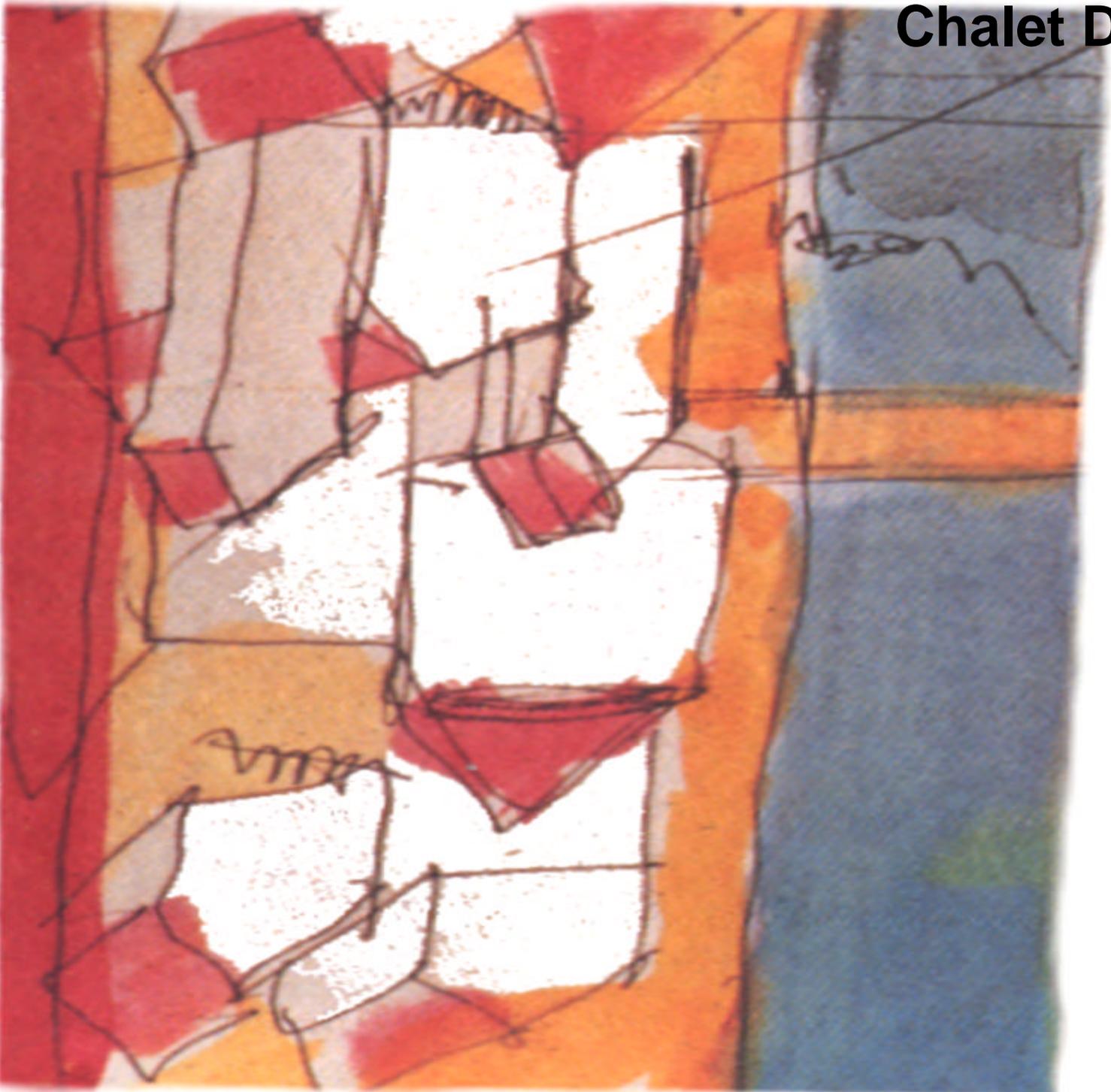
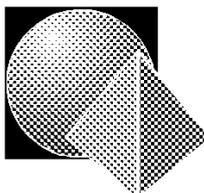


Chalet Development Brief

december 2000



CHALET DEVELOPMENT BRIEF



AWTORITÀ TA' L-IPPJANAR
PLANNING AUTHORITY

APPROVED DOCUMENT

5th December 2000

CONTENTS		
		Page
1.0	Introduction	2
2.0	Site Description	3
3.0	Planning Objectives	5
4.0	Policy Context	6
5.0	Planning Requirements	8
5.1	Land-Uses	8
5.2	Design & Environmental Considerations	8
6.0	Circulation, Car-Parking and Servicing	11
7.0	Project Management and Phasing of Works	12
8.0	Submission Requirements	13

LIST OF FIGURES		
Figure 1	Regional context	1 : 8000
Figure 2	Chalet Development Site	1 : 5000
Figure 3	Site in Context of Draft Local Plan Policies	1 : 1000

1.0 INTRODUCTION

PURPOSE AND SCOPE OF THE BRIEF

- 1.1 This development brief is intended to provide a comprehensive design and planning framework for the redevelopment of the Chalet area along the Sliema promenade. The brief outlines the boundaries of the proposed development area, permissible land-uses, planning policy context, design guidelines, transportation issues, aspects relating to project management and phasing of construction works and the submission requirements. Submissions to the brief can be made separately for the car park under the promenade and for the chalet structure itself, though preferably the development is carried out as a single proposal.
- 1.2 The Chalet occupies a strategic position along that segment of the Sliema promenade in the vicinity of Ghar id-Dud. The chalet was built on a reef projecting out from the shoreline. The structure was completed in 1926 to the design of the British architect B.W. Cordwell. The two tier reinforced concrete structure was interpreted in the contemporary Neo-Liberty/Art Deco architectural style. The chalet at Ghar id-Dud was a popular rendezvous as an open air café and dance floor until the early 1960's when it was closed down due to severe deterioration which rendered the structure unsound.

Ever since its closure the platform structure support on concrete columns has suffered even further deterioration due to its highly vulnerable location exposed as it is to the elements. Today it is a derelict remnant of a by-gone age and is an aesthetic eyesore.
- 1.3 Interest in repairing the structure was shown in the mid-1960's by a foreign company, but later submissions suggested that it should be demolished. A PAPB permit for the development of the Chalet into a "first class catering establishment" was issued in 1969 but the project never materialised. Another proposal for development into a commercial/recreational complex was made in the late 1980s.
- 1.4 The storm-battered skeletal chalet structure except for the concrete platform base is certainly not salvageable and would have to be pulled down to be replaced by a new contemporary structure.

2.0 SITE DESCRIPTION

CONTEXT

- 2.1 The site is located along the Sliema waterfront promenade in the area known as il-Bajja ta` Ghar id-Dud. (Refer to Figure 1). The boundaries of the site proposed to be developed extend along the promenade from the Fortizza boundary to the end of the Tower road promenade prior to turning to Qui-Si-Sana. The exact boundaries of the site are indicated in Figure 3.
- 2.2 The context of the site is a highly urbanised one with most buildings in the vicinity being of an average height of eight floors. Land-use is intensive and ranges from commercial/recreational at ground-floor level to residential on the upper floors. The quality of the architectural design in the environs is nondescript and speculative in character.
- 2.3 There are few scheduled historic buildings in the vicinity. At the northern boundary of the development brief zone, the nineteenth century Fortizza is of historical importance and is in reasonably good physical condition. It has recently been restored and is currently being used as a catering establishment.

The Chalet site itself has some historical significance primarily because of its original function, as an open air cafe and dance floor, and its nostalgic associations.

- 2.4 The site is highly exposed to the sea and prevailing winds being particularly vulnerable during north-easterly *grigal* storms with heavy sea spray reaching up to the level of the promenade.

THE SITE

- 2.5 The site comprises three major parts (refer to Figure 2)

1. the existing landscaped promenade (4627 sq. m.)
2. the natural rocky foreshore (1086 sq. m.)
3. the existing Chalet structure projecting from the foreshore (668 sq. m.)

The promenade area within the site is approximately two hundred and forty metres in length, thirty metres at its widest point and sixteen metres at its narrowest, with a total area of circa 4,627 square metres. The difference in level between the promenade and the sea is circa eight metres. Area beneath promenade and road is 5,444 square metres.

The coastline is highly irregular along this stretch and rises sharply from sea level to the promenade. The stretch of foreshore between Fortizza and the Chalet structure is natural rock. The area to the south of the Chalet up to Qui-si-Sana corner is largely a retaining sea-wall. A network of natural caves is known to extend beneath the promenade and open to the sea. The two larger caves are known as Ghar il-

Lembi and Gar id-Dud. The rocky beach is used for bathing although access from the promenade is restricted and the rocks drop quite steeply to the sea. There is a water polo pitch below the Fortizza and this part of the shore is more frequently used.

- 2.6 The footprint of the existing Chalet structure is approximately forty one metres in length by sixteen metres wide. It has a superficial footprint area of approximately 668 square metres..

3.0 PLANNING OBJECTIVES

3.1 The purpose of the Development Brief is to provide planning guidelines for the appropriate development of the site within the policy framework of the Structure Plan for the Maltese Islands (1992) and the Draft North Harbours Local Plan. The main planning objectives of the brief are as follows:

- To redevelop the Chalet site into a thriving recreational/leisure facility which would further enhance the popular appeal of the Ghar id-Dud promenade.
- To utilise the area underneath the promenade as a car-park in order to further alleviate the parking problem in Sliema in line with the traffic management strategy as outlined in the draft North Harbours Local Plan.
- To embellish the promenade with a comprehensive landscaping scheme complete with street furniture and seating areas.
- To maximise the potential of the development brief area and to provide the private sector with an investment opportunity within a prime site location.
- To retain the existing foreshore in public ownership with unrestricted and free public access and use; and to ensure that it is not encroached upon and that it is preserved in its natural state.

4.0 POLICY CONTEXT

- 4.1 The Structure Plan and North Harbours Local Plan currently being drafted provide the policy context for this Development Brief.. The location and nature of the site make various policies in the plan applicable.
- 4.2 The policies relevant to the site are those specifically related to Recreation and Coastal Zone Management, as well as the general policies on the Built Environment, Traffic and Parking.
- 4.3 The policies considered to be specifically related to the site are as follows:
- SET 1 which states that encouragement will be given to continuing development, including rehabilitation and redevelopment, within existing built-up areas as defined in the Structure Plan as long as such development does not infringe Policies BEN 1, 2, and 3.
 - REC 3 which states that in order to make the best use of existing recreational land and in particular the major open spaces area, Government will prepare and implement management schemes for publicly owned spaces and water areas. The Authority will also give advice and encouragement to other agencies and land owners to prepare and implement similar management schemes. Such schemes should improve the range, type and quality of facilities and their accessibility.
 - CZM 3 which deals with the use and management of the coastal zone and states that access around the coastline immediately adjacent to the sea will be secured.
- 4.4 General policies regarding the built environment are BEN 1, BEN 2 and BEN 3 which provide guidelines regarding appropriate uses and the design of projects within built-up areas. Policy BEN 17 requires that development permit applications shall include proposals for hard and soft landscaping, and measures by which their maintenance will be undertaken.
- 4.5 The general objective of the Structure Plan regarding transport is aimed at co-ordinating transport and land-use, controlling the sort of developments which take place and their relationship to the road networks, and ensuring that adequate parking provision is made in new development. Policy TRA 4 sets out the parking standards required for new developments (details are provided of these in the Explanatory Memorandum); and Policy PTR 9 requires that waiting conditions and shelters at bus stops be improved.
- 4.6 One of the main objectives of the draft North Harbours Local Plan will be to encourage private sector investment in retailing on a regional hierarchy of existing and planned Primary and Secondary Town Centres. Sliema is identified as a 'Primary Town Centre' due to its large regional catchment area. The boundary for this designated town centre is shown in Fig. 3. One of the main objectives of the draft Local Plan is to encourage private sector investment, major retail uses and suitable employment uses within this and other identified town centres. Initiatives

to improve traffic management, accessibility by public transport and the quality of the public realm in these centres are also outlined within the draft Local Plan.

- 4.7 Within the context of the draft North Harbours Local Plan's strategy for town centres, major retail/commercial land uses on this site would be inappropriate. The draft Local Plan encourages the use of the Chalet Area for recreational and leisure facilities combined with a public parking facility. These uses complement the draft Local Plans planning/transport strategy which is to improve enjoyment of the waterfront and encourage public parking provision for town centres.
- 4.8 The embellishment of the promenade and its relationship to the proposed redevelopment of the Chalet structure is of paramount importance.

5.0 PLANNING REQUIREMENTS

5.1 LAND USES

- 5.1.1 The strategic location of the site, its coastal location and the highly urbanised surrounding context are important considerations in determining the proposed land-uses.
- 5.1.2 The redevelopment of the Chalet structure should provide for facilities primarily entertainment and recreational in character. The facility could accommodate indoor/outdoor cafes, restaurant, bar, dance-floor area, etc. The possibility of having a small tourist information bureau may also be considered. Other possible uses would include a health and fitness centre, a sauna/health club and other water related uses. Extensive retail/commercial outlets would not be acceptable. The proposed scheme should come up with a balanced and sustainable land-use mix and the developer should be careful not to overdevelop the site beyond its capacity.
- 5.1.3 The space below the existing pavement is to be used as a car-park. Up to 5% of the floor area created under the existent promenade can be used for facilities ancillary to the Chalet uses. Provision should be made for adequate ventilation and fire exits. The entrance and exit access points should be carefully considered in relation to the whole scheme particularly to landscaping proposal.
- 5.1.4 Considerable segments of the shoreline are restricted in width. No concrete paths and/or platforms will be permitted to be constructed along the foreshore.

5.2 DESIGN & ENVIRONMENTAL CONSIDERATIONS

General Design Concepts

- 5.2.1 The redevelopment on the former Chalet footprint should be a distinctive building demonstrating excellence in architectural design. The building will undoubtedly serve as a main landmark along the Sliema promenade and should be treated as such. The building may utilise modern materials which are suitable to the context of the site being as it is highly exposed to the elements. The building on the Chalet site should be well-proportioned in scale and its main building envelope should not be higher than 3.3 metres from the level of the promenade (new footprint to be not more than 30% of the existing footprint at promenade level depending on the design which would have least deleterious impact on/of views). Any servicing structures above promenade level should be limited in size.
- 5.2.2 Existing views of the sea from along the promenade must not be interrupted. so as to maintain the panoramic vistas from the promenade. Also, the vista to the Fortizza from the junction of Tower Road and Qui-Si-Sana must be retained.
- 5.2.3 In view of the vulnerability of the site to the elements particularly its exposure to the north-east winds and swell any engineering works to mitigate such effects must be sensitively designed and cause the minimal environmental impact on the marine environment as well as the surrounding landscape. Any structures on the coast would require protection, as attested by the waterpolo pitch in the vicinity which has been damaged on several occasions by wave action. Rubble-mound defence

works are not acceptable and alternative methods would have to be utilised. The developer must submit adequate engineering studies with the detailed designs to demonstrate the efficiency of such works. Such structures should relate exclusively to inclement weather protection and not to creation of other facilities (e.g. marinas).

5.2.4 A high level of design quality, detailing and construction finish should be achieved throughout all phases of construction. Project management is imperative so as to ensure that the quality of construction works conforms to the highest standards and finishes according to approved designs and specifications.

5.2.5 Proposals for any advertisement signs should be included within the design scheme and should not unduly interfere with the panoramic views from the promenade.

Specific Design Guidelines

5.2.6 The proposed redevelopment should not ideally extend beyond the existing footprint of the Chalet structure however a maximum increase of up to 150 square metres would be allowed if there is sound justification as to its need. The design should take into account the existing landscape and should enhance the recreational value of the promenade.

5.2.7 The present promenade should be upgraded within the framework of a comprehensive landscaping scheme. The promenade should propose facilities which improve the general appearance and public amenities. A comprehensive landscaping scheme with details re. street furniture, seating, paving materials and soft landscaping should be prepared and would include information on the following:

- details on hard and soft landscaping according to established specifications;
- street furniture including seating, lighting, waste disposal facilities, drinking fountains etc;
- proposals should indicate the location of service points (plugin electricity, water, etc.) following embellishment.

As the promenade is very popular as the venue of the traditional 'passiggata', there should be a greater emphasis on hard landscaping particularly the paving material to be utilised. The extent of soft-landscaping in the form of permanent planters should not exceed 15% of the total superficial area. This does not include any temporary planters in the form of movable pots and plant boxes.

Proposed materials should show strong visual continuity with works proposed by the Works Division between Tigne` and Balluta Bay and any embellishment proposals forming part of the Qui-Si-Sana Development Brief.

- 5.2.8 The developer is to finish the development up to specifications (including structural loading requirements) by the Works Division so that the Division can then complete the embellishment of the promenade.
- 5.2.9 The natural rocky foreshore between the Chalet and the Fortizza, and between Chalet and Triq Qui-Si-Sana, must not in any way be developed or physically encroached upon. Furthermore the proposed development should not have an adverse effect on other recreational activities in the area itself, particularly diving and bathing.
- 5.2.10 The position of lift-shafts and stairwells, to the lower levels should be considered carefully, especially with regard to their visual impact at the promenade level. Mezzanine floors within the structure can be introduced to create additional floor-space.
- 5.2.11 Wave protection structures such as breakwaters within the bay will preferably not be permitted. Such structures should relate exclusively to protection and not used as commercial floor space. Where wave protection measures are essential to the viability of the project, such measures will only be considered following an Environmental Impact Assessment (EIA).

6.0 CIRCULATION, CAR PARKING & SERVICING

- 6.1 In order to minimise interruptions in the free flow of traffic on Tower Road, it is a requirement of the Brief that there be only one vehicular entrance and exit to the underground car park. It is desirable that the entrance to the car park be sited at the northern end of the development brief area close to the Fortizza. The exit from the car park should be designed in such a manner that it does not present a hazard with respect to traffic flow along Tower road. The entrance and exit to and from the car park should be independent of each other.
- 6.2 The underground car-park should have a capacity of circa 150-180 vehicles. Parking would take the form of a double loaded arrangement i.e. two rows of car-parking spaces. Ramps should have a gradient of not more than 1 in 8 and there should be a minimum clear headroom of 2.2 metres. The design of the car park should follow the design guidelines set out in PA circular 3/93: Traffic Access and Parking. The car park should also conform to established fire safety codes.
- 6.3 The developer is responsible for implementing and financing any road design improvements and upgrading in traffic junctions which would be directly affected by the project. The proposed scheme should clearly indicate such improvements.
- 6.4 Servicing of the development on the Chalet site should take place from within the underground car park within which space for service loading/unloading should be allocated. Parking bays should be clearly indicated as well as any service lifts and shafts.
- 6.5 Pedestrian access to the promenade should be safe, convenient and clearly identifiable. The pedestrian crossing should be clearly demarcated and well-lit during the evening.
- 6.6 A bus lay-by should be provided and bus shelter facilities for public transport uses should be improved. As both the Works Division and the Public Transport Authority are involved in improving public transport infrastructure, the developer should consult these agencies regarding design of such facilities to ensure conformity with overall plans for the area.
- 6.7 Following the final selection of the proposed project the developer must consult the Transport Planning Unit within the Planning Authority and the Public Transport Authority regarding the transportation impacts of the project. A Transport Impact Study will be one of the requirements of a full development application for the selected scheme.
- 6.8 Access to existing legal foreshore uses shall not be curtailed by redevelopment of the Chalet structure, underground car park or redesign of the promenade.

7.0 PROJECT MANAGEMENT AND PHASING OF WORKS

- 7.1 Construction phasing must be coordinated so as to minimise disturbance to the surrounding commercial and residential areas and traffic flow. The impacts that ensuing construction works will have on the surrounding pedestrian and vehicular circulation should be clearly identified and remedial measures be adopted to minimise any adverse effects. A construction programme must be prepared and agreed upon with the Planning Authority prior to the commencement of any construction works. This programme should include full details of construction, access points, storage areas for materials and plant, and workers' accommodation, site management offices and a detailed construction phasing programme with time-scales. This programme must be submitted for approval, prior to the commencement of any construction works, and will be conditioned with financial bonds to ensure adherence.
- 7.2 The developer has to provide information relating to pedestrian safety measures during the course of works, traffic routes of construction vehicles, and location and parking of construction equipment.
- 7.3 It is ideal that any excavation works and the construction of the underground car-park commence in autumn/winter season and that these works be completed prior to the summer months.
- 7.4 Pedestrian access along part of the promenade from Fortizza to Qui-Si-Sana should be retained throughout the construction period by means of a two metre wide pavement and the site should be hoarded during construction.
- 7.5 All debris and other waste material must be immediately removed from the site to a controlled or approved tipping location. Under no circumstances will debris or other material be allowed to be stored even temporarily on the promenade.

8.0 SUBMISSION REQUIREMENTS

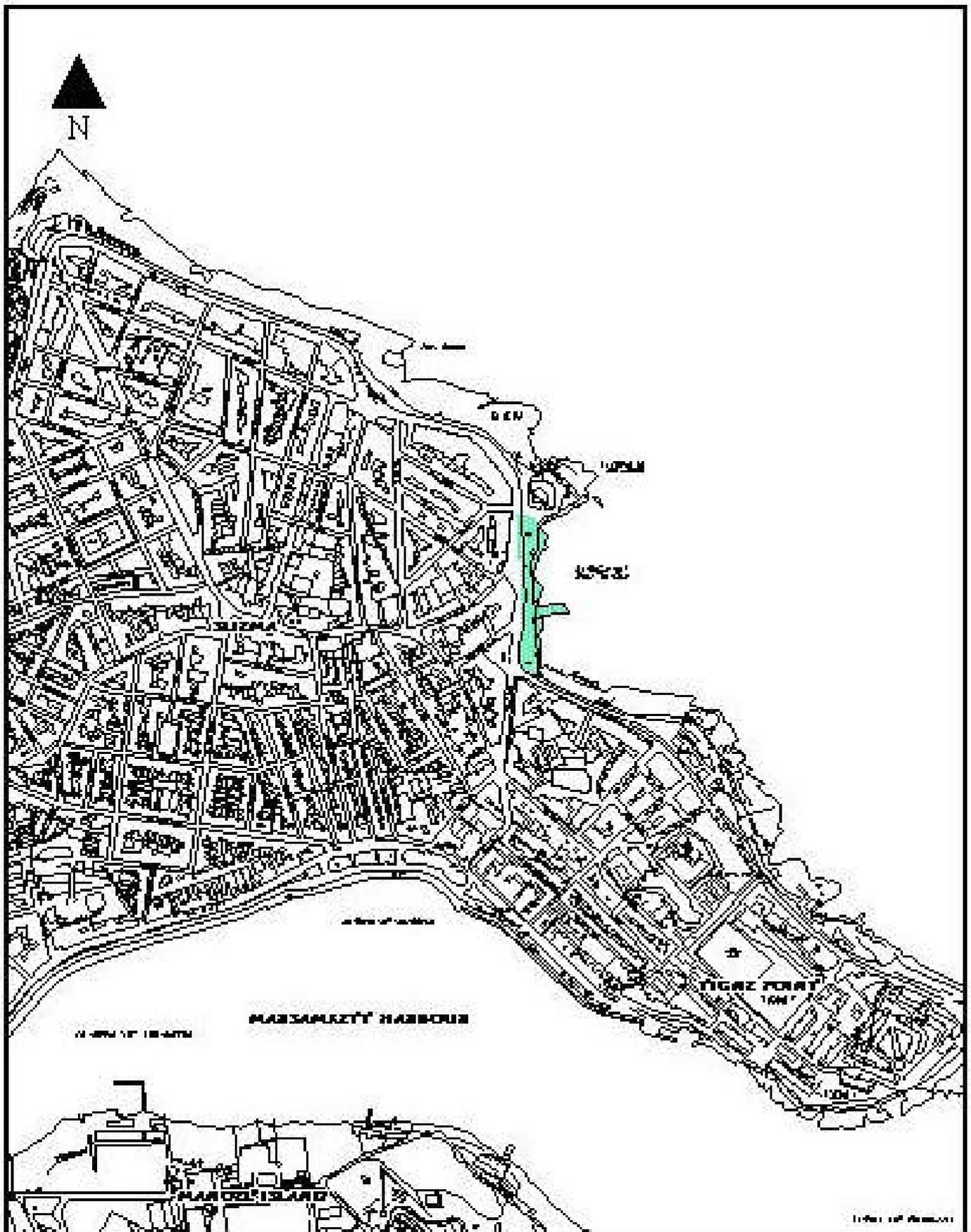
8.1 The planning requirements for the submission of the proposal are as follows:

- General Statement (not more than 30 A4 pages) explaining the proposals and providing a schedule of land use/space provision and demonstrating compliance with the requirements of this Development Brief.
- Overall scheme plans at all floor levels indicating site levels, relationship of the development to the road network, proposed land-uses, buildings/structures, pedestrian areas, landscaping of promenade etc. Scale 1:200
- Plans of the underground car park with full details of entrance/exit to car-park, ramps, ventilation shafts, location of fire escapes, delineation of parking bays etc. Scale 1:200.
- Plans of promenade and relationship to road network indicating any amendments to existing road design with specific reference to car park entrance and exit; car-flow directions and any road/junctions improvements. Scale 1:200
- Plans, elevations and sections of proposed development. Scale 1: 100.
- Artist's impressions of the proposed scheme
- Report on engineering works for sea defence and any special provisions to mitigate the effects of exposure to the elements.
- Detailed proposals for landscaping of promenade. Scale 1:200.
- Schedule of materials for car-park, chalet structure and promenade landscaping.
- Proposed site utilities layout, including connections to public networks.
- Proposed phasing including buildings, uses and areas within each phase, phasing order and timing of each phase and construction management plan.
- Photomontage of development project from strategic locations.
- Block model of project showing urban context and road network.

8.2 The above mentioned requirements are related to planning and architectural design issues. Additional information would also be required as specified in the tender documents.

8.3 Any eventual development permission will have a relationship to conditions emanating from an eventual contract. It will also include financial bonds in relation to and within the scope of the provisions of the Development Brief.

Last Updated 5th December 2000



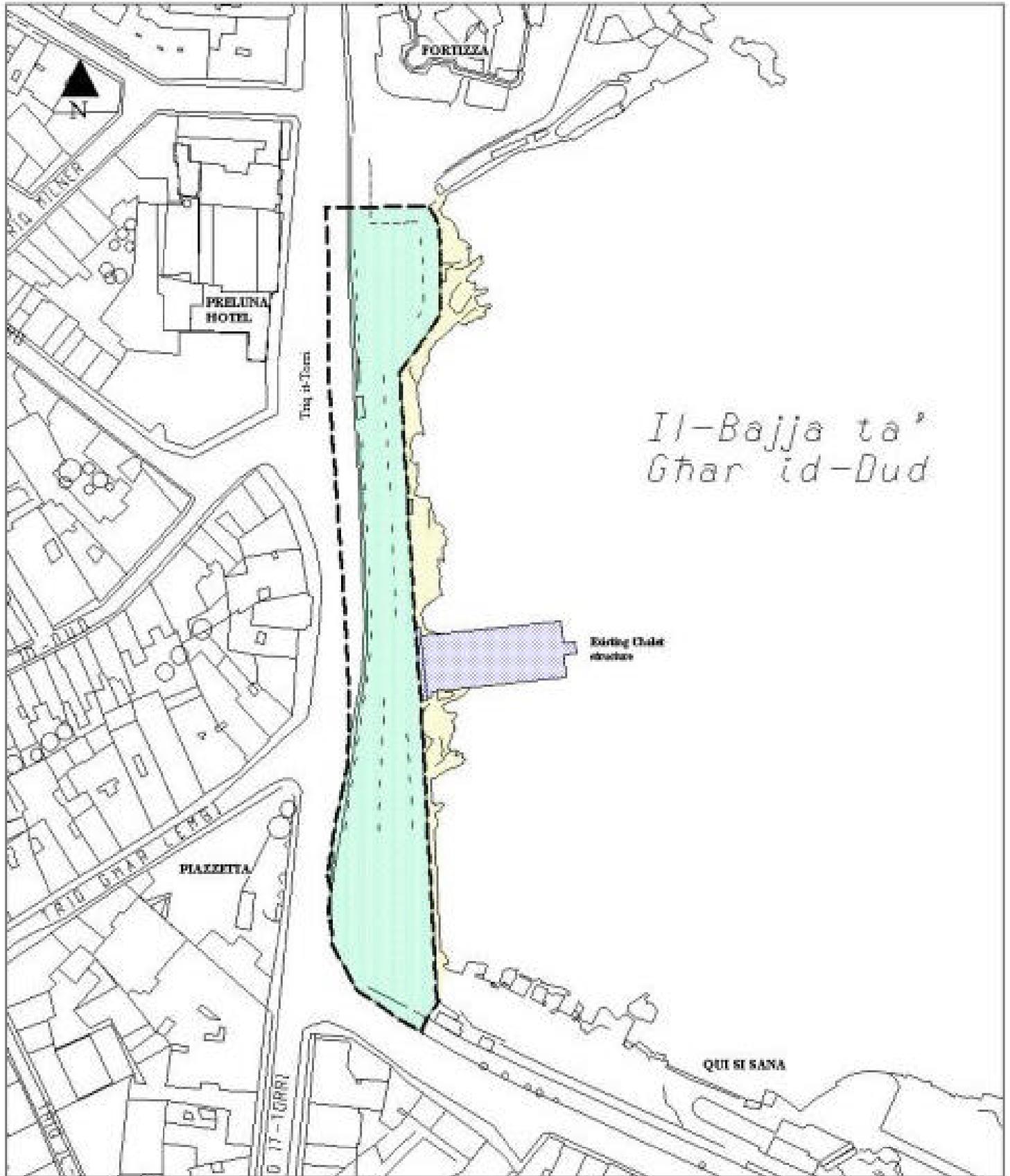
Key

 Chatham Development Project

Regional Context

Scale :	Date :	Figure :
1:8,000	November 2000	1
INDICATIVE ONLY		
Not to be used for direct interpretation		

Data Maps - 1999 Survey Data
Copyright Mapping Box, Planning Authority



Il-Bajja ta' Ghar id-Dud

Existing Chalet structure

QUT SI SANA

CHALET DEVELOPMENT BRIEF		Chalet Development Site	
Key	<ul style="list-style-type: none"> Upgrading of Promenade Footpaths 	<ul style="list-style-type: none"> Proposed Maximum Extent of Underground Car Park (Partially Under Street Level) Chalet Structure - Entertainment Use to be retained within existing footprint (80 - 40 % at promenade level) (850 sq m interpolated from 1:1000 base map) 	<p>Scale: 1:1000</p> <p>Date: November 2000</p> <p>FIGURE ONLY This is not for direct reproduction</p> <p>Site Map - 1000 Scale Copyright © by The Planning Authority</p>
			Figure: 2

