

**2012 Revisions to the  
2006 Ta' Qali Action Plan**

**Approved**

**August 2012**



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## **1.0 Introduction**

- 1.1 This report describes the partial review of the Ta' Qali Action Plan approved in 2006 which is necessary to take into account Government's request to amend the Plan.
- 1.2 The approved Action Plan designated a site for a Convention and Exhibition Centre. A design proposal for this facility was submitted in 2007 but, following prolonged discussions between MEPA and the applicant, considerable difficulties have emerged in the attempts to accommodate the operational needs of such a facility on the indicated site without creating a significant visual impact. The Action Plan of 2006 needs to be revised to address this situation.
- 1.3 The objectives of the review are:
  - a) to consider the retention of the fairs and exhibition facilities on the site of the existing convention centre (site covered by policies NWTQ 35 and NWTQ 55 of the Action Plan);
  - b) to evaluate, and amend accordingly, in consultation with the relevant entities, policies related to the National Recreation Centre, so as to address those issues that might arise as a result of any changes required to implement objective (a);
  - c) to consider the possibility of upgrading the environs of the National Stadium in order to address the state of neglect of parts of this area and to facilitate its public enjoyment;
  - d) to revise policy NWTQ 36 of the Action Plan and propose an alternative use that is compatible with the character of the Ta' Qali National Recreational Centre.
- 1.4 The objectives were published on the 27<sup>th</sup> October 2010 and representations from the public were invited until the 11<sup>th</sup> November 2010. The first stage

consultation generated a total of 15 submissions which were taken into account in the drafting of the revised policies.

1.5 The revisions were published for consultation on the 30<sup>th</sup> March 2012 and a period of six weeks, up to the 7<sup>th</sup> of May, was allowed for the submission of representations from the public. A public meeting was also held at the MEPA offices on the 17<sup>th</sup> of April 2012 to provide further opportunity for discussion with the stakeholders and any other interested parties. Seven submissions were received by the closing date of this second stage consultation and a summary with MEPA responses is included as an appendix with this report. Points raised during the public meeting are also included in the appendix. The specific sites relevant to the public submissions are shown on Figure B. Policies NWTQ 36, NWTQ 47, NWTQ 53 and NWTQ 54 were revised as a result of the public submissions received.

1.6 The proposed revisions will affect the following policies in the 2006 Ta' Qali Action Plan:

- (i) NWTQ 8 – Cycling
- (ii) NWTQ 9 - Athletics
- (iii) NWTQ 12 – Model Aircraft Flying
- (iv) NWTQ 13 – Motor racing
- (v) NWTQ 35 – Temporary Fairs
- (vi) NWTQ 36 – Site for Convention and Exhibition Centre
- (vii) NWTQ 44 – Height Limitations
- (viii) NWTQ 47 – New Link Road
- (ix) NWTQ 53 – Car Park Upgrading
- (x) NWTQ 54 – Stadium Car Parks - Western
- (xi) NWTQ 55 – Stadium Car Parks – North East
- (xii) NWTQ 58 – Traffic Calming

and the following maps:

- (i) Map 5 – Policy Map
- (ii) Map 6 – Strategy Map
- (iii) Map 10 – Height Limitations

(iv) Map 11 – Stadium Link Road

- 1.6 The draft revised and deleted policies are included in the following paragraphs and are highlighted in bold text followed by the supporting justification. A policy map (Figure A) is also attached with this report, the contents of which shall replace those in the maps quoted above. All other parts of the 2006 Ta' Qali Action Plan (text and maps) are proposed to remain unchanged.

## **2.0 Proposed Revisions to the Ta Qali Action Plan 2006.**

- 2.1 Policy NWTQ 8 proposing a cycling track has been integrated with policy NWTQ 9 regarding the provision of an athletics track following submissions from the Ministry for Resources and Rural Affairs to provide both facilities jointly.
- 2.2 Policy NWTQ 9 has been revised to include the provision of a combined jogging and cycling track and the indicative route shown on Policy Map 5 in the Action Plan (Figure A in this report) has taken on board submissions made by the Ministry for Resources and Rural Affairs.

### **NWTQ 9**

### **Cycling and Athletics**

**An indicative route is identified for a jogging/cycling track together with support facilities on Map 5. Changes to the indicated route can be undertaken through the submission of a development planning application or development notification according to current legislation.**

- 9.14 Cycling is potentially an important recreational activity in Malta, but expansion is severely inhibited by the limited road network, the physical condition of many roads, the number of vehicles and driver behaviour. A practical solution to this problem is to develop parks or cycleways where cycling can be practised and enjoyed without interference from motor traffic. Ta' Qali and its surrounding area present an ideal opportunity for this approach to be adopted. The three types of cycling identified at Ta' Qali; children under supervision, leisure riding and sport training, are provided for by the designation and protection of a circuit and practice areas, suitably protected from extraneous vehicle traffic. Leisure riding is also provided for in the Local Plan with Ta' Qali identified as an ideally located centre where cyclists could enjoy circular routes, using trails and secondary routes which already exist in the area
- 9.15 Athletics is a popular sport in Malta where a large numbers of young athletes and adults participate in the various disciplines, including in the Malta Marathon, and Half Marathon apart from the usual track and field meetings. Additionally large numbers practice running, sometimes even by the road side, just for the sole purpose of keeping fit.
- 9.17 The Action Plan indicates a provisional alignment for the jogging/cycling track to be introduced by the Ministry for Resources and Rural Affairs for use by the general public. This track could also be used for emergency access within the Recreational Park by emergency vehicles. Presently no such track exists meaning



that joggers and cyclists need to continuously compete with vehicles for the use of the roads. This is both unhealthy and unsafe for the pedestrians and cyclists.

- 2.3 Policy NWTQ 12 and Policy Map 5 have been revised to take into account submissions made by the Malta Model Aircraft Flying Association on the need for more land to improve the facilities for the enthusiasts of this sport. The designation, however, relates to radio controlled sports to allow a wider range of activities to occur on this site.

## **NWTQ 12**

## **Radio Controlled Sports**

**An area immediately adjacent to the south western boundary of the existing model aircraft flying enclosure, illustrated on Map 5 on the Action Plan, is allocated preferably for additional radio controlled sports or other compatible sports facilities. A landscape scheme is to be submitted and approved to mitigate the impact of any small scale ancillary structures required in conjunction with this facility, together with a programme of implementation and maintenance.**

- 9.23 The flying of model aircraft on the northwest end of the former runway adjacent to the periphery road attracts spectators who park on the highway. Space is required by the Malta Model Flying Association for additional flying facilities and this site of around 1ha may be considered for this use and to provide parking off road for spectators. The site is also suitable for other radio controlled sports. Careful control will be required to limit noise emission, and conditions will be attached to permits specifying maximum noise emission. In order to maintain the open character of the area, only small scale ancillary structures will be permitted.
- 2.4 Policy NWTQ13 and Policy Maps 5 and 6 have been revised to facilitate the implementation of the objectives of this Partial Review of the Action Plan to retain the Convention and Exhibition Centre on its current location permanently and to propose an alternative use for the land currently zoned for the Convention Centre. The proposed alternative use is for open air major impacts sports.

## **NWTQ 13**

## **Motor Racing**

**The area of land shown on Map 5 is indicated to accommodate Open Air Major Impact Sports and would need to be adequately landscaped especially at the perimeter. Part of the area would accommodate the relocated motor sports activity from the area within Ta' Qali which currently accommodates this activity. The area allocated for this effect should preferably not exceed 4 hectares and endeavours**

**should be undertaken to consider the possibility to actually reduce on this area to achieve a lower visual impact especially from longer distance views and reduce the take up of undeveloped land. Only essential structures would be considered and their design, scale and location should be integrated within the overall landscaping scheme for the site and seek to minimize visual impact. The rest of the area should preferably remain undeveloped. Only applications for the relocation of existing major impact motor sports from environmentally sensitive areas may be considered in this area and these will need to be tied to the actual discontinuation of these activities from environmentally sensitive areas.**

9.24 This site, which was formerly earmarked to accommodate the Conventions and Exhibition Centre and covering an area of 6.75ha is intended to accommodate the relocation of the existing motor sports activity which is necessary to facilitate the construction of the Fairs and Convention Centre. The landscaping scheme and conditions on the introduction of new necessary buildings are required as mitigation measures. Preferably the equivalent of the area currently occupied by Motor Sports at Ta' Qali should not be exceeded by the new facility. The rest of the larger area should preferably remain undeveloped. However, proposals for the relocation of existing major impact motor sports from environmentally sensitive areas outside the Ta' Qali Action Plan area may be considered in this area provided that such activity is discontinued from environmentally sensitive areas. In such cases attention should also be given to mitigation measures to address air quality and noise pollution issues arising from such sports.

2.5 Policy NWTQ 35 has been mostly deleted to facilitate the implementation of the objective of this Partial Review of the Action Plan to retain the Convention and Exhibition Centre on its current location permanently. The provisions of the policy regarding flea markets have been retained.

## **NWTQ 35**

## **Temporary Fairs**

**Temporary flea markets will be permitted on the two aircraft parking areas as shown in MAP 5.**

13.22 A flea market has been located at Ta' Qali at weekends and is acceptable as a temporary use provided that no permanent structures/buildings are erected. No precedent must be created for purely commercial/retail uses of the recreational areas.

2.6 Policy NWTQ 36 and Policy Maps 5 and 6 have been revised to implement the objective of this Partial Review of the Action Plan to retain the Convention and Exhibition Centre on its current location permanently. The current policy allocated

a much larger site for a greatly improved Conventions and Exhibitions Centre with appreciable areas for landscaped open spaces, open air activities and additional car parking provision. Hence there was a need to expand the land area allocated for the temporary fairs in the 2006 Action Plan to enable an improvement to the quality of the new Convention and Exhibition Centre and its immediate surroundings. This was achieved by the designation of the site occupied by the motors sports facility for the Convention Centre and relocating the sports use to another site (see revised policy NWTQ 13).

- 2.7 The revised policy NWTQ 36 includes criteria aimed at limiting the overall height and site coverage of new buildings and requiring the provision of car parking facilities on site. The revised criteria have reduced the scale of built up structures to around 22,000sqm (4,000sqm less than previously permitted) but has increased the allowable height from 10m to 15m above ground level. It is considered that within this policy framework a prestigious facility can still be provided without creating an unacceptable impact on the surroundings and long distance views. The policy also makes provision for the provision of sports related facilities within the site allocated for the Convention and Exhibition Centre.

## **NWTQ 36**

### **Site for Convention and Exhibition Centre**

**An area of land has been allocated for the development of a Convention and Exhibition Centre illustrated on Map 5 and Map 11 subject to the following criteria:**

- 
- i. Any building on this site should accommodate the following uses: multi-purpose halls (exhibitions, sports/arts/culture venues), convention centre, supporting amenities to these two main uses (such as offices, catering, storage, plant and equipment) provided the total built footprint does not exceed 32% of the site. No temporary or permanent residential accommodation shall be permitted;**
  - ii. a high standard of urban design and architecture, layout and use of materials is achieved. All proposed buildings of the new Convention and Exhibition Centre should seek to reduce the visual impact of the structures when viewed from Mdina. At the development application stage, detailed studies and photomontages should be submitted in order to undertake a detailed analysis of the visual impact of the structures ;**

- iii. **maximum height of 117metres above mean sea level (existing ground level being around 102m above mean sea level) is not exceeded. The creation of architectural features and focal points, which exceed this height, will only be considered if the merits of the design are of sufficient quality to outweigh the impacts on long distance views;**
- iv. **adequate access and car parking is provided for vehicles on site. The developer will be required to fund the new link road on the western perimeter road identified in policy NWTQ 47 as a planning obligation;**
- v. **details of water supply, drainage and sewerage disposal arrangement shall be submitted and approved; and**
- vi. **a landscape scheme is submitted and approved to mitigate the visual impact of the development with special attention to the western boundaries, together with a programme for implementation and maintenance. The external perimeter wall of the current motor sports area should be demolished and be replaced by a more visually attractive permeable boundary. Peripheral use of bushes instead of trees would be preferred to promote the open space character of the area as well as access to long distance views of Mdina from Ta' Qali.**

13.27 Over recent years the increased activities related to the Malta International Trade Fair have necessitated the relocation into newly built premises to enable the development of new fair grounds in a manner and design ensuring far more versatile uses and activities. The strategic location of Ta' Qali in the central part of the island with good links to the arterial road network make the area a suitable location for a new Trade Fair. This site, previously partly designated for a temporary convention centre, will accommodate a permanent facility. Further more the convention and exhibition centre proposed by this policy would enable various sports/cultural organisations to hold conventions at Ta` Qali, the location being immediately adjacent to the indoor/outdoor sports/cultural facilities.

13.28 This policy limits the site coverage of the 6.9ha site to 32% or 22,000sqm to ensure provision of a substantial open and unbuilt space as part of the scheme and adequate developable land to accommodate the convention and exhibition space, administration, ancillary facilities, covered circulation between halls, sanitary facilities, minor storage, and small scale indoor catering. The provision of two levels in some parts of the building will be favourably considered to allow the efficient use of the site.

13.29 The predominant use of the open space can include circulation space and uses for open-air exhibits. The area may also include small-scale open-air catering and leisure facilities. Appropriate soft landscaped areas are to be provided within the open space to create a more pleasant ambience for visitors.

13.30 Generous landscaping is to be provided around the periphery of the site. Views into the site from Ta' Qali and from more distant view points of Mdina and Mtarfa will need to be carefully considered. There should be a clear distinction

- between the open space referred to above and the landscaped buffer area to which public access will not be allowed during operational hours of conventions or exhibitions.
- 13.31 The circulation of visitors through the centre should be clear and well defined taking into account the large number of visitors and the need to minimize crowding conditions. Separate access for exhibitors and servicing are to be provided. Circulation should also allow for the use of sections of the convention and exhibition facilities to allow for smaller events.
- 13.32 The design of the halls should allow for multi-use of the facilities. When facilities are not in use for a convention or exhibition, other uses which may be considered for one or more of the halls include sports and leisure, conference facilities, arts and culture festivals (music, dance, etc), or as counting halls for general and local council elections. The use of open-air piazzas for festivals and/or open leisure activities is also to be encouraged. Convention and exhibition buildings should have the highest quality urban design and architecture to create attractive and inviting views into and from the site. Energy saving features should be incorporated in the design scheme wherever possible.
- 13.33 Buildings of different heights are encouraged but none of the buildings should exceed a height of 15 m above current site levels. The creation of architectural features and focal points, which exceed this height, can contribute towards a higher quality design and will be favourably considered.
- 13.34 The provision of the appropriate number of car parking spaces on site is essential for the efficient operation of this facility, especially when considering its high intensity use and its proximity to the national stadium. A transport assessment will most likely be required for this project which will address in a comprehensive manner all the transport related issues.
- 13.34(a)The Centenary stadium is the second stadium owned by the Malta football Association (MFA) and is fully licensed by UEFA as a Class III Stadium which implies that UEFA European competition matches can be held there. The MFA has expressed its interest in upgrading the Centenary Stadium by developing a new spectators' stand. The provisions of the policy are intended to cater for this eventuality should government agree with this initiative to be carried forward.
- 2.8 Policy NWTQ 44 has been revised to reflect the amendments made to the allowable height of the Convention and Exhibition Centre in policy NWTQ 36. Policy Map 10 in the Action Plan (as shown on Figure A with this report) has been revised to reflect these changes.

## NWTQ 44

## Height Limitations

The Local Plan regulates the height of proposed development in the Action Plan area in accordance with Map 10 page 71. Specific height zones are as follows:-

- i. Within the Policy Area NWTQ 27 (Crafts Village and an area to the south-east), building heights will be restricted to a maximum of 7 metres;
- ii. Within the Policy Area NWTQ 28 (Former Spinning and Weaving Factory) building heights will be restricted to a maximum of 10m, and 13m and 16.5m for specific buildings on the diplomatic mission site as provided in the policy;
- iii. within the Policy Area NWTQ 33 (Nursery and garden centre) building heights will be restricted to a maximum height of 7 metres;
- iv. within the existing and proposed extension to the Pitkali complex, Policy Area NWTQ 29 and NWTQ 32, (Industry and storage) building heights will be restricted to a maximum of 10 metres;
- v. within the Policy Area NWTQ 30 building heights will be restricted to a maximum of 15 metres;
- vi. within the Policy Area NWTQ 36 (Convention and Exhibition Centre) building heights will be restricted to a maximum of 15 metres above existing ground level and subject to the provisions of NWTQ 36 (iii); and

Development must be appropriate and sympathetic in design, layout and scale with the adjoining buildings, spaces and views. Permission will not necessarily be granted for all development to these maximum height limits, but considered on their individual merits.

All structures, mechanical plant, tanks, air conditioning units or satellite dishes must be contained and hidden within the building or roof structures, and within the overall height limitations stated above which shall be taken from the existing adjacent road levels.

14.9 Ta' Qali is visible from the heights of Mdina and as such existing development is often visually obtrusive. Attempts have been made to screen certain land uses but more often than not their height prevents this.

14.10 An analysis of visual vulnerability of the landscape was therefore carried out within the Action Plan area. (Appendix V).

14.11 Visual vulnerability is the measure of the landscape ability to accept change without adversely affecting its existing qualities. The Action Plan area has been divided into areas of high, medium and low visual vulnerability:-

- High visual vulnerability - areas of high landscape quality, vulnerable to change, in which intrusions would change the character or setting of the landscape;
- medium visual vulnerability - areas where some change will be acceptable; and

- low visual vulnerability - areas in which the presumption will be that change is acceptable and that landscape requires enhancement.
- 14.12 Whilst change is inevitable, arising from the physical implementation of the Action Plan, it is important to note that in some locations enhancement of the landscape (aesthetic value) can be achieved by redevelopment, change of use or structural landscape planting. In areas of low vulnerability there is a presumption that change is acceptable and that the landscape could be enhanced. This is particularly so in the context of the precast concrete factory which is located within the National Recreation Centre.
- 14.13 By imposing height limitations, (compatible to the vulnerability areas) on new development and implementing landscaping requirements, the Action Plan seeks to reduce the visible impact of development within Ta' Qali when viewed from Mdina. Whilst development is restricted in the agricultural areas within the south and west of Ta' Qali immediately below Mdina, permitted development in the National Recreation Centre takes account of the impact of buildings which are more readily absorbed by the back drop provided by the settlement of Mosta. Maximum heights relate from existing ground level to the upper cornice or parapet line where appropriate or the highest roof level. *It is not a condition that all new development should strive to reach these maximum heights.* Good design standards which make use of varying roof heights will be considered favourably as these often provide for interesting roof-scapes.
- 2.9 Policy NWTQ 47 and Policy Maps 5 and 6 have been revised to take into account submissions made by the Ministry for Resources and Rural Affairs and the Malta Football Association on the need for a new link roads to facilitate access to the football stadium and the Convention Centre and divert traffic to these facilities away from the recreational park.

## **NWTQ 47**

## **New Link Roads**

**A new link will be constructed from the stadium's rear access road to the secondary road which forms the western boundary of Ta' Qali, as illustrated on Map 5 and Map 11 and the new route created around the stadium from the Military Cemetery will be upgraded to a local access road. Traffic to the Convention and Exhibition Site should be encouraged to use the entrance shown on Map 11.**

**Given security issues especially those associated with certain football matches, the possibility of a road which would link the Ta' Qali football stadium parking area with the existing carriageway linking the Ta' Qali Crafts village to the British Naval Cemetery at Tal-Hemsija would be explored. The exact route and dimensions of the**

**carriageway would be determined after studies to this effect are undertaken by Transport Malta.**

**Another link road will be constructed to link the road next to the Ta' Qali Crafts Village with Vjal l-Istadium Nazzjonali as shown on Map 5.**

15.2 To improve the effectiveness and efficiency of the road network and vehicular circulation in Ta' Qali some highway works and traffic management measures are required. In particular the National Football Stadium requires upgraded infrastructure to improve accessibility and car parking at this facility, and the adverse impacts of commercial and heavy vehicles on parts of Ta' Qali need to be mitigated. Eliminating the through road from within the recreational park would necessitate the development of a ring road around the recreational park and sports facilities with efficient access to the distributor road network and other main roads that have a link.

2.10 Policy NWTQ 53 and Policy Maps 5 and 6 have been revised to take into account the submissions made by the Ministry for Resources and Rural Affairs regarding their plans for extending the Formal Garden onto the former runway currently occupied by a car park and the replacement of these car parking spaces on another site zoned for recreational use further east. The Ministry also indicated their intention to retain the large car park at the northern end of the former runway. A specific reference to the occasional use of the north western end of the runway for taxiing, take-offs and landing of vintage aircraft has been added to the policy to safeguard this preferred activity at Ta' Qali.

## **NWTQ 53**

## **Car Parking**

**The existing car parks on each end of the former runway as shown on Map 5 are safeguarded for organized parking. The design of the car park on the north western end of the runway should not prejudice the occasional taxiing, take-offs and landings of vintage aircraft. An additional area opposite the flea markets also shown on Map 5 is designated for car parking to compensate for the loss of the existing car parking spaces on the former runway.**

15.8 The car parks along the former runway are the few remaining areas where substantial car parking can be provided and, in view of the increasing attractiveness of Ta' Qali with new and improved recreational facilities, it is essential that these areas are safeguarded for car parking. The planned extension of the formal garden onto the runway and the consequent loss of car parking shall be compensated by additional land to ensure that adequate provision is still



maintained. The car park opposite the flea markets shown on Map 5 is intended to compensate for car parking loss on the former runway. Given that this area lies at the periphery, it is important to introduce a considerable degree of soft landscaping to soften the edge of Ta' Qali Action Plan area. Favourable consideration will be given to the retention of existing rural features found in this area in order to achieve better integration with the surrounding rural context.

- 2.11 Policy NWTQ 54 has been re-introduced following its deletion in 2006, to safeguard the stadium car-park for its current use as it will no longer form part of the site for the Convention and Exhibition Centre.

## **NWTQ 54**

## **Stadium Car Park-Western**

**MEPA will encourage consultation between the Malta Football Association and the appropriate government agencies, towards the construction of a multi-storey car park on the site of the existing car park.**

- 15.9 There is an opportunity to convert the existing car park into a multi storey complex. This would provide increased parking capacity for the benefit of adjacent development and have good access to the proposed new stadium link road (Refer to policy NWTQ 47). It would also reduce pressure on the existing parking areas.

- 15.9(a) The Malta Football Association is encouraged to engage into discussions with the Police to identify a site that can accommodate coach parking. Consequently the development of this car park would be subject to the submission of a development planning application or development notification according to the provisions of the prevailing legislation.

- 2.12 Policy NWTQ 55 has been deleted to reflect the changes made to policy NWTQ 36 and to implement the objective of this Partial Review of the Action Plan to retain the Convention and Exhibition Centre on its current location permanently.

- 2.13 Policy NWTQ 58 has been deleted to take into account submissions made by the Ministry for Resources and Rural Affairs to prohibit all through traffic on the former runway.

### **3.0 SEA Requirements.**

- 3.1 In line with the requirements of the Strategic Environmental Assessment (SEA) Regulations, 2010 (L.N. 497 of 2010), an SEA is to be carried out on plans and programmes (as defined by the same regulations) which are likely to have significant effects on the environment. Regulations 4(3) to 4(7) require the proponent of a plan or programme, the Responsible Authority, to consult other authorities referred to in regulation 7(3) (the Designated Authorities) to determine whether minor modifications to plans and programmes shall require an SEA, and to notify the Competent Authority, the consultees and the public of its conclusions.
  
- 3.2 Notification of this Review of the Ta' Qali Action Plan (2006) to the SEA Focal Point as the Competent Authority was submitted on the 20<sup>th</sup> of June 2012. The SEA Screening Template indicating the conclusions of the SEA Screening is annexed to this document and a notice regarding this conclusion will be published in the Government Gazette.

## **4.0 Conclusions.**

- 4.1 The Planning Directorate recommends to the MEPA Board the revisions to the Ta' Qali Action Plan of 2006 as described in this report which should then be forwarded to the responsible Minister for his final endorsement.

## **5.0 Decision.**

- 5.1 During the meeting in public of the 21<sup>st</sup> of June 2012, the MEPA Board endorsed the 2012 Revisions to the 2006 Ta' Qali Action Plan included in this report.

# **Ta' Qali Action Plan 2006 (Revisions 2012)**

**Public  
Submissions on  
Revisions**

**June 2012**

| <b>Ref</b> | <b>Respondent</b>                         | <b>Date</b> | <b>Summary of Comments Received</b>   | <b>MEPA Response</b>  |
|------------|---|-------------|---|---|
| TQR12/001  | Dr. Philip Agius<br>Touring Club<br>Malta | 04/04/2012  | <p>There should be a changing room incorporated with the cycling path and a Touring Club Office.</p> <p>A weekdays Winter motor caravan site should be located in Ta' Qali.</p> <p>Should the proposal for the Transport Museum to be located along Boiler Wharf in Senglea not be accommodated, an alternative site should be found in Ta' Qali.</p>   | <p>The construction of a small changing room can be implemented without the need to revise the Plan.</p> <p>The designation of land for motor caravans goes beyond the objectives of the partial review of the Ta' Qali Action Plan set out by Government in October 2010.</p> <p>The Action Plan (AP) already allocates sites for cultural facilities.</p> |
| TQR12/002  | Joseph C Grech<br>A&CE                    | 29/03/2012  | <p>This submission indicates a site (refer to Figure B) that should be developed as an Agro Tourism Village. The village would include:</p> <ul style="list-style-type: none"> <li>• Traditional arable farming practices,</li> <li>• Traditional ancillary works,</li> <li>• A restaurant serving traditional food,</li> <li>• A shop selling traditional farming produce,</li> <li>• Recreational space where children can play traditional Maltese games.</li> </ul> <p>In future a local fish aquarium can also be developed.</p> | <p>The designation of land for an Agro Tourism Village goes beyond the objectives of for the partial review of the Ta' Qali Action Plan set out by Government in October 2010.</p>  |

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|           |                             |            | Conservation of local flora and fauna species could also take place on site.   |   |
| TQR12/003 | Minutes of Public Meeting   | 17/04/2012 |  |   |
|           | Perit Ludovico Micallef MFA |            | <p>An underground multi-storey car park on the MFA car park site cannot be developed due to flooding problems.</p> <p>The MFA stadium and the Centenary stadium are the only football pitches in Malta licensed by the UEFA. This organization requires the area surrounding the stadium remains undeveloped thus a multi-storey car park above ground cannot be developed. Coach parking for foreign supporters when international games are played is also required.</p> <p>Car parking is an issue in the area as a whole. It will again be decreased as the policy requiring that the site currently zoned for the temporary fair should be reverted to car parking once the permanent convention centre is developed, has been deleted.</p> <p>Access to the Centenary stadium is limited to one side as the other access</p> | <p>This comment has been superseded by a formal submission from Perit Micallef where it was claimed that an underground car park is a possibility.</p> <p>Policy NWTQ 54 does not specify that additional car parking has to be above ground. Coach parking is envisaged to be available in the proposed car park on the northern end of the run way as part of the transportation proposals in the MRRA master plan for Ta' Qali. Additionally MEPA is encouraging the MFA to enter discussions with the police in order to identify a site that can potentially be used for coach parking</p> <p>The Action Plan requires the provision of site parking on the site of the exhibition and convention centre. Additionally the Action Plan has made further allocations of land for car parking to ensure that the overall parking provision is not reduced.</p> <p>This is an issue between third parties as the Action Plan is not proposing the closing</p> |

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|  | <p>Mr. Ray<br/>Azzopardi MTA</p> <p>Perit Mario<br/>Bonello MRRA</p> <p>Perit David<br/>Xuereb</p> |  | <p>has been blocked by the MFCC facility. This is a hazard in case an emergency occurs.</p> <p>Part of the site currently occupied by the Motor Sport should be allocated to MFA for the development of a spectators' stand.</p> <p>Enquired whether the proposals to upgrade the crafts village will be implemented and if proposals include provision of car parking.</p> <p>Highlighted that the proposal for the new link ring road near the crafts village has been included following consultation with MIP in order to ensure that it has no impact on the crafts village.</p> <p>Indicated an additional loop to the ring road to the south of the football stadium that has not been indicated in the revisions' maps.</p> <p>Enquired about the maps that the draft revisions document makes reference to and whether these revised maps will be available for the public.</p> | <p>off of the second access to the centenary stadium.</p> <p>Sports is an acceptable use on the site of Policy NWTQ 36. The policy has been clarified to specify that a spectators' stand for the Centenary Stadium can be accommodated within this boundary subject to allocation by Government.</p> <p>The upgrading of the crafts village is independent from this review.</p> <p>Comment noted.</p> <p>Action Plan has been amended to include this loop.</p> <p>Map A of the 2012 Revisions to the Ta' Qali Action Plan indicates all the changes to the respective maps of the Revised Ta' Qali Action Plan 2006 that are being</p> |
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|  |   |  |   | proposed by this revision. The 2006 maps are available from MEPA's website.  |
|  | Henri Portelli<br>Malta Model<br>Aircrafts<br>Association |  | Enquired about traffic circulation/direction on the circular ring road as current one way systems are creating traffic circulation problems.  | This query was addressed during the public hearing by the MRRA representatives.  |
|  | Reuben<br>Caruana MFCC                                    |  | Remarked that the MFCC has not limited the access to the Centenary Stadium.<br><br>Proposed the more efficient use of existing car parking in Ta' Qali and better timing of activities in order to avoid a number of activities happening at the same time. | This is third party issue.<br><br>MEPA supports management initiatives the operators in conjunction with other stakeholders and Authorities such as the MRRA and the Police may choose to adopt in order to implement these suggestions. |
|  | Perit Herman<br>Galea PARKS                               |  | Indicated the capacity of the available car parks.<br><br>Car park B on Map A will also include coach parking facilities.<br><br>More car-parking (fishbone) will be provided on the road along the site being proposed for motor sport.                    | Comment has been noted.<br><br>Comment has been noted.<br><br>Noted. This is a Transport Malta issue.  |
|  | Mr. Paul<br>Sultana                                       |  | Highlighted the need for better coordination with Police during the   | MEPA is in favor of better coordination for better access during events that attract   |

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|           | Basketball Association                                   |            | activities that attract large crowds so that access to other sites is not blocked off.  | large crowds of people.  |
| TQR12/004 | Perit Ludovico Micallef Malta Football Association (MFA) | 02/05/2012 | <p><i>Policy NWTQ 36 – Site for Construction and Exhibition Centre</i></p> <p>This proposal will mean that the Centenary Stadium will be practically boxed in, with no room for any further development and with very limited access.</p> <p>The Centenary Stadium is the second stadium which the MFA owns. It has a certified FIFA 2-star top quality artificial turf pitch and is fully licensed by UEFA as a Class III Stadium. This means that UEFA European competition matches can be held there.</p> <p>Furthermore the MFA has been entrusted by UEFA with the staging of the 13<sup>th</sup> UEFA European Under 17 Championship [Final Tournament] in 2014, and the Centenary Stadium will be one of the stadia used to host matches. However its capacity – about 2000 spectators in a single spectator stand – limits its use and the type of matches which can be held there.</p> <p>It was always the intention of the Malta</p> | <p>Sports is an acceptable use on the site of Policy NWTQ 36. The policy has been clarified to specify that a spectators' stand for the Centenary Stadium may be accommodated within this boundary subject to allocation by Government. An emergency exit may also be provided within the site where the spectators' stand potentially be developed.</p> |

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|  |  |  | <p>Football Association to improve this facility by the building of another spectator stand, opposite the existing one. This will double the capacity of the Centenary Stadium to 4000 spectators and at the same time give better security standards to the stadium, since it will enable the Malta Football Association to separate the spectators of the participating teams.</p> <p>In view of the above the Malta Football Association are requesting that a strip of land – 12 metres in width and running along the whole length of the ground; opposite the existing stand and located within the site presently occupied by the Motor Sports Federation, is earmarked for the construction of this facility. The access to this spectator stand, and also for emergency services such as ambulance and maintenance equipment, will be through the warm-up area located behind the goal posts. The access which the MFA has to the Centenary Stadium which passes through the MFCC site will be closed. This proposal was discussed in a recent meeting which the MFA had with representatives of the MFCC, who are now considering the proposal.</p> <p><i>Policy NWTQ 47 – New Link Roads</i><br/>The development of a ring road around</p> | <p>The Action Plan has made provisions fro</p> |
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|  |  | <p>the recreational park and sport facilities, with efficient access to the distribution road network and other main roads, is being proposed. This means that the road, which passes around the North and South Sides of the National Stadium, will form part of this proposed ring road.</p> <p>This will definitely create problems for the MFA and the Police Forces, especially on important match days. It means that traffic will be passing on the same road with the spectators who are entering or leaving the National Stadium. It also leaves the Police with no concrete options when they decide to deviate or divert traffic due that some areas in the vicinity of the National Stadium are buffered because of crowd trouble.</p> <p>To counter against this, the Malta Football Association are proposing the construction of a new stretch of road, which will link the Crafts Village directly to the recently formed road, located at the edge of the main Stadium Car Park [West Side]. This means that the main traffic will bypass both the Basketball Pavilion and the Millennium Stand of the National Stadium, as well as the</p> | <p>the identification and development of a link road that by-passes the area of the National Football Stadium.</p> |
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|  |  |  | <p>Aviation Museum, thus avoiding the huge traffic congestion that is bound to occur on match days.</p> <p><i>Policy NWTQ 54 – Stadium Car Park – Western</i></p> <p>The proposal for the construction of a multi-storey car park on the site of existing stadium car park [West Side], gives no indication whether the development is to be below ground or above ground. It is felt that any development above ground, and especially a car park, will be detrimental to the functionality of the Stadium. Even aesthetically, a multi-storey car park will jar with the existing façade of the National Stadium. An adequate open space has to be left between the access points to the West Stand [i.e. the pedestrian bridges] and any car park structure which is above ground level. Practically nowhere in Europe are found a multi-storey car park so close to a football stadium. However, a multi-storey car park below ground level is a possible solution, even though security problems will surely arise if the car-park is used by supporters of rival teams.</p> <p>Another point which is worth considering is the provision of parking for coaches, which bring supporters to the matches at the National Stadium.</p> | <p>The policy leaves both options of above ground or underground car or both open and subject to any assessment that may be required during determination of a development planning application.</p> <p>Coach parking is envisaged to be available in the proposed car park on the northern end of the run way as part of the transportation proposals in the MRRA master plan for Ta' Qali. Additionally MEPA is encouraging the MFA to enter discussions with the police in order to identify a site that can potentially be used for coach parking</p> |
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|           |   |            | <p>This is especially important when the National Team is playing and present at the Stadium will be supporters of the opposing team.</p> <p>Whilst agreeing wholeheartedly with the intention of MEPA to upgrade the facilities at Ta' Qali and environs of the National Stadium, it is imperative that this is done without detriment to the functions and uses of the National Stadium and Centenary Stadium.</p>   |  |
| TQR12/005 | Perit David Xuereb obo Malta Fairs and Convention Centre (MFCC) | 03/05/2012 | <p>The revisions are proposing a building height at 15m. The site level varies from 102m above mean sea level near the ex-runway to higher levels next to the Millennium Stand. It is proposed that the maximum height be set at 15m above the said existing site levels.</p> <p>MFCC Ltd. wishes MEPA to clarify that the development of the New Convention and Exhibition Centre will be carried out assuming that the current activities in the current temporary infrastructure will continue unhindered during this process.</p> <p>MFCC Ltd is not in a position to offer reactions to Maps 05, 06, 10 and 11 referred to in the amended document since these have not been presented.</p> | <p>The requirement that the new facility be located close to the Millennium Stand has been deleted. The location and design of the new structures will be assessed during the development control process.</p> <p>Map A of the 2012 Revisions to the Ta' Qali Action Plan indicates all the changes to the respective maps of the Revised Ta' Qali Action Plan 2006 that are being</p> |

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|           |   |            |  | proposed by this revision. The 2006 maps are available from MEPA's website. This was communicated to Perit Xuereb on the 03 <sup>rd</sup> of May 2012.   |
| TQR12/006 | Perit Patrick Camilleri obo Meridiana Wine Estate Limited | 26/04/2012 | <p><i>Policy NWTQ 36:</i></p> <p>The site for the new Convention and Exhibition centre lies alongside the old Ta' Qali runway just opposite the Meridiana vineyard. The permissible height has been increased from 10m to 15m with the possibility of increasing the height as per clause (iii) of the policy. It should be pointed out that the yield of the vineyard and the quality of the grapes produced are directly linked to the levels of sun light reaching the vines. Thus this affects the very viability of the vineyard itself. Proposals contained in policy NWTQ 36 will mean that the development will be taking place along the runway with the result that parts of the vineyard would then end up in the shadow. This could severely impact the operation of the vineyard. The vineyard has been in existence for many years and the Action Plan must ensure its operation is not compromised. It is thus being recommended that development taking place around the perimeter of the vineyard particularly the development being considered under this policy must be subject to a condition that ensures</p> | The development footprint for the new Convention and Exhibition Centre is 32%. This leaves flexibility in the location of the structures. The concerns re. the location, height and design of the structures may be assessed during processing of the development planning application |

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|  |  |  | <p>that no shadows are cast on the vines.</p> <p><i>Comments on the submission by the Ministry of Resources and Rural affairs – the elimination of vehicular access through the leisure area</i></p> <p>The winery presently makes use of two entrances one at the South-West which is used by visitors to the site (usually arriving by coaches) and the other at the North-East of the site (Mosta side of winery) is used as a service entrance. Vehicular access to both of these entrances is required and any changes to existing road system should take these requirements into consideration.</p> <p><i>Implied policy regarding tree planting – embellishment of National Park with trees of different varieties, sometimes with trees uprooted from other areas.</i></p> <p>It is critical to juxtapose trees with vines judiciously because both plants compete for both water and sunlight. Furthermore, tree roots may often contaminate vine roots: (the incidence of nematodes). Deciduous (seasonal) trees, which possess surface roots, will compete with the vines since the vines benefit from regular drip irrigation. Coniferous (evergreen) trees although often possessing deeper root systems, will compete with the vines for direct sunlight since their natural height tends</p> | <p>The Action Plan identifies a ring road around the recreational park and sports facilities to facilitate the efficient access to the distributor road network and other main roads. Traffic management and circulation are within Transport Malta's remit.</p> <p>Discussions with the Ministry of Resources and Rural Affairs are encouraged where tree planting initiatives are undertaken.</p> |
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|           |   |            | <p>to put vines in the shade.<br/>It is important that the sensitivity of neighbouring vines is taken in consideration when trees are planted.</p>   |  |
| TQR12/007 | Ralph Cassar<br>Local Councilor<br>Attard | 07/05/2012 | <p>Open spaces should remain open. Planting and afforestation should be restricted to the use of indigenous and locally grown species. Noise and light pollution are issues which need to be addressed.</p> <p><i>Convention and Exhibition Centre</i><br/>The document should make reference to energy saving features for the convention and exhibition buildings proposed. The document should also makes reference to light and noise pollution. Noise from the MFCC reaches Attard's residential areas and its environs. Conditions on levels of sound should be imposed. Outdoor activities after midnight should be limited and even here sound limits should be imposed. Technological solutions exist. Sound barriers and other options such as heavy planting should be a condition for the buildings and outside areas. Embellishment around the facilities should use indigeneous and locally grown trees and shrubs.</p> <p><i>Motor sports</i><br/>The control of noise is also an issue</p> | <p>The Action Plan makes provision for the retention of open spaces and the upgrading of a number of these sites for recreational purposes. MEPA is in favour of the judicious planting of new trees and promotes the use of indigenous trees.</p> <p>These issues may be addressed during the assessment of the development planning application.</p> <p>These issues may be addressed during the</p> |

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|           |                              |            | <p>here. Sound barriers should be a condition, together with heavy planting all around the complex.</p> <p><i>Access to Ta' Qali</i><br/>Access to Ta' Qali by private vehicles should be through the main arterial roads, access through residential areas such as Attard should be discouraged.</p> <p>Mass transport of spectators and patrons to mass events should be encouraged. As such the provision of parking should be restricted, with facilities available for easy access to the stadium and other facilities by large public transport vehicles – minibuses, coaches and buses – and the provision of adequate, sheltered and comfortable areas for commuters.</p> <p>Safe bicycle and pedestrian routes from nearby Attard, as well as safe cycle routes from Rabat and Mosta should be actively considered. Cycle parking facilities – preferably sheltered should be provided.</p> <p>All new roads should have space for trees and shrubs on their sides.</p> | <p>assessment of the development planning application.</p> <p>Traffic management lies mainly within the remit of Transport Malta.</p> <p>MEPA encourages such initiatives.</p> |
| TQR12/008 | Asst. Comm. Raymond G Zammit | 06/05/2012 | The proposal to pass the ring road between the National Stadium and the Centenary Stadium will cause further   | The Action Plan has made provisions for the identification and development of a link road that by-passes the area of the   |

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|  |  |  | traffic congestion in the area as passers will surely meet supporters approaching and/or exiting the stadia during high risk matches. For security reasons police would divert traffic on these particular dates with the consequence that the intentions of the proposal of providing an efficient and effective ring road being foiled. | National Football Stadium. |
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