

# POST-CONSULTATION DRAFT



**Ministry for Urban Development and Roads**



# DOCK no.1

THE REGENERATION PROJECT FOR COTTONERA



*The Ministry for Urban Development and Roads has prepared this document in consultation with the Malta Environment and Planning Authority and the Malta Tourism Authority taking into account all the projects and past briefs compiled for the area. XX . XX .2004*



*Document Number:*

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**ANNEX**

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# DOCK no.1

THE REGENERATION PROJECT FOR COTTONERA

## **Purpose**

This document has been compiled to accompany the request for proposals regarding the Dock No.1 Development Project. It has been compiled to clearly identify the development potential of the area and guide prospective developers in formulating their development proposals. Reference has been made to the several proposals for Dock No.1 from the initial phases of consultation and considers new possibilities for an integrated and holistic approach. The document is intended to give clear guidance to the designers and interested parties to delineate the criteria and parameters for the restoration, rehabilitation and regeneration of the site. This document does not seek to be prescriptive and refers selectively to the relevant Local Plan and design guidance as prescribed by the Malta Environment and Planning Authority.

## **Context**

This document is divided into nine (9) sections with a preliminary note and rationale in the introductory part of the Brief. The document amplifies and lists the objectives behind this project and in Section 4 provide a statement of significance. In the second part of the document the parameters for development are delineated with a direct reference to the site location and the various aspects and areas of the project. The Brief moves on to present the planning guidance; Section 7 lists the general and specific terms for the development. In Section 8 the nature and extent of the development is presented in sub-sections, it also gives indications of available areas for development, stylistic considerations and restoration ethics. A concluding note on the overall design is provided in the last section.

## **1. Preliminary Notes**

The main objective of the redevelopment of the Cottonera waterfront is the transformation of the area into a major cultural, commercial and recreational area for tourists and locals together with the incorporation of residential areas for locals and foreigners. With the redevelopment of this location the new project would complete the Cottonera Waterfront project as it launches the last major available assets in the area. This project would sustain the projects already underway and encourage further public and private investment in the area. It would also sustain the Cottonera Waterfront Project and ancillary systems such as the proposed Sta Margherita Car Park and the Marina. An urban renaissance of the Dock No.1 area will generate an improvement in the standard of living and enhance the quality of life of the local community.

This Development Brief for the Cottonera waterfront area includes potential opportunities for the renewal of the whole Three Cities waterfront and is intended to have multiplier effects on the local economy. Future redevelopment must take into account current land uses and public/private ownership of the waterfront.

## **2. Rationale**

The project is primarily intended to integrate the waterfront into one continuous system and regenerate the Three Cities in a holistic manner.

The project is crucial and is beneficial because of the wide-ranging impacts it would have on various areas of the island's social and economic fabric. Official visitor statistics for the area for the year 2002 give an indication of the site's increased significance for the tourist industry. With specific reference to the tourism industry, the encouragement of investment in Malta's Cultural Heritage as well as the re-valorization of Malta's existing prime attractions in order to appeal to the more cultured visitor are policies which have long been adapted. Cottonera has been earmarked as a prime site and government is investing heavily in this area in a drive to spur cultural tourism diversity.

On another level Cottonera is also recording some positive economic results. In the recent years estate agents have shown a re-assessment of the value of property in Cottonera. The price and demand for real estate in Vittoriosa in the past four years has increased considerably and Senglea and Cospicua are following closely this trend. These valuations however may be temporary effects if regeneration and redevelopment are short-term and gentrification sets in. It is therefore envisaged that Dock No. 1 is not designed to regenerate an enclave within Cottonera but will serve as a hub for the three City's core areas. The Dock No. 1 project will also act as a catalyst to further enhance and consolidate the Cottonera Waterfront Project. This driving force will generate the necessary economic fuel to push a multi-speed regeneration process.

This will ensure the creation of a sense of place for the Dock No.1 area, one which reflects the vibrancy, diversity and excellence of Cottonera, and most importantly, one which is progressively experienced by the resident, the worker and the visitor.

The local residents should be empowered through the project to achieve their full economic and social potential and ultimately mitigate extensive gentrification.



### **3. Objectives**

The main objectives of the proposed development are based on the redevelopment parameters delineated in the Cottonera Waterfront Redevelopment Brief and on the relative sections within the Grand Harbour Local Plan quoted above. Moreover, consideration has also been taken of the current projects being implemented in the area, in particular the Cottonera Waterfront Project taking place on the Birgu peninsula itself, and of the redevelopment proposals affecting the Dock No. 1 that have been proposed in the past. Building-up on this documentation and a consultation process involving all the stake-holders in the area the following objectives have been identified;

- The consolidation of the waterfront along Senglea, Cospicua and Vittoriosa into one continuous waterfront. The Dock No. 1 is a critical nodal link in the creation of a holistic waterfront.
- To provide access to the waterfront to the local residents who had been deprived of access to the waterfront with the construction of the dock and dockyard.
- To promote and enhance the vistas from the inner core of Cospicua to Dockyard Creek.
- To promote a comprehensive transport strategy for the area affected by the project
- To bring about the re-design of various open spaces and nodes, particularly Pjazza Gavinu Gulia into a more attractive urban setting and to separate pedestrian links and traffic circulation in the area.
- To promote financial investment from the private sector and direct it towards the establishment of tourist/commercial related facilities in the area.
- To generate employment opportunities for the local community.

- To restore and re-adapt the use of the historic dock and the dock buildings to a compatible use that would serve as an attraction both to tourists and local visitors providing, in the meantime, a development of outstanding architectural quality that respects and compliments the historical context in which it is sited..
- To create a flexible, attractive and accessible development capable of accommodating a balanced mix of residential, retail, tourism and cultural facilities to enhance the area and which would promote both day time and night time activities Therefore, unless otherwise stated, where no specific uses are indicated the intended land uses are residential, retail, and others principally directed for cultural and heritage venues and which convey the history of the site and the old uses attracting local visitors and tourists.

#### **4. Issues to Consider**

This section assesses the value of the area for society today. The site includes a rich concentration of cultural and economic resources, which together make this one of the most interesting and valuable parts of the Maltese urban fabric and the waterfront.

##### **World Heritage Values**

The value of this area has been recognized by the United Nations Educational, Scientific and Cultural Organization (UNESCO). As part of the submission for the Harbour Fortifications of Malta inscribed on the Tentative List UNESCO experts referred to submission as incomplete without the inclusion of the urban fabric. This statement automatically put this urban area at par with other World Heritage Sites as in the case of Valletta.

### **Archaeological and Historic Values**

The area includes a number of assets from different periods, which bear witness to how people have used the islands and the sea in different ways at different periods.

### **Industrial buildings**

The groups of industrial buildings at Dock No. 1 are two of the most extensive groups that have been preserved of Georgian colonial architecture. These together with the Naval Bakery form part of the industrial architectural heritage of the early nineteenth century and mark the ripple effects of the industrial revolution locally. Each of these buildings has unique characteristics, which make it different from the others. Each asset is therefore of great importance for the understanding of the people that built, used and adapted them.

### **Landscape Values**

The unique site is also of value because of its visual and aesthetic elements;

- The visual context into the Creek/Harbour from the sea. (The contact with the land).
- The coastal formation from the sea. (The contact with waterfront profile).
- Visual access out onto the sea (The contact with the sea).
- Landmark and references points out into the sea (The sections of Vittoriosa, St. Angelo, Senglea and Valletta).
- Visual contact with the sky (through the urban landscape and intense skyline).

### **Contextual Values**

One of the most striking characteristics of Dock No.1 is the relationship between the sites and the surrounding landscape. Although

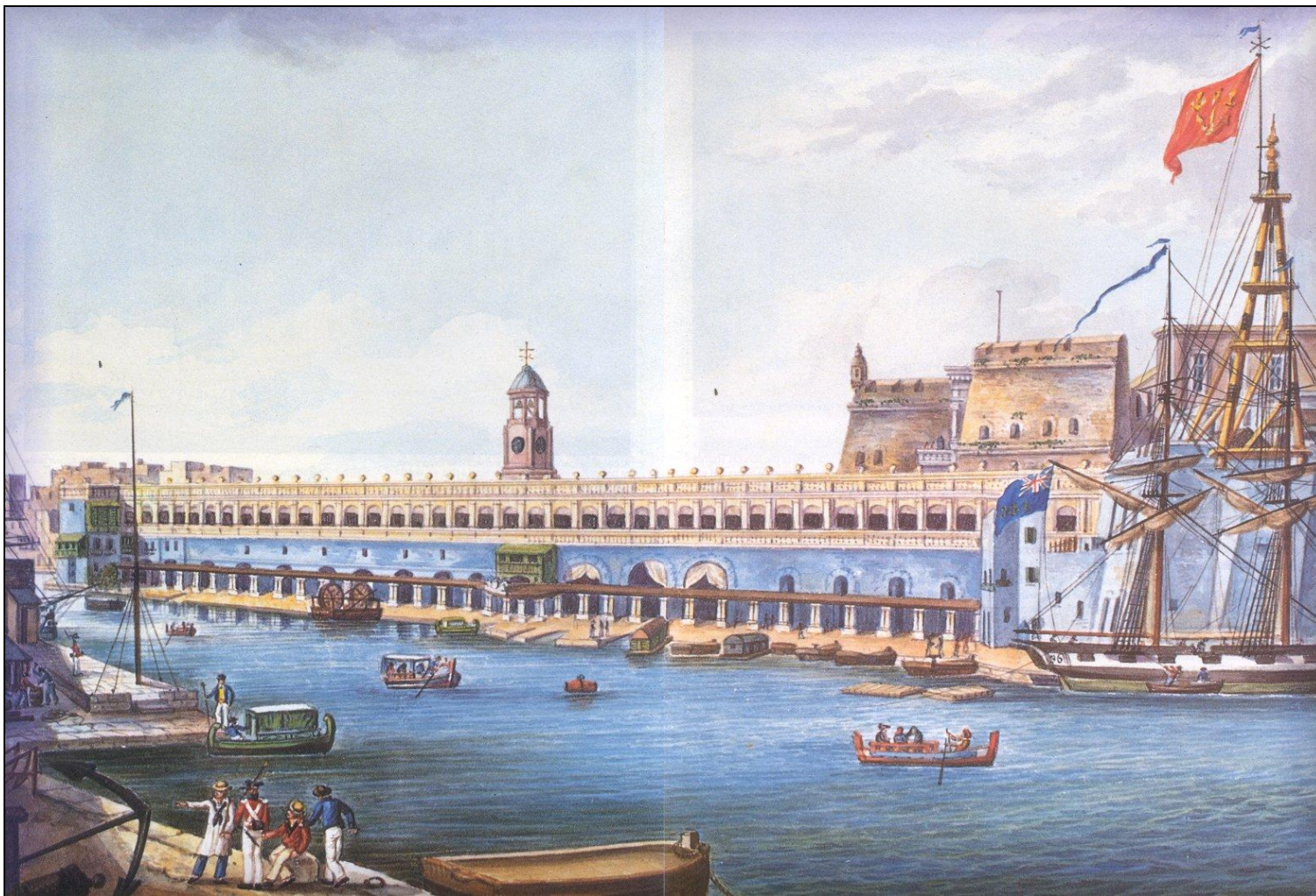
blitzed by aerial attacks and considerably destroyed it retained one of the most intricate and intense fabrics of the city-port-fort examples. The relationship between these sites, the military buildings, the industrial fabric and the sea may be easily appreciated. Their relationship with the sea and with the urban fabric is likewise very clear. The presence of structures and monuments from different periods, such as the Macina, the warehouses, the Admiralty clock tower, the Rialto Building and the Harrison and Hubbard block make this an ideal area to present changing attitudes to this port-fort.

The contextual value is also critical with regards to intangible heritage qualities. The site is fundamentally a reflection of the Mediterranean environment and related human activity. The area is also tied with local history, Melitensia and a corpus of valued studies within a wide range of academic fields. This corpus encompasses;

- Historical accounts be it local and foreign (area has been frequented by tourists from the early nineteenth century),
- Features in local and foreign stories and reports,
- Literature (inspirational material for local national writers),
- Works of visual art through the ages,
- Local traditions and skills tied to ship-building, craft development, industry (metal or rope-making) and navigation.

### **Aesthetic Values**

The relative absence of heavy modern development with non-descript architecture make it one of the more pristine and beautiful parts of the Maltese waterfront areas. The sea provides a perfect element and medium with its reflective characteristics.



**Plate 1:** Dock No. 1 in the early nineteenth century.

## **Social Values**

### **National Identity**

The Dock No. 1 area and its environs as a network of Cities have become a powerful symbol of Maltese national identity. The unique nature of the site has made it synonymous with the Maltese islands. Cottonera is a socio-political icon with an instantly recognizable distinctive style.

### **Recreation**

As a country, Malta has one of the highest population densities in the world. Land use is consequently a highly contested issue. The availability of open spaces for recreation is no exception. The area around the drydocks is one of the most extensive open spaces which could be transformed for recreational purposes. Various recreational activities are practised here including the traditional Regatta and boat-building.

## **Economic Values**

### **Tourism**

Tourism is one of the pillars of the Maltese economy. Cultural tourism is a vital component in the promotion of the Maltese islands as a distinctive holiday destination. The Three Cities are fast becoming a key component in this strategy. The exceptional character of this urban fabric and its ensemble of monuments make it an important magnet for cultural tourism. The area may feature significantly to promote Malta as a unique destination for a cultural holiday.

## **Docking and Marina-related activities**

The Dock No. 1 project is intended to act as a catalyst for the economy in the sector. Currently the Cottonera area is moving fast into a services industry and tertiary sector still based on maritime activity. The whole creek has witnessed a total transformation in the past fifteen years. All the dockyard related activities have moved out and other new uses, such as those of leisure (Casino di Venezia), tourism services (Marina) and cultural (Maritime Museum) have developed. Other new uses are expected to move into the creek with the completion of various phases of the Cottonera Waterfront Development. The Dry-dock is now specializing in the docking of Super-Yachts, whilst other parts of the Valletta Port have diversified their activity to super-yacht servicing, cruise-liner berthing and servicing.

## **Research and Educational Values**

### **Educational Resource**

The area is an educational resource of immense potential. Within a relatively small area, there is a dense concentration of cultural resources. This ensemble may be used to illustrate the relationship between people and the sea in the Maltese islands. Some of the essential themes of Maltese culture are represented here. These include the changing marine character of the island, the exploitation of maritime activity, and the successive colonization of the Island. The dock is within the reach of Bighi complex which houses the Malta Centre for Restoration (MCR) and Malta Centre for Science and Technology (MCST) and other educational institutions

namely; maritime studies, regional sports complex and a number of primary and secondary schools.

## **5. Site Layout**

The site layout for the project is defined by the boundaries set in plan provided below and the various options are delineated in the project parameters. (Refer to Plan 1 in Annex).



## **6. Location**

### **Hub**

The Dock No1 enclave is within the inlet of Dockyard Creek, it comprises of the Dock No.1 and connected jetties. The historic Dock No 1 dates back to 1848 and was first used as a servicing point for galleys operating in the Mediterranean. It was the first dry dock to be constructed in the Mediterranean Basin by the British. It was enlarged and the existing dry dock was completed in 1921. The complex includes the dock buildings, which comprises of two warehouse systems, with overlying stores.

The Dock No 1 area extends from Oil Wharf which runs along the Birgu peninsula to the area beneath Triq 31 ta' Marzu on the Senglea side of Dockyard Creek. The Dock has a length of 154m and a width of 21.6m. The aggregate floor area of the two old buildings is of 6160 m<sup>2</sup>.

The Dock No.1 location also extends outwards beyond the property boundary into Piazza Gavinu Gulia and Triq 31 ta' Marzu which is situated alongside the dock. Both of these urban spaces are directly linked to fabric. The modified boundary wall and the visual accessibility onto the dock, which was completed during 2001-2002, affected positively the embellishment of the location site.

To achieve a comprehensive development the established project boundaries are being extended to include four (4) main nodes. The Dock will serve as a hub to other nodal regeneration initiatives and incentives in the Three Cities.

## **Nodes**

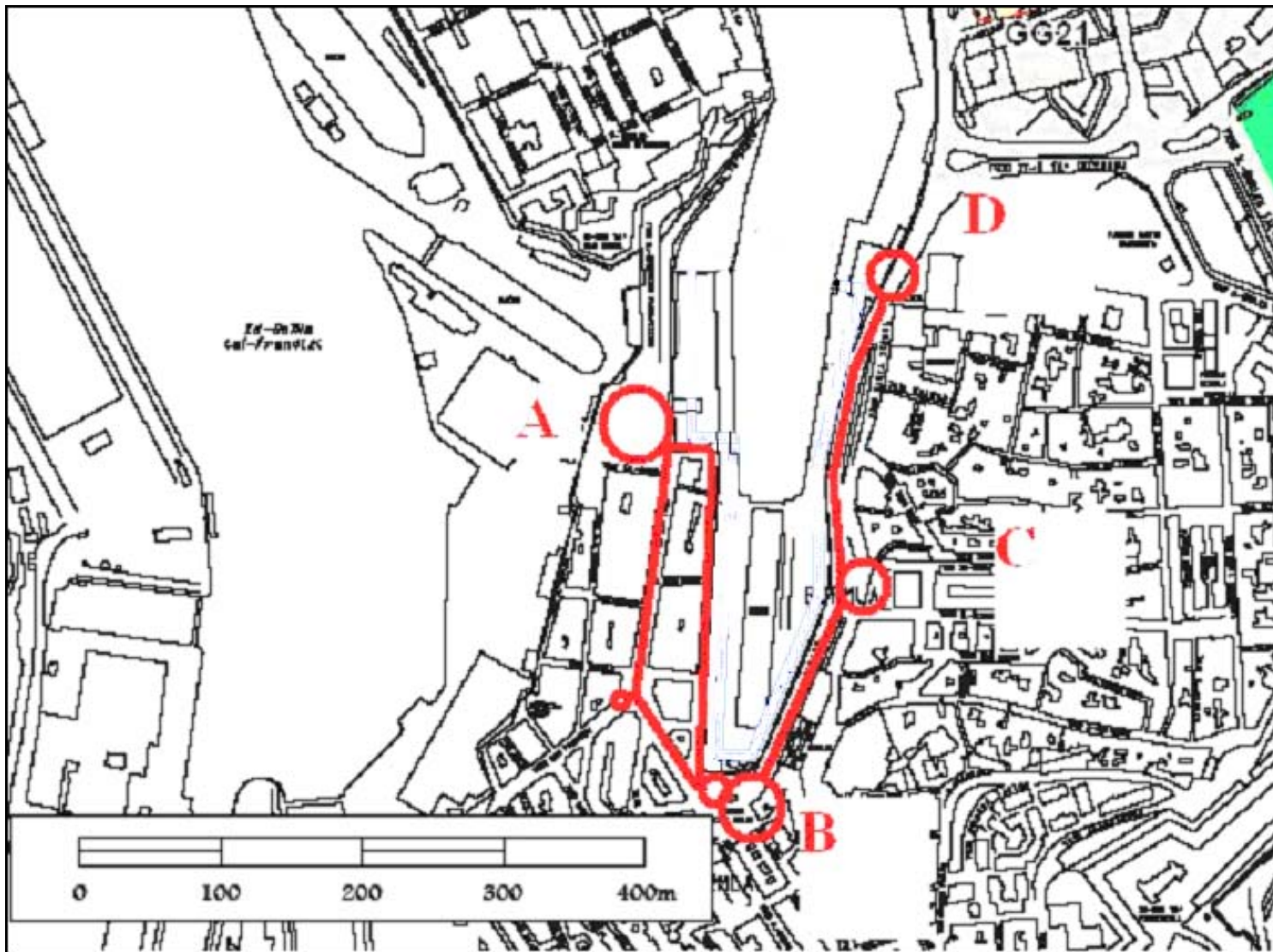
NODE A: This Node is an open space formed by Triq il-Karmnu and Triq San Pawl outside Senglea Gates. The area was the old covered market site now converted to car-park for Dockyard employees and bus terminal.

NODE B: This Node is formed by Triq San Pawl, Triq Il-Pellegrinagg and the street leading to Cospicua's St. Helen's Gate. It is bound on one side by the post-war Harrison and Hubbard housing scheme, the Dockyard entrance and another block of 70s housing. Pjazza Gavinu Gulia runs into Triq ix-Xatt ta' Bormla which is narrow and overshadowed by the high boundary wall of Dock No. 1 and the warehousing blocks.

NODE C: This node is formed by the full length of Triq il-Pellegrinagg including the adjacent square. The whole is characterized by the significant landmark building of the Rialto.

NODE D: This area is the smallest of the nodes. It is also adjacent to Triq il-Pellegrinagg and forms a belvedere or open terrace over Dock No. 1 and Dockyard Creek.

*N.B. Refer to general Plan below for Node Locations - Brief Area with hub delineated in blue and nodes marked in red. Adapted from Grand Harbour Local Plan 2002.*



## **7. Planning Policies and Parameters**

The project proposal for Dock No. 1 must comply with the Malta Environment and Planning Authority parameters set within the Grand Harbour Local Plan published in April 2004. A copy can be accessed from the MEPA website ([http://www.mepa.org.mt/Planning/index.htm?pln\\_fbk\\_LocalPlans.asp&1](http://www.mepa.org.mt/Planning/index.htm?pln_fbk_LocalPlans.asp&1)).

Special attention with regards to the project proposal should be directed at Section 5 which refers directly to the Cospicua area. Within this section there should be due consideration in general terms of the following;

1. Environmental Improvement
2. Strategy
3. Improved Traffic Condition
4. Housing
5. Road Hierarchy and Junction Improvements
6. Parking
7. Urban Conservation Area
8. Design Requirements
9. Height Limitations

In more specific terms the designers and prospective Developers should look into policy GB 11 in the Grand Harbour Local Plan which refers to the *Cospicua 'Waterfront Revival Area'* and all the quoted policies annexed to this section. Reference is also made to the conservation parameters set in the Structure Plan Policy and Section 46 of the Development Planning (Amendment) Act 1997.<sup>1</sup> The listed blocks quoted as the Knights' Building and the British Building and the environs should be considered as critical assets. The sites therefore should be restored following a Restoration Method Statement compiled following MEPA parameters and in consultation with the Superintendence of Cultural Heritage according to Section 57 of the Cultural Heritage Act, 2002 (Act No. VI of 2002).

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<sup>1</sup> Also refer to Structure Plan Policies UCO 7- UCO 13.



## **8. Nature and Extent of Development**

A high quality urban environment responding to waterside context is required.

This development will include;

1. The regeneration and redevelopment of spaces in and around the Dock No. 1,

2. The restoration of the Dock, the British and Knights' buildings,
3. The building of new blocks over infill sites,
4. A significant key compatible attraction that will act as a focal point for visitors
5. The embellishment of the waterfront and its integration with the Senglea and Vittoriosa waterfronts,
6. The embellishment and development of the amenities for better traffic management and parking facilities.

### **The Urban Area**

The area in its totality should experience a full regeneration and rehabilitation programme. The streets and spaces (marked in red/blue Plan 3 in Annex) should undergo a complete overhaul. Central Government through its various agencies, will be responsible for upgrading and improving the infrastructure along the roads outside the project area, particularly where these are indispensable to the successful completion of the project. The developers will be responsible for upgrading and improving all services and infrastructure within the Project area.. These works shall include;

1. Installation of new amenities and services,
2. Road Engineering and paving of the whole surface,
3. New pavement construction,
4. Hard and Soft Landscaping including street furniture,
5. Lighting Scheme for Triq San Pawl, Triq il-Pellegrinagg and Pjazza Gavinu Gulia.

The project should follow closely these Planning Guidelines;

- Development Control in Urban Conservation Areas, 1995,
- Access for all-design guidelines, 2001,
- Traffic Calming Guidelines, 1995.

The urban regeneration project should seek to give a sense of space to the area and embellish and upgrade open spaces. Prospective Developers should take into consideration current landscaping schemes for the waterfront and produce an integrated design. The designs should respect the historic urban fabric and focus on landmark buildings (i.e. Rialto, St. Paul's Church, Senglea Main Gate, St.Helen's Gate) as reference and visual contact points.

The successful Developers would be required to work in direct consultation with the Malta Transport Authority (ADT) and the Malta Environment and Planning Authority (MEPA) to create pedestrianized or semi-pedestrianized systems. The plans for the traffic management of the area have to fit in well within the general traffic management plan of the locality. Discussions with the Public Transport Association (ATP) could lead to new arrangements for public transport networks within the Three Cities, these may include shuttle-services in a drive to make transport more user and eco-friendly and also relieve Pjazza Gavino Gulia from parking of buses in the process upgrading the resulting space as an important urban open space and setting for the new development.



## **The Waterfront**

The waterfront will be a main pedestrianized hub. The whole extent marked in green on the attached plan will undergo a complete overhaul. **The main objective for the opening-up of this area is to integrate the Vittoriosa and the Senglea waterfront into one complete promenade.**

Prospective Developers should take into consideration the systems and services already installed in the area and develop the following;

- Install the necessary amenities and services
- Install marina related services over the wharf in harmony with and connected with the existing facilities,
- Create a landscaping scheme in line with Government proposals for the Cottonera Waterfront Regeneration Project,
- Create points of focus (for views inside and outside) using the promenade as a meeting hub, (Old stores, warehousing, new-build, pavilion etc.)
- Enhance building lines using the landscape to create points of reference and recreational areas,
- Include art-objects (sculpture or installations) within the open areas and along the wharves,
- Include industrial or mechanical feature salvaged from the old docks within the spaces as features, (i.e. old cranes, winches, steam- engines etc.)
- Install a full lighting system for the whole area especially following the criteria for use of space during the night-time,

- Conserve all extant features of the moles and dock area which reminisce industrial uses, (i.e. Crane tracks, bollards, gate pilasters, ties etc.)
- Any historical features and assets from the site which cannot in anyway be integrated within the site will be salvaged, conserved and donated to the Maritime Museum as industrial archaeology.



## **The Dock**

The dock, a historical precursor of dry-dock construction (Georgian period), will be the central feature of the enclave. The successful Developer will provide a restoration and maintenance plan as an industrial archaeological feature in its own right. The Dock will include lighting features to enhance its potential and may be used filled or dry. It will also will include an interpretation plan which will follow Malta Tourism Authority (MTA) guidance to be integrated fully with the existing project for Cottonera. The Dock will be converted for flexible uses;

- Boat exhibitions,
- Super-yacht temporary mooring,
- Tall-ship or feature ship docking and display,
- Hub and landing place for sea transport especially (dghajjes tal-pass),
- Space for marine related exhibitions,
- Water-display systems,
- Maritime reenactments.

The dock area, wharf and moles will be included and integrated in the landscaping scheme along the waterfront and there will be a continuous integrated design element throughout these spaces. Designers will thrive to create a thematic link (physically or otherwise) between the Maritime Museum, the Knights' and British buildings to evoke a historical connection between these important buildings. The dock will include a demountable light-weight pedestrian bridge, situated at the location of the dock gate, for pedestrians to cross

from one side of the dock to the other. The designers will take into consideration the installation of maintenance areas and access for heavy vehicles for maintenance purposes and service vehicles.

### **The Marina**

The Marina will be extended as an integrated development of the existing system which is already in place. The designers/consortium will work within the following parameters;

- Create synergies with the investors already engaged in the area and ensure holistic management of the marina,
- Install a berthing system in line with the existing one limiting it to the use of sea-craft which respects the established fairway,
- Install services which will integrate with those already established and continuity maintained,
- Respect the fairway area and provide an approved turning circle for vessels/craft using the creek,
- Create a service area at the mouth of the dock to provide full access (this should be free from encumbering structures).

### **The Marine Aquarium**

The installation of a marine aquarium will be considered favorably, if fitted within the area of the project development. The Marine Aquarium will be designed in such a manner to;

- Integrate into the landscape and avoid any negative impact on the historic fabric

- Will not intervene or jeopardize the Dock fabric and structure.

The successful Developer would be required to liaise with the Ministry for Urban Development and Roads and the Malta Environment and Planning Authority in order to safeguard the impact such a facility would have on the overall development and on the historic fabric and environs.



### **Working with the Dock buildings –Regeneration, Restoration and Adaptive Reuse**

The heritage assets should be conserved through a restoration programme geared at achieving the highest level of ‘authenticity’. This will be accomplished by applying sustainable conservation parameters as reflected in ICOMOS Conventions and Charters. Whilst maintaining the cultural significance of the space the designers will seek to follow adaptive reuse criteria for the Knights’ and British buildings. Although the new buildings will be local focal points these will;

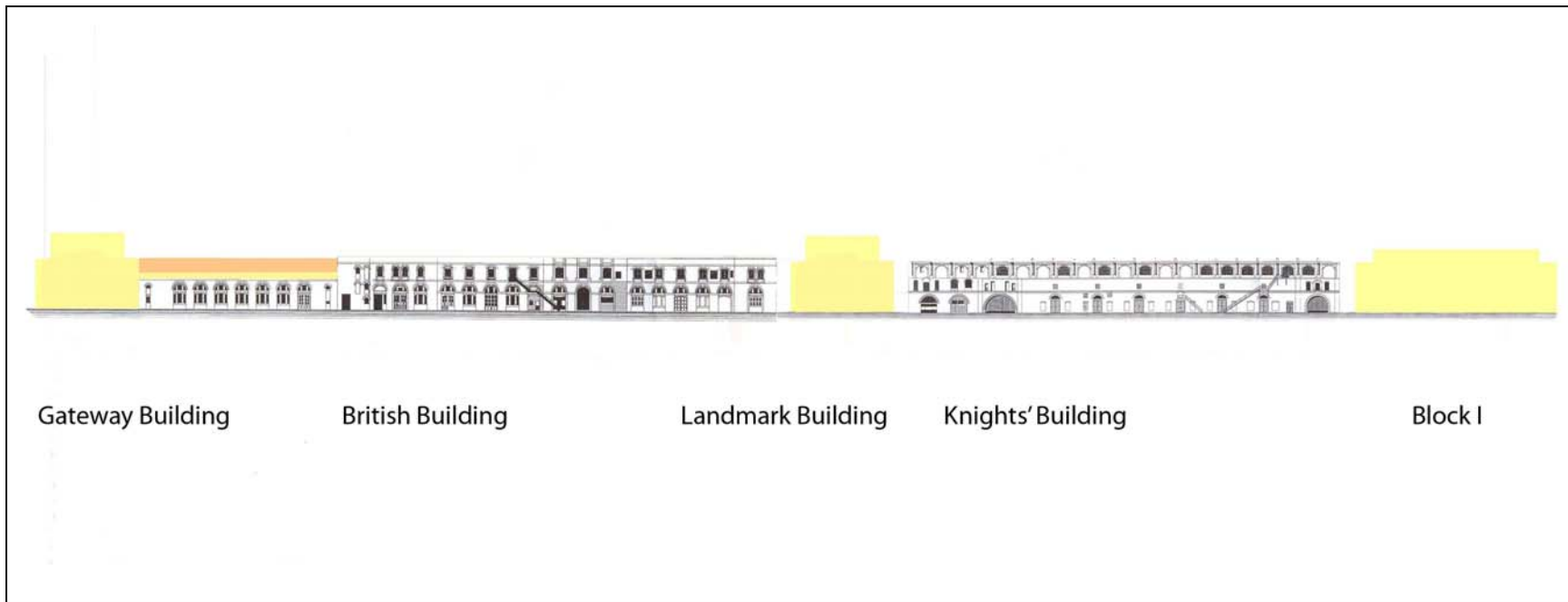
1. Contribute to the spatial enclosure,
2. Fit and integrate with the landscape setting,
3. Establish important foci for this open space.

The full project will be focusing on the enhancement of these historical assets which will act as a fulcrum and major attractions for visitor flow. The holistic and integrated approach will ultimately direct the regeneration project to;

1. Establish continuity and integrated design,
2. Maintain authenticity through ‘best practice’,
3. Make it economically viable through sustainable conservation,
4. Create new uses which are vital for the area for social and economic regeneration.

### **Landmark building**

A landmark building over a building footprint area of approximately 910 sq m and having a maximum height of 6 floors will be constructed as a central feature detached from the old buildings. It will rise on the old batching site. Prospective Developers should note the ratio between mass and space of the surrounding area. They should also consider that this should be a vertical element in the overall design and should integrate the old buildings as wings. The design should take into consideration the surrounding skyline and should not compete with surrounding clock-towers, steeples, cupolas or the fortifications in terms of the building form. The land uses should be within those prescribed by Section 3 of this document.



**Plate 1:** Elevation - British Building, Knights' Building with new blocks inserted in the vacant sites reflecting scale, bulk and massing.



## **Block I**

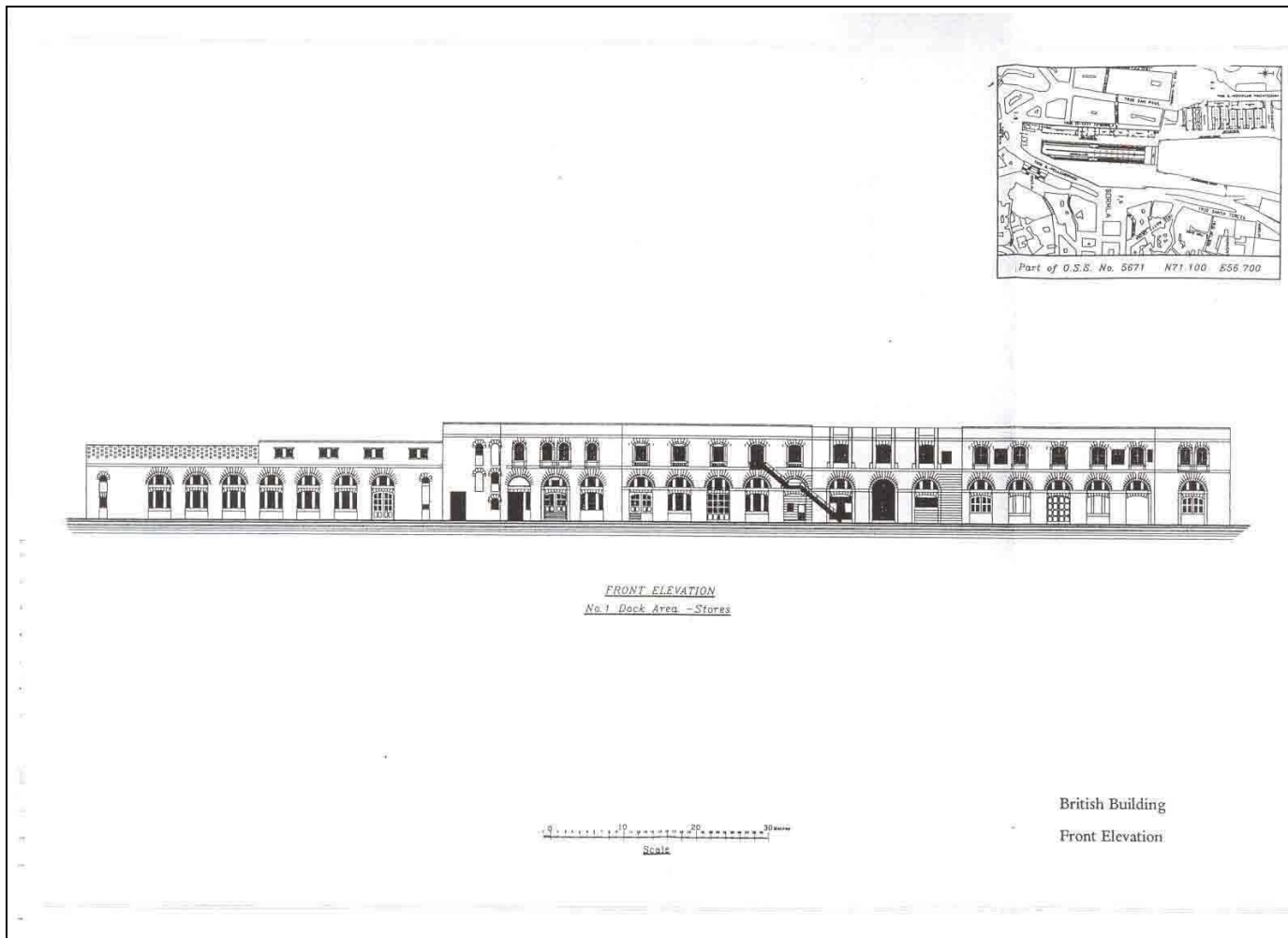
Block 1 will rise over a building footprint of approximately 979 sq m area with a maximum height of 5 floors. This local focal point should integrate with the environs and should avoid the partial concealing of Senglea Gate and Fort St. Michael. This Block should be well integrated into the landscape and should be discreetly included in the morphology of the area. The design should also take into consideration the surrounding skyline, should not compete with the landmarks in the site and compliment the old blocks and new build. The land uses should be within those prescribed by Section 3 of this document.

## **Gateway building**

The gateway building will rise over a building footprint of approximately 1394 sq m area over 5 floors. This local focal point should integrate with the environs and should be designed to connect visually and physically Pjazza Gavinu Gulia with the Dock No.1. This Block should be well integrated into the landscape and should be discreetly included in the morphology of the area. The design should also take into consideration the surrounding skyline, and should compliment the old blocks (Rialto and Harrison and Hubbard housing) and new build. The building needs to retain visual permeability at ground floor so as to retain a view of the Dock and the surrounding context from outside. The land uses should be within those prescribed by Section 3 of this document.

## **Club House**

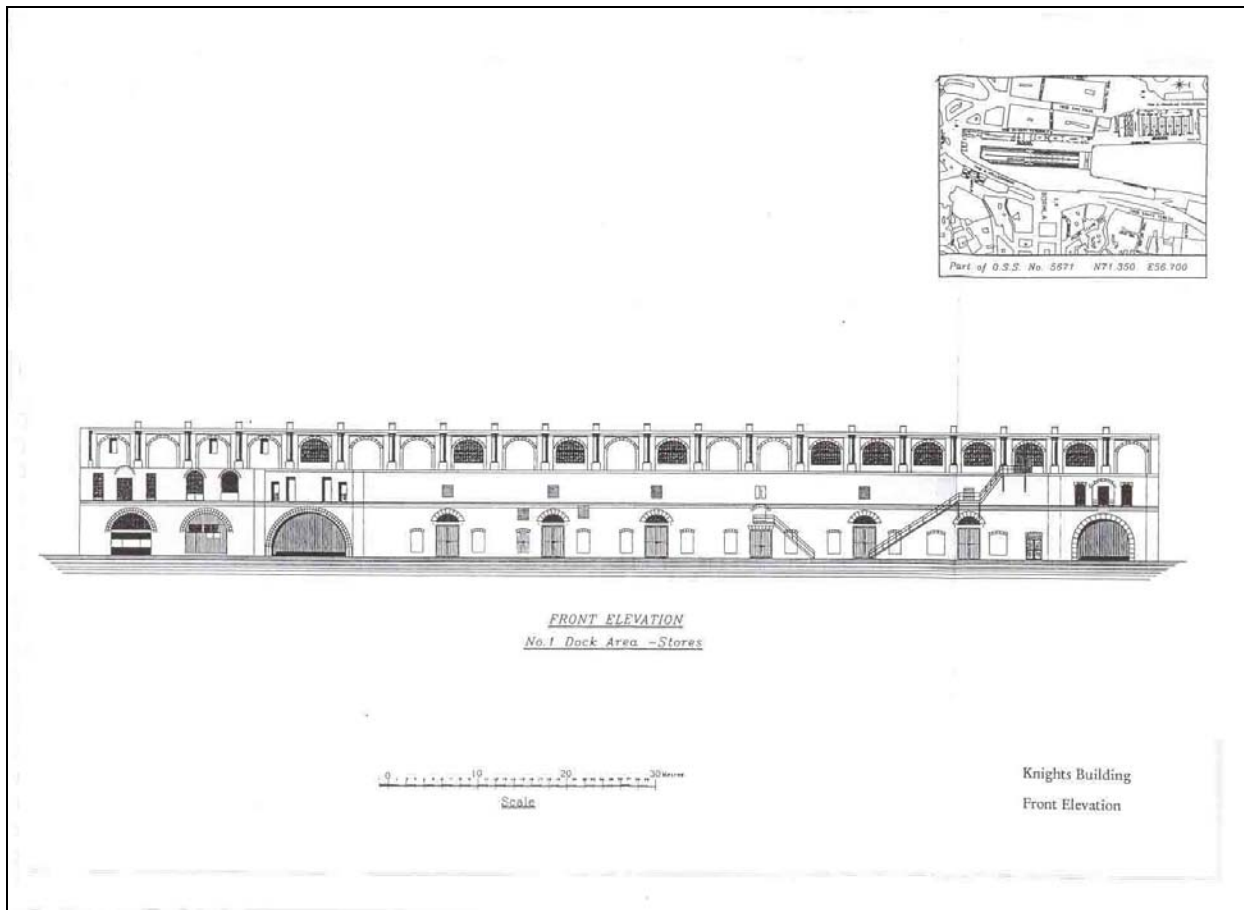
The Club House may rise over an extended footprint of the existing Cospicua Regatta Club with a connection to the existing promenade on Triq il-Pellegrinagg. This area will be open to full pedestrian access and serve as a reference point on this side of the project. This open area will incorporate hard landscaping and street furniture.



**Plate 2:** British Building – Elevation

## **British Building**

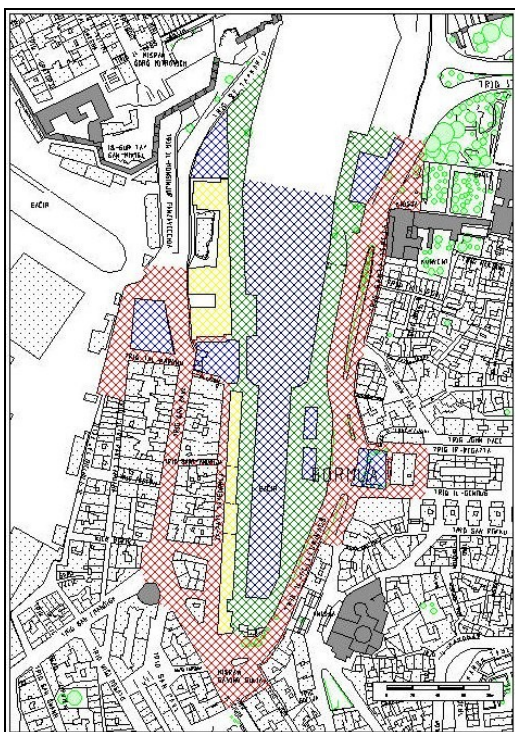
The British building will be fully rehabilitated. The use of the old fabric will be principally directed either for cultural and heritage venues which convey the history of the site and the old uses: i.e. dockyard, maritime, industrial history or else tastefully converted for a mix of residential /retail/catering uses. Authenticity of the fabric should prevail throughout and should be conserved in its totality. The conservation, restoration and rehabilitation plan with a proposal for the new interventions should not exceed the current maximum height of the building and follow official method statement parameters provided by the Malta Environment and Planning Authority.



**Plate 3:** Knight's Building - Elevation

## **Knights' Building**

The Knights building will be fully conserved at ground floor. The use of the old fabric will be principally directed for cultural and heritage venues which convey the history of the site and the old uses: i.e. dockyard, maritime, industrial history. Authenticity of the fabric should prevail throughout and should be conserved in its totality. The upper floor is a later addition and may be replaced by two floors introducing uses identified in Section 3. The conservation, restoration and rehabilitation plan with a proposal for the new accretions should retain the current building envelope at ground floor and follow official method statement parameters provided by the Malta Environment and Planning Authority. The Church tunnel and short tunnel will be maintained as access points.



The rehabilitation of Nodes A, B, C and D (in red) will be carried out through a mix of interventions. The government will be fully responsible for infrastructural works whereas the areas to be embellished (hard landscaping, street furniture) will be the responsibility of the Developer. This will also ensure a more unified and integrated scheme for the whole area.







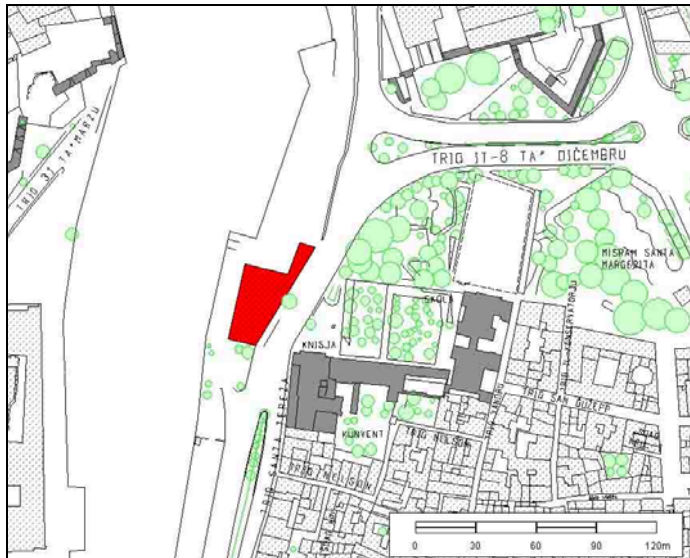


<b>Pjazza</b>	<b>Parking /Landscaping</b>
<b>Triq il-Pellegrinagg and W/front</b>	<b>Landscaping/ Culture</b>

### Node C

Node C will take the main public activity onto the Dock No.1 and Cospicua waterfront. It will cease to be an ill-managed point of on street parking and will act as a plaza. The whole area will be embellished and paved with a slightly elevated square. Part of the square (Paolino Vassallo) which is already rehabilitated will be included. A paving and lighting scheme will also extend into Triq il-Pellegrinagg which will also have access to the Dock No. 1 area. This will create a slow stepped embankment from the square to the dock-quay embellished using hard and soft-landscaping. This area may include a light pavilion type structure which is demountable

and may be extended. This structure will house art exhibitions, cultural events and heritage assets including boats and maritime connected craft. Alternatively small standard design kiosk type retail outlets in a landscape setting may create an activity attracting visitors and tourists to the area.



<b>Club House Cospicua</b>	<b>Belvedere / Commercial</b>
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**Node D**

This area should still retain its area as a belvedere or vantage point. This may include a small traditional kiosk with an information desk. Repaving and hard landscaping will connect it to Triq il-Pellegrinagg and ultimately to the other three nodes. This will make the

project cohesive and uniform in style. This node is also important in connecting the current embellishment projects for Xatt ir-Risq to the new Dock No. 1 project (Refer to Design Parameters above).



## **9. Overall Design**

The Ministry for Urban Development and Roads as the contracting part together with the Malta Environment and Planning Authority are seeking an outstanding architectural statement which will serve as a reference point to the locality, the Grand Harbour and the Mediterranean region. It will act also as a statement of urban renewal of the area.

The overall design should contribute to the landscape and setting and act as a local focal point. It should enhance significantly the available open space developing the old fabric and integrating new development into the historic context. The conservation and regeneration exercise should be designed to finite detail and its massing and building lines should be read from close, medium and long range. The bulk, scale and building lines should follow the proposed criteria above.

The design should harmonise with the context revealing subtly the new additions using, modern and innovative building technology whilst respecting the traditional fabric. The designers may include new materials but will maintain and respect the existing proportions between fabric and apertures. The choice of materials and building technology should fully consider sustainability.

New movement routes which will be predominantly pedestrian should be created connecting the Senglea and Vittoriosa Waterfront. Around the Landmark Building access and staircases may be designed to connect the wharf and the Dock to Triq Ix-Xatt ta' Bormla

and Triq il-Karmnu. This will increase public access into the Dock Area. The pillars of the gates on Pjazza Gavinu Gulia and Senglea should be conserved in their totality as features and historical delineations.

The designers should develop a full landscaping scheme following the promenade throughout the wharf and open areas. This may alternate between hard and soft landscaping and should integrate artistic features or industrial monumental features to revive the Dock's historical context. The latter should be authentic pieces which may still be conserved. Left over bits should be integrated in this scheme and carefully developed.



## **10. Submission Documentation**

### **Documents to be submitted by tenderers**

The tenderers are required to submit the following;

(1) A short report (5 pages) should be compiled presenting the tenderers' approach and delineating;

- Design Philosophy
- Application of Standards
- Dynamics of the project

(2) A full report on the Conservation Methodology delineating;

- Current State
- Application of Methodology
- Justification

Entries should be presented on A1 sheets, presented horizontally. Tenderers should submit a CD ROM of all the panels in digital format.  
**Metric scale should be used throughout.**



### **SECTION 1 A: Overall plan of the proposal (1:2500)**

Should contain an overall plan of the project, showing the Gateway development, the landmark building, the Block I, traffic management systems, rehabilitation of the nodes, landscaping, the promenade and marina development. (Scale 1:2500)

- General Plan of access routes into and around the Dock.
- General Plan of connectivity and observation areas with demarcation of sites for interpretation panels.
- A detailed design and sample of interpretation panels to be used on site. (1:100)

### **SECTION 1 B: Overall plan for the nodes (1:2500)**

Should contain an overall plan of the project nodal connections, showing the parking areas, accessibility and rehabilitation proposals. (Scale 1:2500)

- General Plan of the pedestrianization and traffic management plan.
- General Plan of connectivity rehabilitation.
- A detailed design and for every specific node with landscaping proposals. (1:100)

### **SECTION 1 C: Plan for the Marina (1:2500)**

Should contain a general plan of the marina project. (Scale 1:2500)

- General Plan of the moorings and facilities.
- General Plan of pontoon design.

### **SECTION 2 : Gateway building**

*Referring to the site as per plans attached.*

- 3D Artists' impression of the Gateway Building within the landscape.
- General plan of Gateway Building showing the various floors. (1:200)
- Sections through the Gateway Building. (1:200)
- General plans of any landscaping measures or designs. (1:500)



### **SECTION 3: Landmark Building**

*Referring to site options as per plans attached.*

- 3D Artists' impression of the Landmark building within the landscape.
- General plan of the Landmark building showing the various floors. (1:200)
- Sections through the Landmark Building. (1:200)
- General plans of any landscaping measures or designs. (1:500)

### **SECTION 4: Block I**

*Referring to site options as per plans attached.*

- 3D Artists' impression of Block I within the landscape.
- General plan Block I showing the various floors. (1:200)
- Sections through Block I. (1:200)
- General plans of any landscaping measures or designs. (1:500)

### **SECTION 5 : The British and Knights Buildings and conservation of structures.**

*Designs should include all structures within demarcated areas delineated in plans attached.*

- 3D Artist's impression showing the old buildings in relation to the new build.
- General plans of the old buildings with mapping of current state as per MEPA Method Statement guidance.
- Detailed plans and sections through old buildings with the mapping of restoration interventions as per above.