

LUQA PARK DEVELOPMENT BRIEF



Malta Environment and Planning Authority

February 2007

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1.0 Introduction

1.0.1 Malta Development Corporation (MDC) (whose responsibilities were taken over by Malta Enterprise (ME) and Malta Industrial Parks (MIP)) have requested MEPA to prepare a development brief for a commercial park at a site in Luqa (hitherto known as Luqa Dump) to accommodate a trailer park, Small and Medium Enterprises (SME's), and a recreational facility for the locality. Following a request from Wasteserv, MEPA has decided to replace the recreational facility with a Civic Amenity facility. The site covers an area of about 103,000 sq m.

1.1 Background

1.1.1 There are currently no organized parking facilities for trailers as a consequence of which these are generally being parked in various port areas such as Marsa although they also tend to encroach other areas e.g. within and outside industrial areas. It is generally accepted that the parking of these vehicles creates traffic hazard, visual intrusion and in certain instances bad neighbourliness. Nevertheless, no concerted effort has been made so far to examine this problem in a holistic way either at a strategic or at a macro level. It is important therefore, that a site is identified in the Maltese Islands that could largely help to reduce this pressure. Towards this end a site known as the former Luqa Dump has been identified for the provision of a centralized facility for the parking and maintenance of trailers. A trailer is defined as a heavy commercial vehicle with an overall length ranging from 12 to 15.5 m.

1.1.2 Land for the siting of Micro-Enterprises is perceived to be an important national issue in the Maltese islands. Despite the fact that a considerable amount of private industrial land is still vacant, there is little take up due to the high price requested. As a consequence, MIP and MEPA are under constant pressure to accommodate the spatial requirements of this sector. These enterprises are also associated with the degradation of the environment of residential areas, which has led to an exacerbation of the pressure for their relocation from these areas. In order to ascertain the factors/opportunities offered by this sector, a study had jointly been commissioned by IPSE, MDC and PA. Pending the findings of this study, it is widely acknowledged that the establishment of certain sectors of these enterprises tends to generate problems since the activities undertaken by them are incompatible with their present environment and hence need to be relocated. The pressure for the provision of land to accommodate these relocations is increasing and measures to alleviate this demand are needed. Luqa has a considerable amount of SME's within residential areas and the creation of an SME Park in the vicinity is bound to cater for any potential relocations from Luqa and adjoining towns and villages.

1.1.3 Civic Amenity Sites serve as regional managed collection points for waste material which is mainly bulky in character. The siting of these facilities is always problematic since if it is considered to be a disamenity when located in residential areas. The location of the site itself is ideal as it offers good proximity to different localities without creating a nuisance to residential areas since the site is quite distant from the residential

area of Luqa. MEPA has identified a site within the locality of Luqa to accommodate the recreational area originally intended within Luqa Park .

1.1.4 The demand for the provision of these facilities necessitates the development of a commercial park.

1.2 Purpose and Scope of Brief

1.2.1 The purpose of this Development Brief, therefore, is to give the potential developers clear planning guidelines as to the appropriate form and type of development expected by Malta Development Corporation and acceptable to the Planning Authority. Appendix 1 outlines the detailed purposes and objectives of a Development Brief.

1.2.2 The Development Brief provides relevant background information including the setting out of the planning framework, highlighting site constraints, specifying policy guidance for the development and gives requirements for the development of the site.

1.3 Strategic Policy Context

1.3.1 The approved Structure Plan provides the key strategic context for the preparation of the brief including the evaluation of the proposed elements for the development of the site. The preparation of the Brief has been guided by the relevant policies of the plan concerning industry, minerals, waste management and public utilities amongst others. Appendix B highlights the policies relevant to the proposed development. The site forms part of the South Malta Local Plan area.

1.3.2 The site lies in an area defined as Outside Development Zone (ODZ) but borders the Marsa Industrial Estate. The proposed uses are incompatible with the exceptions allowed for in section 7.6 and policy BEN 5 of Structure Plan.

1.3.3 The overall strategy of the Structure Plan is to permit and, where appropriate, to initiate and encourage development in existing built-up areas, Temporary Provisions areas, and primary development areas, as designated in the Structure Plan, whilst prohibiting any form of urbanisation outside these designated areas. (SET 11). However SET 12 recognizes the difficulty of forecasting all demands for development over a 20 year period with any precision. This policy allows applications for permits to develop some use which has not been foreseen in the Structure Plan analyses or where more detailed studies are required.

1.3.4 The development of the site would also facilitate the development of a derelict and potentially contaminated site which in turn would help improve the environmental quality of the area which at present is in a very poor state.

1.4 Key Requirements of a Commercial Park

1.4.1 A commercial park as defined in Section 1.0.1 should include these principal characteristics:

- easily accessible to ports
- centrally located facility
- sited within or close proximity to an industrial area
- makes use of land in government ownership
- makes use of underutilized and derelict land
- proximity to major transport network

The site in question meets all these criteria and is therefore considered acceptable to accommodate for the proposed uses.

2.0 Regional Context

2.1 The Area of the Former Luqa Dump

2.1.1 The site, (see Figure 1) is situated between Luqa and Marsa on north-eastern plain of Malta and about 3 km away from Valletta. It is about 0.4 km away from the nearest settlement, Luqa, which lies to the south of the site. Access to the site is gained from Qormi Road that leads from Marsa to Luqa. The site is accessible from the northern conurbation and lies at the intersection of several major roads which link the northern coastal conurbation with the Airport and the south

2.1.2 The site lies close to the Grand Harbour, Freeport and Airport which are the focal points for the use of trailers. The site is accessible from the northern conurbation and lies at the intersection of several major roads which link the northern coastal conurbation with the Airport and the south

3.0 Site Characteristics

3.1 Description

3.1.1 Figure 2 depicts an aerial view of the former Luqa dump. The area covered by the development brief occupies an area of 103,600 sq m. This is outlined in Figure 4.

3.1.2 Although it has not been possible to ascertain an accurate past history of the site, it is believed to have been used as a deep quarry. The only positive indication of quarrying at the site however is offered by the configuration of the site and the presence of a rock wall of some 5 m on the southern boundary of the site and a small quarry beyond the site boundary on the southern side of the landfill.

3.1.3 The area has been used in the past for tipping of waste material and as a consequence the landform profile of the site has varied from quarrying to waste deposition. It should be emphasized however that the nature of waste tipped on the site remains unknown and the importance to ascertain this information cannot be stressed enough since it will have a bearing on the viability of the overall development. The process of tipping started in the mid 1930's and continued up to the early 1970's. When the main tipping ceased, slopes were graded at a shallow angle of about 1 in 6, steepening to 1 in 3 at the limits of the landfill to the north. (see Figure 2 showing contour lines – the closer contour lines are the steeper the area is). This was done to prevent landslides of the dumped material due to heavy rain. Filling has taken the site to 25 m above natural ground level and has left a northern face of material about 350 m in length. Excavations carried out at the edge of the landfill at the rear of factories constructed in the Marsa Industrial Estate have left an exposed face of waste up to 10 m high. The excavated material has been deposited on the highest part of the landfill together with rubble spoil from road construction projects. The material on the northern face of the landfill needs to be consolidated and stabilized as the gradient is too steep. This is substantiated by the closeness of the contour lines in Figure 2.

3.1.4 The site is currently in a derelict and abandoned state. It is used for fly-tipping and there is evidence of bird trapping and rat hunting activities on the site. At one point the adjoining scrap yard (see Figure 2) was illegally encroaching onto it.

3.1.5 The site occupies steep rising ground from the low lying coastal zone occupied by Marsa to the high level plateau occupied by Luqa Airport. The site is on high ground between Wied il-Kbir valley and a dry valley above Paola. It has an elevation of 65 m.

3.1.6 Land to the north of the site is occupied by the Marsa Industrial Estate. To the south east of the landfill lies a large scrap metal yard, which is at high level and has a high element of visual intrusion. St.Vincent de Paule Old People's Home bounds the site by the western side.

3.2 Ownership

3.2.1 The whole site is owned by Government.

3.2.2 Parcels of land within the site have been leased out for different activities. These are shown in Figure 3.

- 3,760 sq m of land were leased in 1996 for the relocation of a beverage distribution centre from Hamrun. The lease is valid for fifty years and the distribution centre has a planning permit to operate the facility.
- 1,200 sq m to provide parking facilities for Andrews Feeds Ltd.

- Two parcels of land on the western part of the site leased for agricultural purposes. The lease is renewable on an annual basis. The areas of these sites are 11,720 sq m and 13,760 sq m respectively.
- 3,250 sq m of land is allocated to the Public Works Department for storage purposes. The site is neither fenced off nor is there evidence of activity in the designated area.

To get this development off the ground, the Government intends to secure the termination of leases prior to the commencement of the development on the site.

3.3 Geology

3.3.1 The site is a former dump. The present waste profile of the Maltese islands is 80% construction and demolition waste, with the rest being municipal and industrial waste. No appropriate inventory of the dumped material is available and as a consequence at deeper levels, different types of material with a rapid decomposition rate and possible adverse characteristics may exist. Beneath the waste deposits there is globigerina limestone.

3.3.2 The developers are expected to undertake early consultation with competent authorities to identify the nature and extent of substrate conditions. Knowledge of the extent and depth of any quarrying will be a vital element of any future reclamation strategy. The developers are also expected to carry out the necessary technical studies to establish the nature of deposits at the site, ways of stabilizing the material dumped in the area and to ensure that the potential hazard of landfill gases and leachate is mitigated. These requirements are outlined in Section 4.7: Firm Requirements of Brief.

3.4 Services

3.4.1 The developers are expected to undertake consultation with EneMalta, Drainage Department and Water Services Corporation for the provision of appropriate services.

4.0 Development Guidelines

4.1 Location of Major Land Uses

4.1.1 The Luqa dump site has an area of 103,600 sq m. It should be noted that 3,760 sq m of land are already committed for development, implying that it has planning approval for the expansion of the current industrial uses and a further 21,410 sq m are delimited as a buffer area which would involve structural planting due to its physical attributes.

4.1.2 The site is internally divided into three main land uses (see Figure 4), which are detailed in the respective sections (Figure 5). It is proposed that 66% of the site be utilized for the Trailer Park, 21% for the SME area and 13% for the civic amenity site in terms of land use. The area between the trailer park and the Marsa industrial estate is

designated as a reserve site for uses falling under Class 11 to 17 of the Development Planning (Use classes) order 1994 (as amended). Use of the reserve site is subject to the provisions in Section 4.7 of the Brief and any other provisions MEPA may identify.

4.1.3 The proposed development is expected to generate about 260 jobs at this site, the bulk of this growth in jobs is to arise in the SME's (about 240 jobs) whilst the rest are expected to be generated in servicing the trailer park and the civic amenity site.

4.2 Zone 1 – Trailer Park and Ancillary Facilities

4.2.1 The site has an area of 51,330 sq m and the development will provide adequate parking and maintenance facilities for trailers. Offices to manage the park may also be located on site.

4.2.2 The access point is from Qormi Road and the area would be enclosed from the adjacent developments namely the Beverage Distribution Centre and the Civic Amenity Area by fencing and landscaping in order to provide adequate security.

4.2.3 The maintenance centre will consist of open sheds in order to provide easy access for the trailers. However ancillary facilities for the storage of equipment would also be necessary.

4.2.4 The internal layout of the segregated parking area should be organized in such a way which lends itself to easy access for the parking and manoeuvring within the area of a minimum of 100 trailers. The layout should allow for one-way circulation, and it should make use of road markings supplemented by signage to establish a circulation route.

4.2.5 A landscaping scheme is to be incorporated within the buffer zones of the development in order to mitigate the visual impact of the trailer park on the amenity of the area and also to enhance the quality of the internal environment of the site. The Planning Authority will not permit any use in this zone within the classes specified in the following schedule (as defined in the Use Classes Order LN 53 Of 1994 as amended April 2000):

- Class 1 Dwellings
- Class 2 Residential Institutions
- Class 3 Hostel
- Class 4 Shops
- Class 6 Food and Drink
- Class 7 Non Residential Institutions
- Class 8 Education
- Class 9 Assembly and Leisure
- Class 10 Marine Leisure
- Class 11 Business and Light Industry
- Class 13-20 Special Industrial Uses

4.3 Zone 2: Micro-Enterprises

4.3.1 This zone has a total area of 15,970 sq m and is intended to accommodate Micro-Enterprises. The choice of the site is considered appropriate in view of its being located in close proximity to the Marsa Industrial Estate.

4.3.2 Assuming that each unit would have a footprint of 120 sq m and 80 sq m for circulation and parking space, this implies the site could take approximately 80 units. The site does have the potential to accommodate an increased number of units (i.e. beyond the 80 stipulated here) since it offers an opportunity to add floor space on an additional floor in line with advice contained in Policy IND 4 of the Structure Plan.

4.3.3 The development of the zone is intended to take place in two phases with the progress to the second phase depending on the performance of the first phase. The competent authority responsible for micro-enterprises intends to monitor the rate of take up of these units on the completion of the first phase of the development prior to agreeing to the release of the second phase of the development.

4.3.4 The main aim for phasing in development in two stages is to ensure that existing demand is met. The Micro-Enterprise Study, which is currently in progress, is expected to address the issue of the need for new land to cater for the needs of certain sectors, including the need for relocation, due to their incompatibility with their present location. These relocations are expected to exert a demand for supply of land in proximity to their current zone of operation. This site could be used to accommodate the industries up for relocation from the neighbouring towns and villages.

4.3.5 The Planning Authority will not permit any use in this area within the classes specified in the following schedule (as defined in the Use Classes Order LN 53 Of 1994 as amended April 2000):

- Class 1 Dwellings
- Class 2 Residential Institutions
- Class 3 Hostel
- Class 4 Shops
- Class 5 Financial, Professional and Other Offices
- Class 6 Food and Drink
- Class 7 Non Residential Institutions
- Class 8 Education
- Class 9 Assembly and Leisure
- Class 10 Marine Leisure
- Class 13-20 Special Industrial Areas

4.4 Zone 3: Civic Amenity Site

4.4.1 As outlined in Section 1.1 (page 2) there is a requirement for a civic amenity site in the area. This zone has an area of up to 10,000 sq m.

4.4.2. Civic Amenity Sites are supervised facilities where members of the public can bring and discard of a variety of household waste. Civic Amenity Sites cater for bulky waste such as tyres, refrigerators, electronic products, waste from DIY activities and garden waste. No food waste can be disposed of at these sites. The purpose of Civic Amenity Sites is to establish service facilities to optimise the collection of certain types of waste and increase the recovery of secondary materials.

4.4.3 These facilities will be manned with a trained workforce and will have particular opening hours where people can enter with their car to dispose of waste in specific containers. The containers used will have specific containment characteristics in order to prevent overflows and spillages. In order to ensure safety, cars entering these sites will have no contact with the trucks emptying the containers. The siting of a civic amenity site close to a zone of micro-enterprises is considered advantageous as this will also cater for that part of the waste, from the micro enterprises, which is similar in nature to that from residential areas.

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4.5 Circulation, Servicing and Public Transport

4.5.1 The access/egress points shown in Figure 4 are tentative at this stage but the developers may negotiate alternative access/egress points in consultation with the PA.

4.5.2 Road junction improvements as per section 5.7 would need to be carried out to ensure access of trailers to the Trailer Park and of vehicles to the Civic Amenity Site and the SME area from Garibaldi Road.

4.5.3 The vehicles must be able to enter and exit the trailer park in a forward direction. The access barrier/gate must be located in a position that allows a trailer vehicle length to wait off the main road whilst the barrier/gate is being opened (i.e. part of vehicle should not obstruct the public road while it is waiting to enter). The trailers turning right from the road into the park should have a right-turning lane so that traffic is not obstructed whilst trailers are waiting to turn.

4.5.4 The access from the main road network must cater for the size (12 to 15.5 m) of the vehicles using the trailer park, the Civic Amenity Facility and the Micro-enterprise Park to ensure that:

- road widths
- turning radii

- angles of approach, and
- sight lines (visibility to and from junction)

are adequate for the safe entrance/exiting of trailers and for other road users.

4.5.5 The integration of bus routes and necessary infrastructure to support public transport needs to be studied.

4.6 Urban Design Principles

4.6.1 This brief provides an opportunity for an intensive development of the site. The Trailer Park will have a plot ratio of 1:1.5 and the SME area will have a plot ratio of 1:1.7. However it is envisaged that the site will be developed on a holistic and comprehensive basis and the proposed development will take full advantage of its potential.

4.6.2 The height of buildings is to be restricted to two floors.

4.6.3 The height of the open sheds is to be restricted to 7.5 m.

4.6.4 Landscaping as outlined in section 4.7.5 is to be carried out.

4.7 Firm Requirements of the Brief

The following is a list of requirements that must be met by the developer and hence are not subject to negotiation. Where appropriate, these requirements will be secured through legal agreements and conditions attached to the granting of the planning permission.

4.7.1 Appropriate environmental impact analysis

4.7.2 Undertake a Traffic Impact Statement. This will ensure that the traffic generated and attracted by the proposed development will not cause a negative impact on the existing highway boundary.

4.7.3 Finance upgrading of junctions and entry points into the development site.

4.7.4 A landscaping scheme is to be incorporated within the development in order to mitigate the visual impact of the trailer park, the civic amenity facility, the SME site and the adjoining scrap yard on amenity. Structural planting is to be provided around the boundaries of the site, which will act as a 'green' belt surrounding the development. The planting is also intended to provide a barrier and restrict access between the designated areas within the site. Tall shrub and medium height tree planting will be required to screen the trailer park and the car park the civic amenity site and the SME site. This is meant to provide a physical and visual barrier.

4.7.5 The development of the site is to be carried out in three phases. The developer is expected to seek approval of Government prior to the commencement of each phase of construction activity on the site.

4.7.6 Since the recreational area which was envisaged to be the planning obligation due to the trailer park and SME site has been removed, MEPA will consult the Luqa Local Council to identify site/s for recreational space to be developed/improved from the planning obligation.

5.0 Submission Requirements

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

5.0.1 General Statement (not more than 30 A4 pages) explaining the proposals and providing a schedule of land use/space provision and demonstrating compliance with the requirements of this Development Brief.

5.0.2 Overall scheme plans at all floor levels indicating site levels, relationship of the development to the road network, proposed land uses, buildings/structures, pedestrian areas, landscaping elements etc. Scale 1:200.

5.0.3 Part-plans, elevations and sections of proposed development. These should be taken as samples from key parts of the site. These plans should include examples from all-important areas. Scale 1:100

5.0.4 Artist's impressions of the proposed scheme. Impression should show key vistas into and out of the development in addition to important routes within other parts of the site.

5.0.5 Schedule of materials for car-park, pathways, civic amenity site, and trailer parking area.

5.0.6 A site survey, a landscape scheme, a maintenance and management plan are to be prepared by the developer during the full development planning application stage.

5.0.7 Proposed site utilities layout, including connections to public networks.

5.0.8 Proposed phasing including buildings, uses and areas within each phase, phasing order and timing of each phase and construction management plan. The developer, is to propose various strategies, including phasing of works, for different parts of the project. This will be done to minimize disruption during the construction process, to adjacent areas and the activities occurring within them. Any excavation works that would need to be carried out would require the disposal of the material at regular intervals with the minimum of inconvenience and obstruction in order to avoid build up of waste in the area. Waste and debris removed from the sites is to be disposed of in an approved manner and location.

5.0.9 The full details of access points, potential obstructions necessary, stockpiling areas for materials, storage areas for plant, waste disposal, worker's facilities, site management offices must be submitted for approval prior to the commencement of works. The programme of works should also be submitted for approval in advance as provided for under – Particular Conditions of Contract. This should take into account the uninterrupted continuation of neighbouring activities.

5.0.10 Photomontage of development project from strategic locations.

5.0.11 Block model of project showing urban context and road network.

5.0.12 The above mentioned requirements are related to planning and architectural design issues. Other technical information requirements may be requested as part of an eventual Development Permit Application.

5.0.13 Any eventual development permission will have a relationship to conditions emanating from an eventual contract.

Appendix A

What is a Development Brief?

A Development Brief is a summary document on the Planning Authority's position on development matters relating to an area of land. It provides information intended for common use by parties having a potential interest in the development of land or as a starting point for negotiations where land is offered for development on a competition basis.

Development Briefs are normally issued by the Planning Authority under the direction of government. Briefs are issued where potential exists to fulfill or contribute towards planning objectives identified in the development plan (the Structure Plan, Local Plans and/or Action Plans). The objectives could be environmental, social or economic. A brief would be most likely to promote developments that have a positive impact related to all three.

Briefs outline the kinds of development required, desired, permitted or proposed for a site together with known constraints (physical, policy, access etc.) for the guidance of prospective developers and other interested parties. A development brief can be the basis for major investment decisions and should state the firm requirements of the developer with regard to on and off-site infrastructure provision in order that additional costs are not incurred to the developer later in the process. The Planning Authority is obliged by law to consult with the public for consultation. Following approval by the Planning Authority Board, briefs are referred to government for ministerial approval.

**Sources: Structure Plan for the Maltese Islands, 1990
Development Planning Act, 1992**

Appendix B : Structure Plan Policies

POLICY IND 4: In judging applications for permission to develop manufacturing industry facilities, preference will be given to development which will be constructed at a high density in order to economise on land take and otherwise use land efficiently. (See also Policy MIN 18) Allowance for future expansion of floorspace should be upwards rather than sideways, and adequate provision shall be made for initial and expanded vehicle parking requirements.

POLICY IND 5: The Planning Authority will prepare a Subject Plan aimed at establishing the potential for the longer term relocation of heavy port/industrial uses from Grand Harbour to the Marsaxlokk Bay area. In the interim period, no new industrial uses will be permitted in the vicinity of Grand Harbour.

POLICY IND 6: The Planning Authority will give favourable consideration to the development of the service industry sites already identified under the Temporary Provisions schemes, and will designate further such sites in the relevant Local Plans at locations where no such designations have been made.

POLICY IND 7: Incentives will be offered to assist the relocation of existing service industry activities which have an unacceptable environmental impact on the general areas in which they are located and on adjacent uses in particular.

POLICY IND 8: In order to make maximum use of available land, new service industry uses will be encouraged to build to a higher density than has been the practice in the past. Multi storey building forms will therefore be encouraged.

POLICY IND 9: The Local Plans to be prepared for areas in which abandoned quarries are located will specifically research the feasibility of establishing sites for obnoxious industry in such areas in accordance with Policies MIN 13, 14, and 15.

POLICY IND 10: Consideration will be given to the extent and form of incentives required to secure the relocation of obnoxious industrial uses for environmental reasons.

POLICY IND 11: Encouragement will be given to the conversion and rehabilitation of existing warehouse premises to facilitate continuity of use where adequate access and vehicle parking exists or can be arranged.

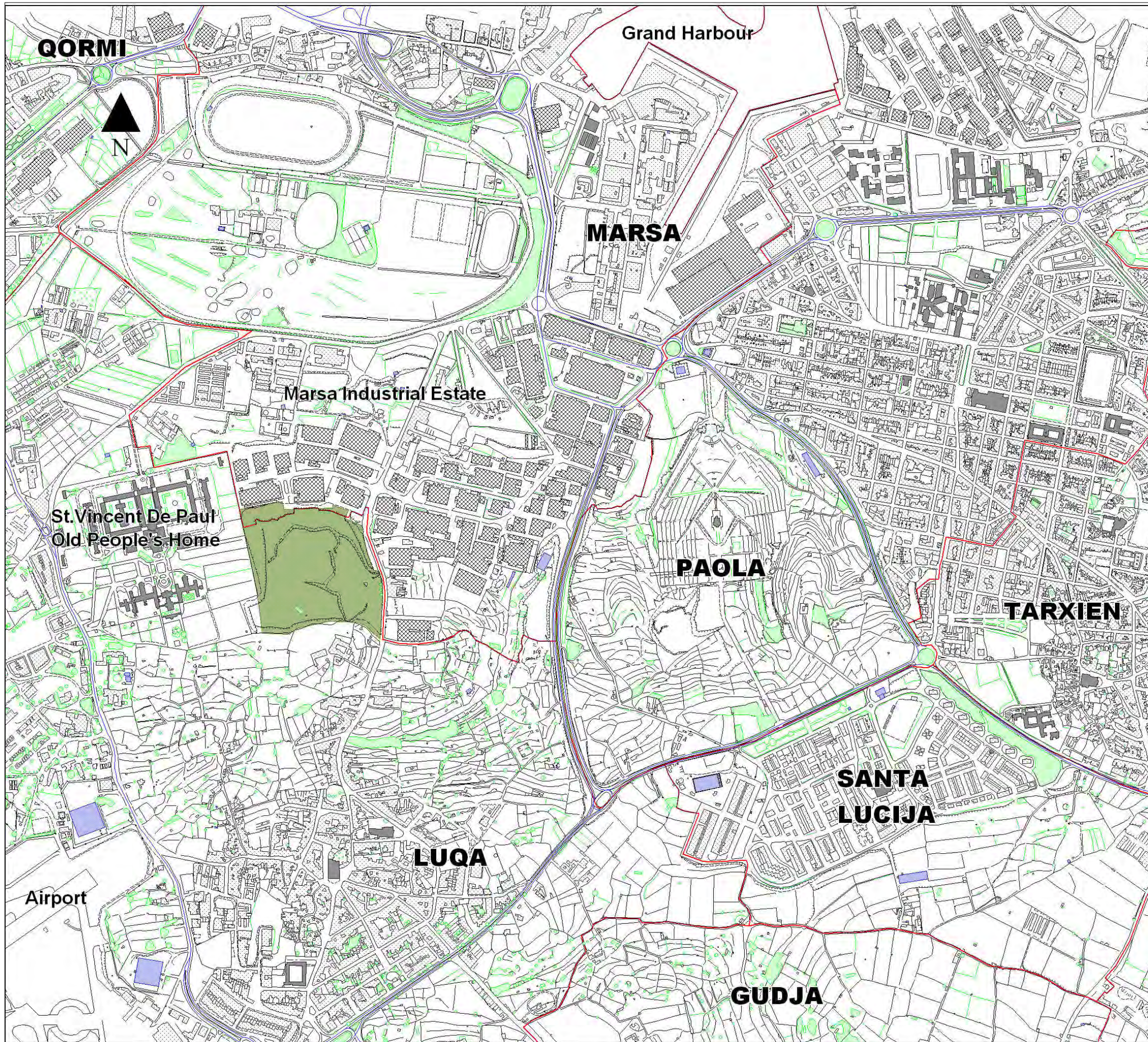
POLICY IND 12: Favourable consideration will be given to the development of new warehousing on industrial estates where it can be shown that development or redevelopment in traditional areas is impracticable or would maintain or exacerbate unacceptable environmental impact. Food stockpile depots including cold storage will be promoted in areas for warehousing (see Policy AHF 1).

POLICY IND 14: Facilities for servicing the oil and gas industry shall be established in the Marsaxlokk Bay vicinity.

POLICY SET 11: No form of urban development will be permitted outside existing and committed built-up areas, and primary development areas as designated in the Structure Plan even where roads and public utilities are available. Permitted forms of non urban development outside such areas are restricted to the categories referred to in Paragraph 7.6.

POLICY SET 12: Notwithstanding the policy against any form of urbanisation outside areas designated for urban uses in the Structure Plan, the Planning Authority will consider applications for permission to develop which ostensibly infringe Policy SET 11. In any such case the onus will be on the applicant to present evidence as to why the policy should be infringed, giving reasons why from a planning point of view such proposed use cannot be located in areas designated for development. The Planning Authority will additionally require the applicant to submit at his own expense a full Environmental Impact Assessment of a form and content satisfactory to the Authority. This policy is not a means of evading policy SET 11 or any other policy. An Environmental Impact Assessment which adequately demonstrates acceptable impacts will not be a reason for the granting of a development permit if the proposed use can be located in an area intended for its development under the Structure Plan or any subsequent approved Planning Authority document.

POLICY BEN 5: Applications for development permits outside urban areas will be judged against the policies and design guidelines of the Local Plans for Rural Conservation Areas, and in the interim period, to Structure Plan policies and the guidelines contained in the Explanatory Memorandum.



LUQA PARK
DEVELOPMENT BRIEF



L-Awtorita' ta' Malta Dwar l-Ambjent u l-Ippjanar

Malta Environment & Planning Authority

Key

- Development Brief Location
- Local Council Boundary
- Arterial Roads

Sub-Regional Context
Map

Scale : 1:10,000

Date : July 2001

Figure :

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

1

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LUQA PARK
DEVELOPMENT BRIEF



L-Awtorita' ta' Malta Dwar l-Ambjent u l-Ippjanar

Malta Environment & Planning Authority

Key

- Development Brief Boundary
- Contour Lines

Aerial View of Brief

Scale : 1:2500

Date : July 2001

Figure :

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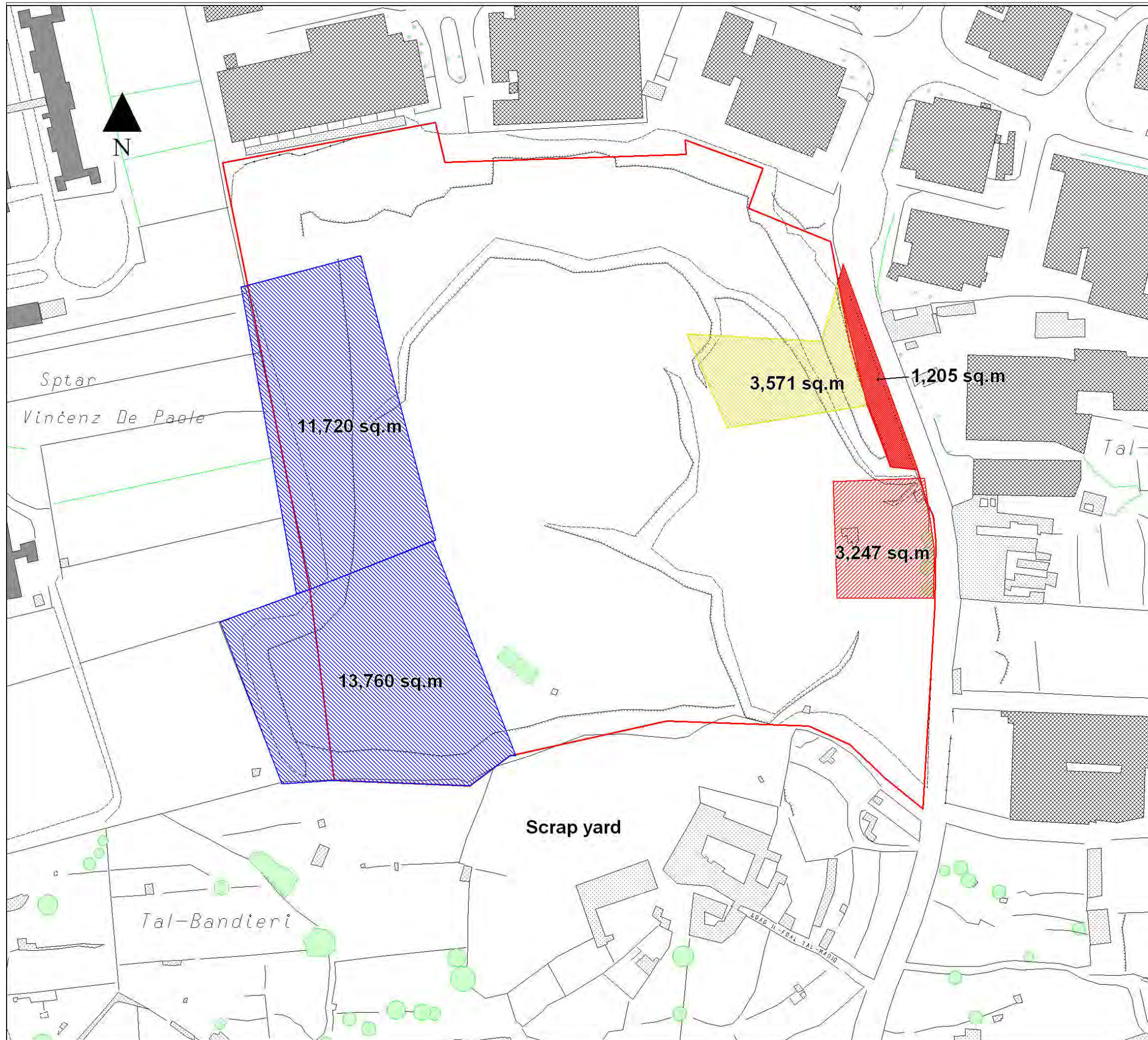
LUQA PARK
DEVELOPMENT BRIEF



L-Awtorita' ta' Malta Dwar l-Ambjent u l-Ippjanar
Malta Environment & Planning Authority

Key

-  Agricultural use
-  Area allocated to Public Works Department
-  Area leased for Beverage Distribution Centre
-  Andrews Feeds Parking Area
-  Development Brief Boundary



Current Land-use

Scale : 1:2500

Date : July 2001

Figure :

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

3

LUQA PARK
DEVELOPMENT BRIEF



L-Awtorita' ta' Malta Dwar l-Ambjent u l-Ippjanar

Malta Environment & Planning Authority

Key

- Zone 1
Trailer Park
- Zone 2
Micro Enterprises
- Zone 3
Civic Amenity Area
- Committed Area
- Reserve site



Development Brief Zones

Scale : 1:2500

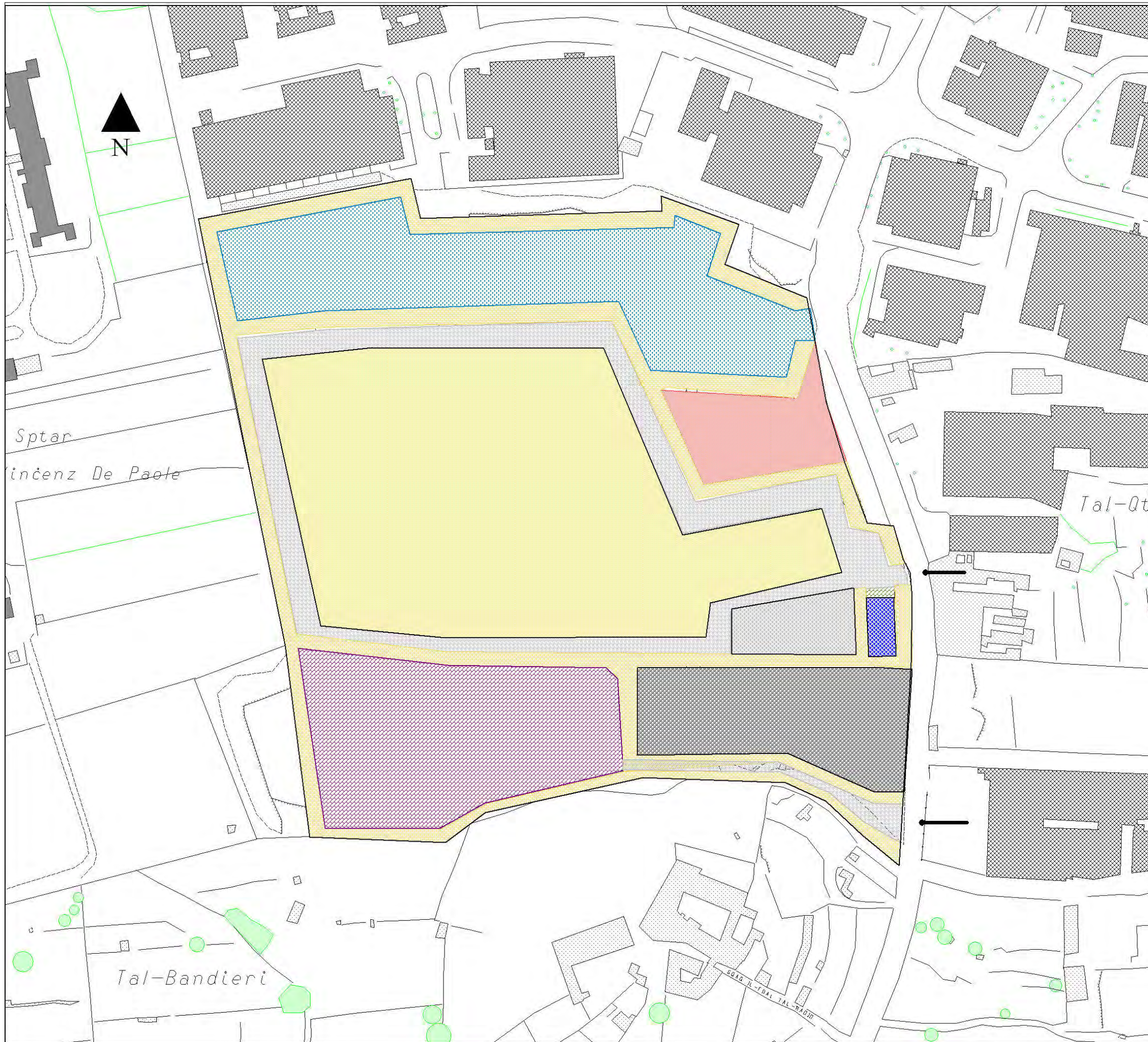
Date : March 2006

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










LUQA PARK
DEVELOPMENT BRIEF



L-Awtorita' ta' Malta Dwar l-Ambjent u l-Ippjanar

Malta Environment & Planning Authority

Key

-  Development Brief boundary
-  Trailer Park area
-  Buffer area
-  Reserve site
(Use Classes 11-17)
-  Roads
-  Maintenance area
-  Parking area
-  Offices
-  Civic Amenity area
-  Location for Micro Enterprises
-  Committed area
-  Access point

Note: Road layout for Civic Amenity Area still to be determined

Development Brief Proposal

Scale : 1:2500

Date : March 2006

Figure :

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

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Base Maps - 1988 Survey Sheets
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