements are as follows:

- Existing site survey with levels. Scale 1:500.
- Proposed site layout, including any new site levels and all proposed land uses. Scale 1:500.
- Composite overall scheme plans showing levels, building, landscaping, vehicle parking facilities, utilities, servicing arrangements and the proposed phasing and construction space requirements. Scale 1:1000.
- Plans, elevations and sections of the proposed new buildings and those structures to be rehabilitated. Scale 1:200.
- Axonometrics at a Scale of 1:500 or good quality computer model printout of proposals shown from at least three important viewpoints.
- Block model of proposals. Scale 1:200.
- Detailed proposals for landscaping and maintenance, new planting (with species and number), earth mounding, hard landscaping, street furniture and lighting. Scale 1:200.
- Schedule of materials, colours and textures of all external finishes and hard landscaping works, and how these will be employed.
- Schedule of floor space by type of land use.

7.4 The following details are required as regards the operational and management aspects of the proposed project:

- An Environmental Management Plan (EMP) detailing proposals for the treatment of sewage, waste, water, and for energy saving proposals. The EMP is to demonstrate how the actual design of the buildings shall follow sustainable energy conservation principles, and shall highlight the measures to be taken in the development to ensure the attainment of the above requirements.
- The predicted requirements of water, electricity, communications and sewerage systems and the likely impact on the existing networks. The location of proposed site utilities layout including connection to the existing public networks (Scale 1:1000), and proof of negotiations with the relevant utilities organizations.
- Details on emergency arrangements for all land uses covered by the Brief.

Proposed construction management plan including details of:

1. Information on site excavations and the sites for construction and waste disposal,
2. The siting and works required for utility provisions,
3. Temporary access roads, all construction access points and proposals for maintaining pedestrian and vehicular access,
4. Underground structures, storage areas for plant and materials, location of any cranes used in construction.
5. Phasing of all of the above with consideration being given to the tourism peak months.

7.5 A statement explaining proposals and demonstrating compliance with the requirements of this Brief should also be presented. Furthermore, the developer may be required to provide additional information by the competent authorities, concerning any other aspects covered by this Brief.

Appendix A: Relevant Structure Plan and Local Plan Policies

Structure Plan (SP) Policies

The Development Brief adheres to MEPA's '**Structure Plan for the Maltese Islands' (1990)** document. The Brief follows the strategic approach of encouraging redevelopment in areas containing urban fabric of conservation value. In this manner, the Brief promotes sustainable development through reuse of the existing Hotel area and achieves higher urban environmental standards through the rehabilitation of the Fort Cambridge area historical assets. In other words the Brief's strategy is effectively geared towards redevelopment and rehabilitation, thus economic development and environmental improvement.

The following is a list of **Structure Plan Policies** relevant to the Brief:

Settlements

SP Policy SET1: The Brief follows this Policy by encouraging continuing development, including rehabilitation and redevelopment, within the existing built-up areas.

SP Policy SET2: The Brief also considers residential development in this site.

SP Policy SET 7: The Brief considers both Local Employment (para. 2) through job creation opportunities arising from the Hotel, Research Establishment and High Value Corporate Quality Office land uses and additional housing development.

Built Environment

SP Policy BEN 1: The Brief follows this Policy by creating an effective buffer area to protect residential amenity between the adjacent residences to the south and west of the site and the new redevelopment. This is achieved through landscaped buffer cordons, a new piazza and also the retention and conservation of the ex-Military Barracks building and rehabilitation of Fort Cambridge.

SP Policy BEN 2: The Brief follows this Policy by considering only land uses that are compatible with the surrounding heritage and environmental characteristics of planned adjacent uses and maintaining the good visual integrity of the area especially local and long views of the Fort and ex-Military Barracks building. The Brief requires that new development is of good urban design.

SP Policy BEN 8: Following approval of the Brief, the development planning application for this area will include an outline and full development planning application stage.

SP Policy BEN 9: The redevelopment is to provide a full management plan and timing schedule of all works to avoid disturbance and nuisance especially during the tourism peak months.

SP Policy BEN 12: MEPA requires a Project Description Statement for the Site.

SP Policy BEN 15: The Brief also requires that all development follows MEPA's planning policies and guidance including the 'Access For All' Planning Guidance and requirements and also the provision of proper transport and pedestrian access for the Site.

SP Policy BEN 17: The Brief covers the need for hard and soft landscaping within and around the Site.

Housing

SP Policy HOU 1: The Brief also considers residential development.

Tourism and Recreation

The Brief emphasises as a priority the reuse of the site as a hotel. The Brief follows the Structure Plan strategy whereby tourism is considered as a major factor in the economic well being of the country and its maintenance and further development must be supported. Sliema, including Tigne', is considered as a specific tourism area and redevelopment of this area for tourism purposes will ensure the upgrading of the tourist product through a rehabilitated heritage site.

SP Policy TOU 4: The Brief promotes reuse as hotel accommodation within this site in Sliema.

SP Policy TOU 6: The Brief fulfils part of the requirements of this Policy regarding the formulation of development briefs for the Tigne' Fort/Dragnet Point area (para 3).

SP Policy TOU 11: This Policy is particularly relevant to the Brief area. The Policy seeks to ensure that cooperation is achieved between government (the land owner) and relevant public and private sector agencies to ensure that the heritage in the area is made more accessible and interesting to tourists. The area contains Fort Cambridge

and an ex-Military Barracks building of historical and architectural interest.

SP Policy REC 2: The Site contains a number of recreational facilities including a swimming pool area.

SP Policy REC 3: The Brief covers the provision of a number of open space areas both public and private. A landscaping scheme is required for these sites.

Transport

Regarding Transport, the Structure Plan clearly establishes that all new development needs to integrate well with the transport needs of the area for redevelopment to be sustainable.

SP Policy TRA 2: MEPA requires a Traffic Impact Statement (TIS) for the Site.

SP Policy TRA 4: The Brief notes that development is to follow MEPA's vehicle parking requirements as defined in Appendix B: Parking Standards Requirements.

Conservation

The Structure Plan notes that Malta has an exceptionally rich heritage that needs to be promoted. The Tigne' area in particular contains important heritage assets dating from the late Knights of St. John Period (Fort Tigne') to the British Period (Fort Cambridge and the Garden Battery). These assets need to be well integrated into redevelopment plans for the area. This heritage was largely neglected or altered through accretions and inappropriate additions in the past. The Brief follows a strategy of addressing this damage by promoted visually the existing heritage assets for tourism and local purposes. An integrated approach is needed whereby all the historical assets of the area are presented as one connected heritage trail that is from Fort Cambridge within the site to the Garden Battery and Fort Tigne' as indicated in the General Policy Map1 of the Brief.

SP Policy UCO 3: The area in question is observed as an integral part of the Harbour Fortifications heritage system that is indicated in the Structure Plan as a Conservation and Improvement Area.

SP Policy UCO 5: The Brief stipulates clearly that all accretions and inappropriate buildings that have been constructed within the Fort and in its surrounding outer works are to be wherever possible removed including the restaurant building on the Fort ramparts to restore the Fort

to its original setting and character including its low lying military design.

SP Policy UCO 6: The Brief follows the strategy of preserving and enhancing all buildings and spaces of historical interest.

SP Policy UCO 11: The Policy states that development may be permitted in historical heritage where this would preserve the asset.

SP Policy UCO 12: The Brief follows this approach by requiring access improvements, landscaping and maintenance of the heritage assets and their surroundings.

SP Policy UCO 13/16: The Brief requires the sustainable redevelopment and promotion of the site.

SP Policy ARC 3: The Brief notes that in the area where the Garden Battery (as observed from site plans) links with Fort Cambridge at Zone H, there is an overriding case for further investigation to the satisfaction of MEPA prior to any further changes or reuse of this area.

North Harbours Local Plan (NHLP) Policies

The Development Brief also adheres to the NHLP policies as the Development Brief Site forms part of the Sliema locality within this Plan. However it is noted that the Local Plan policies are still subject to MEPA Board approval and government endorsement.

NHLP General Policies

Settlements

Policy NHSE04: The Brief introduces a number of soft landscaping scheme requirements in the Brief area including the implementation of a small, new landscaped piazza to improve the residential amenity and act as a buffer area between the residents and new development.

Policy NHSE06: The Brief safeguards the long distance strategic views of Fort Cambridge.

Policy NHSE07: The Brief safeguards the local views of Fort Cambridge and the ex-Military Barracks building as a landmark building.

Policy NHSE12: The Brief promotes the reuse of the Fort and ex-Military Barracks building, however reuse of the former is to include rehabilitation and the removal of accretions.

Transport

Of particular relevance are the NHP Transport General Policies relevant to the site that are indicated as follows:

Policy NHTR13: The Brief ensures traffic calming measures and reduced impacts on residential areas by integrating the development with the Sliema Transport Strategy for a new route planned for Tigne' (part underground tunnel as per Map 6). The underground route links to Triq ix-Xatt ta' Qui-Si-Sana.

Policy NHTR15: The Brief notes the need for the implementation of strategic car parks at Chalet and Qui-Si-Sana as per Development Briefs for these areas.

Policy NHTR17: Resident Parking Zones are planned for a number of residential streets adjacent to this site.

Conservation

Policy NHCV04: The area (Zone H) where the Garden Battery is likely to have connected to Fort Cambridge is to be investigated and documented further. This area would classify as a Grade E site since it is indicated on existing plans for the area, but is not as yet investigated and visible. All investigations are to take place by a competent person/s to the satisfaction of MEPA and all relevant agencies. The area is to remain zoned as open space and the connection to the Battery established if the investigations verify the link.

Tourism

Policy NHTO01: This Policy supports the upgrading of Tourist Establishments subject to conditions.

NHLP Area Policies for Sliema

Policy NHSJ01: The Brief ensures that traffic management measures are implemented to reduce car domination along the waterfront including at Qui-Si-Sana and improving conditions for pedestrians and cyclists as well as pedestrian crossings.

Policy NHSJ02: Resident Parking Zones are planned for most streets adjacent to this site. The road separating the Tigne' Point Development

Project and the Brief Site to the east of the site is planned as a fully pedestrian road.

Policy NHSJ03: Strategic Public Car Parks are planned for Qui-Si-Sana and Chalet areas as per development briefs for these areas.

These policies guide the overall approach followed by the Development Brief.

Appendix B: Parking Requirements

DEVELOPMENT

CAR PARKING STANDARDS

Residential

2 spaces per unit with 3 bedrooms or more; 1 space for smaller units

Hotel

1 per Resident Staff
0.33 per Non-Resident Staff
0.2 per Guest Bedroom

Restaurant/Cafeteria

5.0 customer spaces per 50sqm

Educational Uses

MEPA will give guidance on the requirements based on the scale of this proposed land-use and the outcome of the Traffic Impact Statement (TIS)

Office

Operational parking only

Retail

1 space per 50 sq. m

Any future amendments to the above standard provision will apply in their stead.