

CROWN WORKS/HORN WORKS ACTION PLAN



**PLANNING AUTHORITY
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Executive Summary

The Crown Works/Horn Works Action Plan's main objective focuses on upgrading and improving public access to the important historical area known as the 'La Galdiana' or the Crown Works and Horn Works fortifications area. This unique design dating to the late 1600s forms part of the Valletta/Floriana fortifications network. The upgrading of these fortifications has long been awaited but has not been possible due to inappropriate, conflicting and incompatible land uses which should have been planned elsewhere and not within this prime heritage area.

This document also presents detailed guidelines for two main projects identified within the Structure Plan policy PTR10 and the Grand Harbour Local Plan policy GF20. These policies highlight the need to plan for a Park and Ride Project and also provide for a Carnival Centre Project. Both projects have been planned for nearly a decade and await approval. The projects are linked to long term improvement plans for Valletta and Floriana. In effect, planned strategic changes regarding transport, such as vehicular access to Valletta and Floriana and a general upgrading of the transport regime in these cities and also the planned upgrading of other historical sites, such as Fort St. Elmo are interlinked with the actions taken in this Action Plan. This implies that although the Action Plan is site specific in nature, it involves strategic concerns of the utmost importance.

The implementation of the objectives of the Action Plan following approval by the Planning Authority, will require a number of relocations of incompatible uses which conflict with the development and rehabilitation plans for the upgrading of the area. A number of accretions and inappropriate buildings and structures are also recommended for demolition. Once such tasks have been completed the area can be presented as a site of national heritage importance it rightfully deserves, free from the clutter of mixed uses which have created a dismal picture of the heritage in the area. This will also allow for its full appreciation by locals and tourists.

The upgrading of the site will also ensure that the short-listing of the site as one of the historical sites being considered by UNESCO as a possible candidate for World Heritage Status in its tentative list is finally achieved. It is planned that the improvements to the site, including the removal, relocation or demolition of all incompatible uses, will lead to the implementation of a Heritage Trail along the outer fortifications incorporating the Crown/Horn Works and the Carnival Centre linked to the Sir Luigi Preziosi Garden in Floriana. This will be a prime example of how the country can utilize its fortifications sustainably for the needs of the future, whilst still promoting its past.

1. Preface

- 1.1.1 This document will, for all intents and purposes, be referred to as the **Crown Works/Horn Works Action Plan**. The Action Plan has been approved by the Planning Authority and endorsed by Government. The Plan presents various development proposals considered for this site. The future use of the site is subject to the inclusion of a number of important projects analysed in detail in **Section 2: Development Objectives**. The implementation of the projects will depend on financial, legal and relocation possibilities. The Action Plan is being prepared with more site specific detail than that covered by the Grand Harbour Local Plan and is intended to guide the final implementation of future projects in the area. The area under study in this Action Plan is outlined on **Map 1: Regional Context**.
- 1.1.2 The Action Plan preparation follows extensive studies including: a number of consultations with relevant agencies; a detailed land-use and land ownership study; transport and traffic studies; urban environment study including historic buildings conservation considerations; present utilities; afforestation and general landscaping situation and other background information relevant to the site. The Action Plan highlights site constraints and specifies policy guidance for development as well as requirements for the development of these sites. The Plan reflects the unique nature and importance of the area, as a proposed World Heritage Site. Enhancement of the existing historic heritage and the retention of the open character of the area are considered priority strategies in achieving an improved, overall environment for the site. Concern over the present dilapidated state of the site, especially insensitive government uses, is the primary strategy of this Action Plan.
- 1.1.3 The Crown Works/Horn Works Site is identified as an 'Opportunity Area' forming part of the Grand Harbour Local Plan. The Grand Harbour Local Plan Policy **GF20** outlines the need to prepare an Action Plan for the land between Triq Nazzjonali and Flagstone Wharf, encompassing the Crown Works and Horn Works fortifications. This network of fortifications is referred to as 'La Galdiana'. These areas are identified in attached **Map 2: Place Names and Viewpoints**.
- 1.1.4 The site requires substantial redevelopment and its regeneration is encouraged. This is a prime site of utmost importance, offering improvement possibilities through developments directly on the Valletta/Floriana Peninsula. Development possibilities, as set out in this Plan, relate to cultural, historical and transport fields. Efficient use of this site and the implementation of adequate planning considerations and policies proposed, will allow for developments which can alleviate present problems and issues faced by the Valletta and Floriana localities.

- 1.1.5 The total site area of this Action Plan covers some 15 hectares¹ including existing access roads. This area is presently under-utilised or in some cases inefficiently utilised. The area could be successfully upgraded with modest investment. Large scale retail and industrial developments are not however strategically suggested, although the area has appeal for a wide range of other uses. The site is earmarked for two major projects, the **Park and Ride Project** and the **Carnival Centre Project**. Two major studies have been undertaken promoting these requirements; the '*Valletta Transport Study (Feb. 1994)*' and the Valletta Rehabilitation Project's '*Hornworks Carnival Village Development Report (1993)*'. These concepts were taken into consideration in the formulation of the Grand Harbour Local Plan and are being incorporated as part of this Action Plan itself. The Action Plan sustains both these concepts, but suggests minor variations in the actual location criteria of these projects. The original studies, in fact, both suggested that the projects be sited inside the 'La Galdiana' structure (refer to Identity Area 2 in **Map 3: Identity Areas**), incorporating the Crown Works/Horn Works fortifications. As this is not recommended, it has been necessary to allocate a new site for the Carnival Centre, at the ex-Belt il-Hazna site (*near Maltacom Head Office*). This site has been suggested as it is the only available, open space suitable for this purpose, considering present constraints and project requirements. This site is not permanently utilised at present and allows for the best possible alternative for the Carnival Centre Project. The site is visible from the main road and offers an opportunity for such a Centre. This project would require rock excavation works on this site.
- 1.1.6 The Action Plan site contains substantial historical structures situated on a plateau, overlooking the Menqa shoreline and Ta' Braxia Valley. It is highly visible from all sides and is subject to specific landscaping and design requirements. It is strategically suggested that the open character of the area be promoted, especially public access onto the historical heritage. This implies extensive relocation of present industrial uses, including the inappropriate container storage use situated on the outer wing of the Crown Works area.
- 1.1.7 The site is strategically located on the main road network. This makes it a prime location for a park and ride project. The Grand Harbour Local Plan suggests the implementation of a park and ride project, which was identified in the Valletta Transport Study. The Local Plan had specified that land be safeguarded from short term land uses and developments which may frustrate long term transport requirements, including the possibility of a Rapid Transit System in future. In the short term it is envisaged that the park and ride is serviced by public transport and a shuttle service.

¹ The Total Site Area is about 145,700 square metres including roads. Excluding all roads the area covers 98,946 square metres.

- 1.1.8 The Action Plan follows the concepts and strategy suggested in the previously prepared 'Structure Plan for the Maltese Islands' and the 'Grand Harbour Local Plan'.

2. Development Objectives

2.1 Goals

2.1.1 The major strategic goals for this Plan can be listed as follows:

- To guide future development on site.
- To optimise the use of land and improve the environment.
- To bring about a general upgrading of the area.
- To promote the conservation of heritage on site.
- To facilitate the implementation of strategic policies identified for the whole Grand Harbour area.

2.2 Major Objectives

2.2.1 The major objectives for this Action Plan are the following:

2.2.2 **To conserve all historic structures/buildings and expose all fortifications for their better appreciation.**

2.2.3 Structures/buildings of historic importance need to be retained and conserved. Measures will be specified on the requirements to encourage rehabilitation and maintenance, observing current conservation requirements and criteria in relation to heritage works. Other structures/buildings need to be removed or demolished so as to expose all fortifications and increase the open character of the area, especially in front or adjacent to the bastions. Removing unwanted constructions, which have decreased the overall aesthetic beauty of 'La Galdiana', is considered a primary objective. It is however acknowledged that relocation and/or removal of some of the present uses may require support from Government.

2.2.4 **To enhance the open characteristics of the area and increase public access.**

2.2.5 This involves the designation of open areas, fully accessible to the general public, in conjunction with the exposure of all fortifications within the site. These changes will enhance the area's attractiveness and promote tourism.

2.2.6 **To provide detailed guidance on the Park-and-Ride Project.**

2.2.7 This project is based on an integrated planning approach involving multiple transport initiatives in conjunction to the development of the park and ride. The site will serve all the Valletta/Floriana peninsula and will be serviced initially by public transport and a shuttle service. The integration of a number of different traffic management

measures, intended to minimise traffic impact on the peninsula, will be required. These integrated measures will serve to improve the overall transport situation in Valletta/Floriana. It is imperative that integrated traffic management measures are simultaneously implemented in Valletta/Floriana. It is finally assumed that the whole process will eventually incorporate in future a Rapid Transit System Link.

2.2.8 **To specify detailed guidance on the Carnival Centre Project proposed at the ex-Belt il-Hazna site (*adjacent to the Maltacom Head Office*).**

2.2.9 Following an extensive land survey, conceptual ideas have been developed and included for such a project. This project is intended to upgrade the Carnival and provide support facilities, including a multiple use administration building and carnival workshops area. It will also release other spaces currently occupied inefficiently, such as within the Fort St. Elmo Ditch and at St. Magdeline Chapel in Valletta. This land release links this Action Plan's requirements with the proposals identified in the **Fort St. Elmo Development Brief (Jan. 1997)**. In the Fort St. Elmo Development Brief it was assumed that new spaces would be made available for the possible relocation of existing carnival workshops.

3. Background and Site Description

3.1 Background Information

- 3.1.1 The Crown Works and Horn Works are located at the southernmost part of the heavily-urbanized Sciberras peninsula containing the capital city Valletta and its suburb Floriana. Perhaps, one striking feature in this area is the fact that in recent years, traffic congestion has reached almost unbearable proportions. This situation is reflected in high demand for the limited, available informal parking spaces and surface car parks, within Valletta and Floriana, utilized by employees who daily commute to work in government departments and private companies within these localities. The area is also one of the country's principal shopping centres and therefore the transportation problem is further exacerbated.
- 3.1.2 The proliferation of commercial outlets of all sorts and sizes, including shops and offices, have created additional demand on parking and, as a consequence, traffic volumes increased at a dramatic rate. Floriana, which has a smaller commercial/retail area, experiences the bulk of through traffic and parking related problems despite it having more and bigger open space areas than Valletta. The main traffic flow is through Portes des Bombes and St. Anne Street.
- 3.1.3 Population decline progressed in Valletta/Floriana because of a degradation of the urban environment, with major factors including the decreasing provision of parking spaces and added difficulty for residents to park, creation of new office floorspace taking over vacated residential units and new retail outlets coupled by a large centralized public service. The Grand Harbour Local Plan Policy **GV24** on office development and Policy **GF16** proposing a Public Office Enclave are planned to alleviate this problem, although the Plan also indicates that the long term solution lies in an integrated transport plan approach rather than relying only on temporarily restricting conversion to offices. This would include the planned Park and Ride Project as well as multiple, well timed, transport measures. It is important to emphasize that single, isolated transport measures already attempted have failed. The transport problem is so complex that an integrated approach is required at this stage.
- 3.1.4 In this context, alternative means of transport which reduce the increasing numbers of private cars in the area are widely perceived as being of primary importance. Incidentally, most projects for Valletta and Floriana depend on the solution of this transport problem. Given the increasing emphasis on better access to the area, lesser pollution levels and more security and safety in the street network, the need for a wider variety of transport means is indeed suggested.
- 3.1.5 The Crown Works and Horn Works site, which is situated at the entrance of Floriana, has been earmarked by the Grand Harbour Local Plan for the creation of

this transportation system. The total area is presently underutilized, despite the presence of public and private entities in the area. The site, strategically located on the main road system connecting Valletta/Floriana with Hamrun/Marsa/Pieta, has been safeguarded for planned future developments through Local Plan Policy **GF20**.

3.2 Present Situation

- 3.2.1 Floriana saw substantial development in recent times, including two hotels namely Excelsior Hotel and Phoenicia Hotel. The bulk of the Civil Service/Government Offices including the Public Library and Police are located in the ex-Beltissebh. The Curia or Catholic Church Headquarters are also found in this locality. This places Floriana as the next closest locality in demand for office and administrative spaces to Valletta and so suffers from the same traffic and transport problems associated with the capital.
- 3.2.2 During the 1970/80's the horn-work precincts were used as a container open storage depot. The ground was asphalted and additional access was created through breaches in the fortification itself or through constructions such as the large stone-bridge connecting the crown with the horn-works. The containers are still being stored on the *ex-glacis* surrounding Crown Works, reducing the open space and negatively affecting the visual aspect of the fortifications. Fortifications breached during this period by government were mainly to make way for better road connections. In fact the Portes des Bombes Gate used to lead onto a *lunette*, however with the construction of Triq Nazzjonali this *lunette* was removed. A number of garage-type workshops have also been built on sides overlooking the Crown Works and in the ditches.
- 3.2.3 Today there exists a conglomeration of mixed uses, many of which are detrimental to the upkeep of 'La Caldiana' as an important historical site. The site in fact forms part of the tentative list of sites being considered for World Heritage Site status by UNESCO and forms an integral part of the whole Valletta/Floriana fortifications. These mixed uses vary from mere garage/vehicle workshops to the SPCA, a trade school, mustering rooms and offices. The fortifications are in a state of abandonment, and maintenance does not exist. They are being used as dumping grounds in many parts. Misuse of the area is adding to its degradation. The fortifications and surroundings need to be protected from vandalism and from future deterioration by introducing sustainable uses or relocating conflicting ones.
- 3.2.4 The fortification grounds have become an easy solution to locate inappropriate industrial functions for open storage and warehousing in cheap Government subsidised space. This takes place however at the cost of the area's heritage. This price is a high one to pay when one considers that most huts are used to store run-down and unusable government department and parastatal agency materials, including vehicles, and storage of containers located inconveniently and cordoning-off areas of open space.

3.3 Identity Areas

- 3.3.1 The surface area covered by Crown Works/Horn Works Action Plan measures some 145,700 square metres. It is situated between the southern side of Floriana and nearby Blata l-Bajda (*part of Hamrun*) and Il-Menqa, Marsa.
- 3.3.2 The area under review is indicated on **Map 3: Identity Areas** and has been subdivided into more manageable and better defined identity areas as follows:

Identity Area	Total Area (in sqm.)
1. Outer St. Francis Ravelin and Bastion	43,640
2. Crown Works/Horn Works Area	41,310
3. Former Belt il-Hazna Site (Spencer Hill)	19,410
4. Outer Crown Works Area	35,970

3.4 Existing Land Uses

- 3.4.1 The existing area is being utilized for a number of activities which conflict with each other and the heritage in the area. This is not desirable given the proximity of the area to Valletta/Floriana.
- 3.4.2 The land uses on site are indicated on **Map 4: Existing Land Use**.

Land Use Category Description	Total Area (in sqm.)
Open Storage	31,100
Garage Industries/Internal Storage	5,636
Derelict Land	15,370
Schools	9,114
Trees/Afforestation	7,772
Parking Areas	19,050
Offices	7,373
Vehicle Test Driving/Practice	4,466
Retail (Bar)	48
Total Area	99,929 (excludes roads)

- 3.4.3 The site formerly known as Belt il-Hazna (which is situated in Identity Area 4 of the Action Plan) is currently used as an informal parking area mainly by Maltacom plc. The site is occasionally utilized by entertainment companies when these set up temporary luna park/circus.

3.5 Land Ownership

- 3.5.1 Most of the land under review is Government-owned. Over the years, several leases were given by the Lands Department to a number of organisations which set up their commercial/government activity in the area.

- 3.5.2 The Crown Works and Horn Works site and their surrounding ditches, as well as most of the buildings adjoining the fortification line network, particularly those hosting the Licensing and Testing Department, various offices of the Works Division, Water Services Corporation, Maltacom, Education Department, various garage industries (SMEs) and the SPCA are all government tenements. Most government uses are either unplanned or incompatible and only help to reduce the urban quality of the area.

3.6 Utilities

3.6.1 Existing Network Description

- 3.6.2 The Area serves as a channel for main utility ducts supplying Valletta and Floriana passing close to or in the site. Power cables, water mains, telephone cables, and a sewage gallery service the site. These lead to the various networks, which are visible on **Utility Maps 5-8** attached. The 415V power networks service the entire site.
- 3.6.3 The water network extends throughout most of the site through a series of various sized water mains. It is estimated that with the current network only, some further increase in supply is possible. However, beyond a limited increase, new mains would need to be laid to cope with such additional demand. Water Services Corporation are planning to relocate their District Offices from this area.
- 3.6.4 The separate sewage gallery along the south side of the Sciberras peninsula passes underneath Horn Works, Crown Works and Outer Crown Works wing. The existing sewerage network is extensive. The sewerage network may need to change and be redirected in order to accommodate further developments in the area.
- 3.6.5 The telecommunications main trunk network is underground and covers most of the site, but domestic distribution is overhead, sharing poles of the power network, where no buildings exist. This overhead system services all the major occupiers.

3.6.6 New Electricity Distribution Centre and Power Constraints

- 3.6.7 A new electricity distribution centre is required. This is to be located close to the southern flank of the ex-Belt il-Hazna *lunette*, south of the Carnival Centre Site and using part of the land cleared by the removal of the rock presently found adjacent to the lunette and roundabout. The Distribution Centre is urgently needed, according to Enemalta, to supply power more efficiently to Valletta and Floriana. This is an optimal site for this centre as alternative siting would entail prohibitive costs. It is estimated that beyond a limited increase, a new distribution centre is required to cope with such additional demand for power output. The Distribution Centre is to be located in such a way so as to reduce visual impact and allow for the complete viewing of the fortifications. In this respect, the centre will be located at a lower level and will only be partially visible from the present road level as per Maps 12/13. This is possible using the difference in levels in the area and through the necessary rock cutting below the present road level.

4. Action Plan Proposals

4.1 Restoration and Rehabilitation of Historic Buildings and Structures

- 4.1.1 Restoration and rehabilitation of heritage and surroundings will be considered as an integral part of all developments and must be carried out in tandem with the said projects.**
- 4.1.2 The Planning Authority will take measures to ensure that restoration and rehabilitation works are carried out where required, prior to actual commencement of actual projects, as in the case of wall restoration, landscaping preparations and demolition of non-historical buildings.
- 4.1.3 The site contains splendid examples of architecture pertaining to the Knights of St. John as well as examples of British military structures which merit consideration. The main component requiring rehabilitation and restoration are the actual fortifications of 'La Galdiana' forming the unique design of the Crown and Horn Works. Priority will be given to the promotion of the heritage.
- 4.1.4 The development of the area through restoration and rehabilitation will necessitate that all repair works, alterations or other modifications should as much as possible utilise local *globigerina/franka* limestone. All works must be accompanied by proper plans approved by the Planning Authority and referred to the Heritage Advisory Committee. Refer to Appendix B: Typical Submission Requirements. A Guideline to Restoration Methods for Key Buildings and Structures is attached in Appendix D. The Planning Authority's design guidelines 'Development Control within Urban Conservation Areas' should also be consulted prior to seeking a development permit. All rehabilitation attempts should provide maximum protection to the conservation areas and give a pleasant aesthetic appearance that complements the overall area.
- 4.1.5 Any development would require the submission of detailed programmes for restoration and rehabilitation works outlining all techniques to be employed and phasing of works. This would include presentation of proper time-frames for restoration works over which buildings and structures will be restored or demolished according to the details set out within this Action Plan and in conjunction with the overall project design.
- 4.1.6 A number of buildings and structures forming part of the historic heritage in the area have been identified for conservation and restoration. These buildings will be protected and appropriate reuse encouraged.**

- 4.1.7 The Crown Works and Horns Works Site is a historical site of utmost importance. The site is being considered by UNESCO in the tentative list for possible World Heritage Status. Restoration and rehabilitation of the historical buildings and structures located in this area is an integral element of any proposals made for this site. These structures have been surveyed, identified and catalogued. An inventory has been completed highlighting buildings and structures to be retained and restored.
- 4.1.8 The assessment and evaluation carried out for the identification of these historical buildings and structures is based on the Conservation Criteria adopted for such sites which follows Structure Plan Policies for Urban Conservation Areas namely **UCO 1**. This defines ‘**areas of special architectural and historical interest**’ and ‘**enhancement of the open character and appearance**’ of which the actual fortifications form part. Policy **UCO 4** states that following the process of identification, buildings and structures of importance will form part of the National Protective Inventory. Eventual grading will take place according to Policy **UCO 7**.
- 4.1.9 The protection and enhancement of the site under study, which is rich in heritage, is of fundamental national importance. In the past years, the site has been largely neglected or used inadequately and in an inappropriate manner. The site has been extensively damaged by interventions from industrial use and also interventions by central authorities for transport purposes. Much of the damage is in effect irreversible. The damage to the old fabric covers incompatible uses, penetration of walls for garage industries, use of alien materials and inappropriate signage, cabling works for utilities strung carelessly along the actual walls and dumping of materials along the walls. Intimate spaces are disturbed by utilities and structures limiting the enjoyment of the aesthetic views the site offers and in some cases, the complete blockage of views of the walls exists by containers and elevated concrete surfaces used for storage of industrial equipment. The removal, relocation or demolition of inappropriate extensions is recommended according to policy **UCO 5**.
- 4.1.10 The protected buildings and structures are examined in detail and identified in **Map 9: Buildings/Structures to be Retained**. They are identified as follows:

No. 1: The Crown and Horn Works Defensive System and all other Floriana Defensive Network Bastions - 17th Century

All walls and bastions forming part of the Crown Works and Horn Works defensive system, which are 17th century historical heritage and including any other bastion walls identified as forming part of the Floriana defensive works system (namely those forming part of the St. Francis Ravelin, the *Fausse Braye*, the Capuchin Bastions as well as the Musketry Gallery and the Spur at Flagstone Wharf) are to be restored and protected. Given the extent of the works, developers will be expected to provide a contribution relative to the scale of their project for such a rehabilitation. These bastions contain critical historic features which should remain unchanged by any new uses proposed

for the site. Any works near or on site are to be extremely sensitive to this planning requirement. These systems are being listed and scheduled as Grade 1 according to Structure Plan policy UCO7.

No. 2: The Lunette - 17th Century

The *Lunette* is to be conserved as forming part of the bastions and possible measures should be taken to re-integrate the *lunette* with the main fortifications through a re-instatement of the ditch which previously existed below the present road level. Any development in the surrounding area is to be sensitive to this *lunette*.

No. 3: The 3 Ammunition Stores and 3 Gun Emplacements - Crown Works

These military features form part of the fortifications and are to be rehabilitated and conserved. The magazine chamber found on the central bastion is to be conserved.

No. 4: Chapel (1970s)

A chapel is situated in the area which, although only dated to the 1970s, is still suggested to be retained.

No. 5: Various Minor Defensive Walls forming part of the Counterscarp of the Crownworks - 17th Century

All walls and structures found in this area are to be rehabilitated and restored including the underground tunnels and galleries as these form part of the ditch defenses.

No. 6: The Crane - 1930s

The Crane found in the outer Crown Works Wing on the Triq Nazzjonali side is suggested to be retained, being an item of industrial historical heritage, but preferably to be relocated to a more appropriate site in future.

No. 7: The Defensive Spur - 17th Century

This spur forms part of the outer *glacis* works and is to be conserved including any existing subterranean galleries.

No. 8: Horn Works Gate and Ditch - 17th Century

Forming part of the whole Floriana defensive network, this gate has special relevance on its own merit and should be conserved with attention as it has sustained significant damages to the original design through inappropriate industrial uses.

Accretions in the area should be removed and possibly the pedestrian link with upper Horn Works reinstated.

No. 9: Gunpowder Chamber - Horn Works

The Gunpowder Rooms are an intricate feature of the fortifications and are to be conserved as part of the heritage trail for the area.

No. 10: The Royal Navy Workshops - 19th Century

The RN Workshops consisting of three constructions found within the Crown Works Ditch are of particular relevance to the military history of the area. These are potential Grade 2 structures with their own historical significance. The RN Workshops are in dire need of repair and conflict directly with the proposed policy of exposing all fortifications in the area. Their present poor condition means that repair/maintenance work is relatively costly and would practically imply the total replacement of the external cladding, especially the roof. This Action Plan suggests that if possible one workshop be retained thereby safeguarding an example of this part of the military heritage in the area. The other two workshops are to be demolished under strict monitoring and guidance, and suitable parts are to be utilised in the restoration of the retained RN Workshop.

No. 11: The RN Room - Early 20th Century

The room found between the second and third RN Workshop has been identified as a 1928 Royal Navy Room from stone inscriptions found on it. This room had a wooden frame canopy which was to be conserved. This canopy has been recently removed from site.

No. 12: Military Building - St. Francis Ravelin Ditch

The buildings forming part of the Water Services Corporation District Office are of military historical merit and are to be conserved. Other identified accretions added later by the Water Services Corporation are to be removed. Since these buildings are to be vacated by Water Services Corporation, they can be used by other non-industrial uses which need to be relocated as part of the implementation of the Action Plan.

No. 13: Royal Engineers Offices - Early 20th Century

The Royal Engineers Buildings should be restored and accretions which visually detract from the aesthetic value of the building should be removed.

No. 14: Military Room - Early 20th Century and the Covered Defensive Works

This room is to be restored and all accretions removed. Appropriate re-use is encouraged. No development that falls under Use Classes Order 12-16 will be allowed. No garage workshops are allowed either. This gallery/store is to be protected and restored. Appropriate re-use is encouraged. No industrial development or change of use from carnival workshop to garage/store will be allowed. This building is ideally situated for an interpretation centre and it is recommended to be used by NGOs promoting the heritage of the area.

No. 15: Military Building - Early 20th Century

This building forming part of the Maltacom proposed office site is of military historical merit and is to be conserved. It is planned that a heritage trail be implemented and managed in conjunction with the future use of this site for offices and also that all accretions be removed. The wall is to be replaced by a pallsade allowing for full viewing of the bastions and gates are to be installed for security and safety along the heritage trail route which links the Maltacom area to the Sir Luigi Preziosi Garden and Binja Vilhena landscaped spaces. The implementation of a heritage trail would be a beneficial planning gain for the area which is presently used as mustering rooms by Maltacom. The heritage trail link is presently blocked and not accessible.

No. 16: Dante Monument - Early 20th Century

This monument is the work of V. Apap and is to be conserved together with the public garden. The site should also be made more accessible.

The conservation of all structures and buildings mentioned in the above list is to be included as part of the implementation process for the proposals. This should lead to an improvement in the quality of the heritage found in the area. Any features that may arise during works and that are not mentioned above but form part of the historic defensive network are to be considered as being designated for protection.

4.1.11 All proposals for development in the area covered by the Action Plan which include excavation works will only be permitted subject to appropriate monitoring to the satisfaction of the Planning Authority.

4.1.12 The site may include unrecorded underground spaces of historical value. This necessitates the need for careful monitoring of any excavation works that are carried out on site. Permissions will be granted on condition that if finds do occur, a reassessment of the permit will be necessary. The Planning Authority will then discuss the importance of any such find as related to the importance of the whole project, and will decide on the best approach to be taken in order to arrive at a solution regarding the historical find and the implementation of the project.

4.1.13 All proposals for development in the area covered by the Action Plan will be subject to the preservation of the traditional skyline in the area. No development is in effect allowed that will detract from such a skyline.

4.1.14 Special attention is given regarding policy **UCO 10** concerning the present skyline of the fortifications. It is intended that removal of industrial materials will in fact improve the skyline characteristics of the area.

4.1.15 Reference is also made to the conservation policies presented within the Grand Harbour Local Plan, which will also be followed regarding any developments on site. The Grand Harbour Local Plan policies **GH01** to **GH08** are of relevance in this context. Special attention is given to Policy **GH08** which adopts a flexible attitude to development proposals where conservation objectives would be better served by allowing change of use accompanied by minor development works in respect of historic buildings. All proposals in this document are directly linked to the actual improvement of the situation context of the said heritage, which implies that change of use would only be allowed if it will lead to an overall improvement.

4.1.16 Reference is made to the Porte Des Bombes Area (Preservation) Act (1933). The scope of this Act was meant to safeguard the open character to the Portes Des Bombes entrance. It identifies an area on which no development was to occur. Part of the site identified for the Carnival Centre falls within this designated area. This would require that a legal notice be issued making provision for such a project. Appendix G includes a copy of the Portes Des Bombes Act.

4.1.17 Buildings which are of no historic importance and which compromise the success of attainment of the goals outlined in the Action Plan are to be demolished, and corresponding uses, especially industrial relocated. No industrial uses will be allowed within the Action Plan area. Demolition works should:

- **Allow for the uncovering of the complete design of the fortifications; and**
- **Allow for the effective implementation of the proposed projects identified for the area through suitable interventions.**

4.1.18 Buildings without historic relevance and which do not contribute to the achievement of the goals and objectives for the area are to be removed under the following criteria:

- The building, structure or accretion is of no historic value and is not architecturally significant to merit conservation;
- The demolition of certain structures would lead to an overall improvement in the embellishment of the area as such structures may be of inferior or no design whatsoever and currently degrading the site;

- In some cases redevelopment objectives may far outweigh benefits derived from conserving such buildings and structures.
- 4.1.19 The Grand Harbour Local Plan highlights in para. 11.2 that the fortifications themselves, although evident, cannot be easily appreciated and no attempt has been made to identify or present these as part of a wider system. To achieve this the fortifications must be freed from all additional buildings and structures. This will entail removal of most buildings which will take place on a phased basis depending on the implementation needs of the proposals. Relocation may sometimes be difficult to achieve in the short term. This however must be pursued in order to guarantee the success of the proposals. Such relocations include the SPCA, the Container Depots, the Works Division Sections, the Water Services District Office and a number of garage industries. The Education Facility currently occupying the ditch of St. Francis Ravelin is also suggested to be relocated in future as this site is not adequate for a school environment and also experiences water run-off problems.
- 4.1.20 In this regard, Structure Plan Policy **UCO 5** states that all accretions to many listed buildings will be removed, original structures and finishes made good, and help given for the relocation of existing inappropriate uses.
- 4.1.21 Certain demolition works would effectively follow in most cases the relocation and removal of present uses such as the number of small and medium-sized enterprise workshops and government activities, within and immediately adjacent to Horn Works and Crown Works. The Planning Authority encourages the relocation of commercially operated workshops/small industries to established industrial areas, such as at Kordin and Luqa. Sites have been earmarked for SME's within industrial estates. Their relocation requires the commitment and co-operation of the agencies directly responsible for industrial activity. The Planning Authority is willing to assist MDC in fulfilling this requirement which is crucial towards the successful implementation of the Action Plan.
- 4.1.22 The number of garage industries found within the area may require assistance for relocation from government and the above mentioned agencies as they currently occupy government owned land and have been doing so for over ten years in most cases.
- 4.1.23 This relocation is required primarily in conjunction with the proposal for the Park and Ride Project and secondly, due to the strategic objective of increasing the open character of the area and in order to enhance the visual appearance of the fortifications in the area.
- 4.1.24 A Heritage Trail will be promoted and implemented as an important feature promoting access in the area.**
- 4.1.25 Exposing the fortifications, alongside the promotion of an open, easily accessible public route within the area, will lead to the possibility of introducing a Heritage

Trail. The concept is to promote a tourist and local walking trail throughout the fortifications, promoting the main viewpoints of the site. The trail will follow the military architectural heritage with stop off points at the main features. This trail should not be hindered by the proposed Park and Ride Project which is to leave open access to pedestrians throughout the area.

- 4.1.26 The route is planned to be linked to the rest of the Floriana bastions, under the Capuchin church side (Refer to **Map 10: Action Plan Proposals**). This will connect to the Sir Luigi Preziosi Garden and Binja Vilhena landscaped spaces. The link will require that access is opened from the government land currently occupied by the Maltacom Mustering Rooms. Once this access is secured in agreement with Maltacom and the link made possible, the route will follow the Crown and Horn Works, finally culminating at the Carnival Centre Site and Portes Des Bombes.
- 4.1.27 The Planning Authority will assist implementation agencies such as Floriana Local Council, the Museums Department, the Works Division and the Tourism Authority in order to establish such a Heritage Trail.

4.2 Transport, Traffic Circulation and Parking

4.2.1 General Situation

4.2.2 The traffic problems associated with Valletta and Floriana have now reached levels of congestion, which do not only affect the peninsula itself, but also most arterial roads in the inner harbour area. On a typical working day, over 90,000 vehicles trips are made into and out of the peninsula, which represent nearly 14% of the total vehicle trips made in all of Malta and Gozo. Furthermore, the latest traffic counts in St. Anne Street show an average traffic growth of 10% per annum, compared to the national average growth of 5.5% per annum.

4.2.3 Moreover, parking in the peninsula, especially in Valletta, is increasingly taking priority over pedestrians, with a number of areas becoming dominated by the parked car. The central area of Valletta, bounded by Merchant Street, City Gate, Old Bakery Street and Archbishop Street, has extremely high pedestrian flows, which are typical in a thriving business district. However, these pedestrians are constantly competing for space with parked cars, and this will eventually lead to visitors seeking other city or town centres for their business.

4.2.4 Most parking in Valletta and in much of Floriana is on-street and in public control. Most of the problems concerned with parking provision revolve around the retail/commerce area, the heart of the Capital, and spill over the remaining neighbouring areas. Moreover, parking tends to be unevenly distributed by time and is most acute during office hours. The result is that Valletta becomes heavily congested almost daily with obvious detrimental effects on the environment, health and aesthetics of this city with a World Heritage City Status.

4.2.4 Similar problems are also experienced in nearby Floriana, due to the presence of retail outlets and a substantial number of Government Departments and private offices. In Floriana the problem is also related to through traffic into or out of Valletta.

4.2.5 This situation, compared with the increasing role of the area as an employment centre for thousands of government employees, many of whom make use of their private transport, produces a chaotic situation during office hours which seems more acute during the shoulder months of the year.

4.2.6 In contrast, the Crown/Horn Works Site is under-utilised although substantial parking occurs near the Licensing and Testing Offices and nearby areas.

4.2.7 The site covered by the Plan is situated adjacent to one of the busiest and important road networks of the Island (i.e. National Road). Yet, all minor roads within the site sustain lesser traffic activity being mostly used by specific groups of people such as for instance, users of the Licensing and Testing Department, and others using the

area as an entry point to Planning Authority premises and Giloramo Cassar Building School. In addition, users of a number of government-owned garage industries and the *Nissen* huts utilise the same road network. Moreover, heavy commercial vehicles also use the area in view of the presence of the Container Depot site located along Crown Works fortifications, the M.O.B.C. and the Maltacom plc. Mustering Rooms and Petrol Station. The Plan calls for the relocation of inappropriate industrial uses from the site.

- 4.2.8 The busiest road is that known as Horn Works Ditch next to the Licensing Office. Both sides of this road are used as informal parking space for the above-mentioned offices, narrowing its effective width in the process. As this is a one-way traffic route, the parked cars obstruct the traffic flow of the area.

4.2.9 Park and Ride Project Proposal

- 4.2.10 In line with Structure Plan and Grand Harbour Local Plan policies, the establishment of a Park and Ride system is aimed at contributing towards alleviating traffic congestion problems and encouraging use of public transport. Contributions to the necessary funding of part of the infrastructure to this project are available under the Commuted Parking Payment Scheme (CPPS).**

- 4.2.11 Crown and Horn Works and their adjacent ditch systems have their own specific opportunities and constraints in terms of re-planning the traffic regime and establishing of a viable Park and Ride Project. As can be expected, there exists the situation where short-term constraints can become long term opportunities. Alternative means of transport for the local, regular commuter to this part of the island could become a reality through the Park and Ride Project. The project would effectively reduce pollution/noise levels generated through heavy traffic volumes in Valletta/Floriana area. The area allocated to the parking site incorporates the Crown and Horn Works sites and covers 41,310 square metres. It is estimated that the site can accommodate up to 950 car spaces.

- 4.2.12 A high frequency service of electric midi-buses will connect the Park and Ride site with Valletta and Floriana centres. These midi-buses will be powered by renewable energy from photo-voltaic panels, which will be located on the Horn Works site. These panels will be located in such a way so that they do not create a visual intrusion, especially when viewing the fortifications.

- 4.2.13 In view of the fact that the midi-buses will be of Euro 5 standards (i.e. zero-emission), these will be able to penetrate further into the city centre, by going on areas which are predominantly pedestrian, such as Republic Street. Furthermore, the midi-buses will be utilising existing and proposed bus lanes and public transport priority measures, to ensure that the journey between the Park and Ride site and the city centre is fast and reliable.

- 4.2.14 The introduction of this service must be accompanied by a reduction of 1000 parking spaces from the more sensitive areas in Valletta and Floriana. This would make way for improved pedestrian routes as well as for better embellishment of the city. Furthermore, the remaining on-street parking spaces need to be better managed, in order to discriminate in favour of residents and short-term visitors, and against long-term parking (i.e. commuters' parking). This can be achieved by a combination of resident parking schemes, together with time limitation on parking by non-residents.
- 4.2.14 For the Park and Ride project to be successful, the charge system must be aimed at encouraging the efficient use of the parking area, through pricing policies which maximise its use and which lead to a high user rate. The pricing system should be in such a way so as not to compete with the existing public transport system. This is due to the fact that the park-and-ride scheme is not intended to take away patrons from the conventional public transport, but should cater for commuters who are currently entering the peninsula by their private cars.**
- 4.2.15 The pricing strategy should also take into consideration the parking fees that are currently being charged by the private car park in Floriana, and any possible future on-street charges in the peninsula. For the latter reason, it is important that the operation of the park-and-ride scheme will be in direct control of the Valletta and Floriana Local Councils, who will eventually control the on-street parking in their localities. A feasibility study carried out by consultants on behalf of the Planning Authority, has shown that the operation of the project will be financially viable, and therefore will not require public subsidy, except for the capital required for the infrastructure. This should be financed partly by the Commuted Parking Payment Scheme (CPPS), whereas the rest is to be financed by central government, but will be refunded as more CPPS funds are received from the area.
- 4.2.16 The traffic flow within the Park and Ride must be simple in order to reduce conflicts.**
- 4.2.17 The Park and Ride Internal Traffic Flow System is indicated in **Map 10: Transport Map**. This is possible by having separate entry and exit points. Vehicles are to enter on the north end of the wings and ditches and exit on the south end. The rising slope to the Horn Works is to be used as an exit point and cars are to cross the present existing bridge from the Crown Works. The bridge which has been blocked by makeshift walls must therefore be reopened. This bridge will also allow for pedestrian crossover in conjunction with the Heritage Trail.
- 4.2.18 The midi-bus route will be a circular one, starting by collecting persons from various points within the Crown and Horn Works ditches, and leaving by the same exit as the private cars. This will then drive along Flagstone Wharf and turn right into St. Anne Street, assisted by specially activated traffic lights for public transport only. The journey will continue up Sarria Street and straight into City Gate and onto

Republic Street. It will then turn into St. John Street and Merchant Street, and start making its way back via St. Anne Street and Flagstone Wharf. It is expected that the midi-bus will have two stops in Floriana and one in Valletta, in order to maintain a trip turn-around time of 20 minutes.

- 4.2.19 The retained RN Workshop structure is to be incorporated in the project possibly as a charge up area for midi-buses. This will be connected to the photo-voltaic panels and will charge up the batteries of the midi-buses either during the off-peak hours or during the night.
- 4.2.20 Any uses, which need permanent structures, must use existing historical ones, and there will be a presumption against the addition of further structures in the area, except for the photo-voltaic panels on Horn Works. No excavation will be permitted at any part or stage of the project.**
- 4.2.21 The installation of the photo-voltaic panels will be allowed as long as this does not create visual intrusion when the fortifications are viewed from the outside. This is possible due to the fact that the height of the fortification parapet walls is higher than the level required for the panels. Other structures, such as car barriers, parking meters as well as other necessary hard landscaping requirements will also be allowed. The design of the lighting needs to ensure that whilst enough light is given within the car park, to make it secure to be used in the darker hours, it should not detract from the visual integrity of the fortifications, when seen from outside.
- 4.2.22 The project assumes only surface parking. No works will be permitted that may alter the fortifications. The Park and Ride Project may not entail any excavation of the area inside Crown/Horn Works as this is potentially detrimental to the fortifications in line with the current recommendations of the Heritage Advisory Committee.
- 4.2.23 Junction and Road Improvements**
- 4.2.24 Simultaneous improvements in junctions in the area are needed to accommodate the Carnival Centre and Park and Ride Project.**
- 4.2.25 The primary requirements for junction improvements are for changes at Blata l-Bajda area. A traffic-lit roundabout is to be constructed at the site in front of the existing petrol stations. This would be the main access point to the Park-and-Ride site.
- 4.2.26 Another important junction needing improvements is the connection between Flagstone Wharf and St. Anne Street, which is currently a left-turn only junction. A right hand turn from Flagstone Wharf into St. Anne Street needs to be opened and controlled by vehicle actuated traffic lights, so as to allow access for midi-buses only.

4.2.27 The Portes Des Bombes junction is also to be upgraded, namely by disallowing vehicles from passing through the monument. This will require that the junction be controlled by lights, in order to allow the five lanes approaching Portes Des Bombes into two lanes. The traffic lights will also allow for safe surface pedestrian crossing, since the existing subway is perceived as being dangerous from a personal security point of view.

4.2.28 Another junction that requires improvement is at the bottom of Flagstone Wharf, next to the Licensing and Testing Office. This will be used as a main exit and a secondary entry to the Park-and-Ride site. A roundabout needs to be constructed at this point, utilising part of the area that will be made available when the garages abutting the fortifications will be dismantled.

4.2.29 Other road improvements required are the removal of the Belt il-Hazna Roundabout at Flagstone Wharf because;

- It is not safe as it does not allow for good driver visibility.
- It seals off the main front view of the fortifications and therefore must be removed to allow for a full exposure of the fortifications in the area.
- Its removal and re-alignment of the present access road would allow for better planning through more available space for the Carnival Centre project and the Enemalta Distribution Centre which is strategically required in the area as it supplies the whole of the peninsula.
- It is unnecessary as the traffic volumes do not justify a roundabout in the area.

4.2.30 The present unsightly staircase at the north end of the Crown Works wing must be removed to allow for more road space and expose the fortifications.

4.2.31 Short Term and Long Term Transport Proposals

4.2.32 No development will be permitted in the area outside the Crown Works north wing as this can prejudice the possibility of enacting a Rapid Transit System link in the long term.

4.2.33 The Action Plan focuses on the introduction of the Park and Ride Project utilizing a shuttle service as a short term measure . However this in no way detracts from the long term need, highlighted within the Grand Harbour Local Plan policy **GT08** on long term public transport measures, for a future Rapid Transit System serving Valletta and Floriana and being directly connected to the Park and Ride system. A Rapid Transit System is possibly the best alternative form of transport to connect to the Park and Ride and may be linked to other car parks on route allowing for more use possibilities in future. This alternative which can be planned both subterranean and surface wise, is however expensive to introduce especially initially. This

however is a justified price to pay for the conservation of one of the prime planned cities of Europe. The present buildings and structures on this wing, which include Government work rooms and also garage industries are to be relocated in the long term. The Planning Authority thus proposes a **Reserved Zone** located between Crown Works Bastions and National Road, to establish a future Rapid Transport System link in the area.

- 4.2.34 Phased construction works with regards to a future rapid transit system service could be started in future from the proposed parking areas at Crown and Horn Works grounds. The service should connect the Park and Ride site with the residential area of Floriana, Beltissebh and proceed up to City Gate, the commercial centre of Valletta and Fort St. Elmo area presumably through the utilization of underground tunnels beneath Argotti Gardens and the Mall.

4.3 Carnival Centre Project

4.3.1 Historical Background

4.3.2 Carnival in Malta forms part of the Maltese cultural tradition. It represents a colourful, enjoyable public spectacle in which people from all walks of life participate and have been doing so for centuries. Carnival can be traced back as early as 1400. During the reign of the Knights of the Order of St. John, between 1530-1798, it gained in popularity. It declined in the 19th century during the British Rule (1800-1964). Since 1926 and up to 1974, the Carnival Commission has held outdoor festivities in Valletta. The Palace Square used to be fenced in, filled up with seats for spectators to watch the carnival defile' and dance competitions by various companies. This not only led to a local culture of artistic dances, costumes, floats and grotesque masks but also a growing attraction to tourists. In 1975, the enclosure was moved to Freedom Square just inside City Gate. Between 1972 and 1987, Carnival was held in May, but in 1988, it was restored to its traditional period, and celebrations are now held during the five days immediately preceding Lent. Some innovations were introduced including the shifting of merrymaking on the last day of Carnival from Valletta to Floriana.

4.3.3 Although sustained by government and supported by volunteers, Carnival has always lacked the adequate support required to raise the quality and standards, especially to international levels, and still depends on amateur investment which is obviously limited.

4.3.4 The cultural traits of carnival are now changing with older traditions being taken over by newer aspects. The typical dances from the times of the Knights such as the '*Parata*', a dance associated with the Great Siege of 1565, the '*Maltija*', and other traditions such as the '*Qarcilla*' of 1721 and the '*Kukkanja*' are becoming extinct. This is indeed unfortunate, as loss of interest in this tradition, limits a form of social public enjoyment and an opportunity especially for children for whom Carnival may still have more meaning.

4.3.5 The Bad Weather Issue

4.3.6 As Carnival is held during winter, there are difficulties which emerge because of bad weather. At this time of the year, it is not unusual for storms to occur accompanied with heavy rainfalls and strong winds. These are the difficulties that are encountered by the companies which take part in the defile'. These companies go to great pains to prepare floats, which are then left outside in the open taking the brunt of the bad weather. It is not the first time that the winds and rain have made havoc of the beautiful floats. In February 1994, ten floats were destroyed completely.

4.3.7 Suggestions and discussions have been going on for years with one area or other being proposed as shelter for these floats during the Carnival period. Plans to set up

a Carnival Centre have been around since 1993, but an acceptable site was never identified. This Action Plan develops further the idea included in the Grand Harbour Local Plan to incorporate a Carnival Centre at the ex-Belt il-Hazna area.

4.3.8 The Carnival Centre Concept

- 4.3.9 The Carnival Centre has been discussed over a number of consultative meetings by various interested organizations and many attempts have been made to promote this concept. This policy guidance is intended to bring the concept a step closer to realization and implementation.
- 4.3.10 The idea consists of grouping together within one site all the carnival workshops, incorporating administrative offices for the National Carnival Festivities Committee, exhibition halls, lecture/audio visual rooms, reception area and various other required facilities. The workshops are at present situated in temporary, inadequate sites and in urgent need of relocation.
- 4.3.11 The concept of a Carnival Centre therefore incorporates a dual purpose of creating an efficient workshop environment for the carnival float builders, as well as improving carnival to become not only better administered and more professionally managed, but also for the site to become an improved local and international tourist product. It is essentially an exercise in upgrading the Carnival Tradition over time. The local carnival has in fact a 500 year long history. It is thus culturally part of the country's leisure tradition. Carnival has however always lacked the much needed support to allow for the upgrading of its management and standards. The site is a possible move in this desired direction.
- 4.3.12 The present situation is characterised by widely dispersed and inefficiently located carnival workshops. Sites utilized include rooms at the lower part of Fort St. Elmo in the Ditch area, St. Magdalene Chapel in Valletta, various garages in Floriana, the RN Workshops at the Crown Works Ditch itself and near the Sea Terminal.
- 4.3.13 All these sites are makeshift choices and it has long been recognized as being necessary to promote a planned site purposely built for this national cultural activity. The situation is such that an urgent relocation of these workshops is vital for Carnival to function effectively. As most of the float artisans work on a volunteer basis, it is not possible to expect them to find suitable premises as the market costs would be prohibitive. Considering also the costs of the floats themselves, the whole process would become financially restrictive and initiative would finally diminish. For this purpose, a government supported Carnival Centre project is necessary for the consolidation and development of the Carnival culture.
- 4.3.14 This issue can be linked also to the importance of keeping this tradition alive. This can be achieved through the creation of an educational network, whereby children, who are a main audience for carnival, visit the centre as part of school functions. In this way enjoyment and education are linked and interest is increased.

4.3.15 Current Requirements

- 4.3.16 The Carnival activity and the siting of the Carnival Centre are based on multiple consultations which have identified the current requirements. Consultations have taken place with the National Festivities Committee, the Valletta Rehabilitation Project, Local Councils of Valletta/Floriana and Government.
- 4.3.17 The main basic requirement is that the identified site be situated on the Valletta/Floriana peninsula. One justification for this is that Carnival takes place in Valletta. Being as close as possible makes it easier for the carnival floats to be transported to and from the area of exhibition. Apart from this, most of the carnival helpers/volunteers are from Valletta. The helpers put in long hours of demanding work and this social activity is labour intensive. Vicinity is a strong consideration as otherwise many helpers would stop offering their free services.
- 4.3.18 When ready, the floats are left outside exposed to the elements. The Carnival organizers are very concerned on weather conditions which if adverse may destroy the floats. This makes it absolutely necessary to have indoor accommodation. Another reason is that Carnival floats are slow to transport and could cause traffic jams. Hence, the closer the site of the Carnival Centre to the defile' route the better. This Carnival Centre site in fact limits the travel time to a matter of minutes.
- 4.3.19 A principal requirement is that the floats be able to enter and egress the workshop area safely and comfortably. The National Festivities Committee had identified a maximum need of a total 50,000 sq. feet of space (equivalent to about 15,000 sq. m.) to accommodate 18 workshops. The NFC has also indicated the following dimensions for the workshops and floats.

Floats Dimensions	Feet	Metres
Length	50	15
Height	21	6
Width	15	4.5

Workshop Dimensions	Feet	Metres
Length	66	20
Height	23	7
Width	30	9

- 4.3.20 Another element in the whole carnival float production process is the consideration of personal costs which the builders enter into. A float can cost thousands of Maltese *liri*, while prize money is usually hundreds of *liri*. The provision of shelter in the form of workshops would help to make the production of floats less expensive for the builders who would still have high costs of material such as paint to cover.
- 4.3.21 Finally, the implementation of the Carnival Centre site will help to release spaces currently occupied by carnival float producers elsewhere. This is related to other

Action Plan requirements such as demands for relocation made in the Fort St. Elmo Action Plan. This would constitute a planning improvement.

4.3.22 Site Development Criteria

4.3.23 A Carnival Centre shall be developed on the site behind the Maltacom Head Office at Spencer Hill between Triq Nazzjonali and the Malta Oil Bunkering Centre, referred to as the ex-Belt il-Hazna. The Carnival Centre is to incorporate a number of carnival workshops, administrative offices, a lecture/audio-visual room, an exhibition hall, a carnival products retail trade shop/outlet, dance practice rooms, a cafeteria/beer garden and any other facility related to the carnival tradition. The workshops will be strictly for carnival float construction purposes only and no other type of use including industrial or warehousing uses, will be permissible on this site.

4.3.24 It is not the intention of this Action Plan to promote industrial uses on the Carnival Site. The Carnival Workshops are being considered only as part of a wider Carnival upgrading project and should not be seen or considered in isolation. The PA will need a guarantee that all project requirements as specified in this Plan will be fulfilled.

4.3.25 A permanent requirement emphasised within this project is the preservation and integration of the *lunette*, part of the 'La Galdiana' fortification, found on this site. This must retain its current status of an accessible, open space and no structures will be allowed here. The upper level of the Carnival Centre must provide for a setback of 30 metres around this *lunette*.

4.3.26 Apart from this condition related to the conservation of the *lunette* itself reference is made to the existing Portes Des Bombes Act which covers developments in this area (Refer to Appendix G). This implies the issuing of a legal notice similar to that published in the Government Gazette for the Maltacom building site at Spencer Hill in 1948.

4.3.27 The rest of the site which is indicated on **Maps 12 and 13: Concept Maps of the Lower and Upper Levels** respectively requires substantial rock excavation necessary to accommodate the workshops and the Enemalta Distribution Centre. Enemalta Corporation, which is planning an early start to works in the area is to commence rock cutting of part of the area, including the rock located on the existing roundabout. The whole Carnival Centre Site will be constructed on two levels.

4.3.28 The Lower Level

4.3.29 The lower level will house the carnival workshop area and will consist of purposely built carnival float workshops. In addition it will also accommodate the Enemalta Distribution Centre.

4.3.30 Substantial space is required in front of the workshops to allow for the easy manoeuvring of the floats. An indicative design concept is attached. The entrance and exit to the warehouse area is to be planned on the Flagstone Wharf side facing the M.O.B.C. site. No apertures will be permitted on Triq Nazzjonali from the workshops. Rock excavation will also be restricted to within 10 metres of the *lunette*.

4.3.31 This level will also accommodate the proposed **Enemalta Distribution Centre** as highlighted in Section 3: para 3.6.6. This will be situated partly next to the workshops following the excavation works to clear the site and partly utilizing the space that will be created once the road is re-aligned and the rock from the roundabout are excavated and removed. **It is planned that this Distribution Centre will be only partly visible from the road at the highest point to ensure limited visual intrusion to the area.** The Distribution Centre needs an entrance access of its own, separate from the Carnival Centre lower level entrance. A conceptual diagram is shown on **Map 12: Concept Map of the Lower Level**. No development should take place on top of the Distribution Centre for safety and security reasons and to allow for proper maintenance and access to the site. By their nature, Distribution Centres require to be physically separate from other nearby buildings.

4.3.32 The Upper Level

4.3.33 **The upper level on top of the workshop area will incorporate the carnival visitor attraction and administrative level. It is stressed that the upper level be designed as an administrative building, which whilst respecting the character of the area and the nearby fortifications, will also be a marketable and attractive site.**

4.3.34 **The upper level will consist of the administrative offices, exhibition hall, carnival related products retail outlet, lecture/audio visual room and dance practice rooms and the beer garden/cafeteria. The buildings on the upper level will have a separate pedestrian entrance north of the *lunette* and are to be designed to the following parameters;**

- **On the Flagstone Wharf side, facing M.O.B.C. site, a maximum of 18 metres above the road level lowest point of the site is allowed.**
- **On the Triq Nazzjonali side, a maximum of 13 metres above the road level lowest point of the site is allowed. In this case a setback of 5 metres must be included from Triq Nazzjonali to allow for the retention of the landscaped space.**
- **On the *Lunette* side, the structure is expected to be stepped down as it gets closer to the *lunette*, and at this upper level, a setback of 30 metres will be required for the reinstatement of the Ditch and counterscarp.**

- **The projected height is to respect the skyline which implies that the Carnival Centre building is not higher than the parameters highlighted above. This feature would have to be of a suitable design to the satisfaction of the Planning Authority. It is planned to have an open centre in the building design to allow for light and air circulation to the lower level.**

4.3.35 The entrance to the upper level will have two possible access points; one from the present entrance north of the *lunette*, near Triq Nazzjonali and another access point will be south of the *lunette*, opposite the present roundabout and accessing the upper level. All access points to the upper level should be preferably pedestrian access only.

4.3.36 As the upper level will serve as a tourist and local attraction, adequate access is very important. In this respect the spaces north and south of either side of the *lunette* are to be connected preferably with both staircase and ramps based on Access for All guidelines.

4.3.37 The upper surface open area, which will be suitably landscaped and accessible to the public could be used by the National Festivities Committee as a reception area for the public integrating also the rehabilitated *lunette*. A cafeteria/beer garden may be located in connection with this open area, with adequate sensitive furniture. However, although the *lunette* may also be used, it is to remain free from any structural use or changes. It is repeated that no excavation or construction is to take place on this fortification and its upkeep is of paramount importance.

4.3.38 The site should be developed in a phased manner, ensuring that developments are completed in line with quality projections. Works are to be carried out with the least disruption possible of current land use, especially the use of the National Road and Flagstone Road networks.

4.3.39 Project Financial Feasibility

4.3.40 This project is intended and required to generate income from visitors, through the attraction itself, the use of its facilities and the carnival products retail outlet.

4.3.41 The financial feasibility plan for the project is to eventually sustain the Carnival Centre with additional funds earned on site, apart from Government

subsidies. The Carnival Centre has to be planned in such a way as to be able to generate income and not just depend on Government funds. This is possible by initially investing in a project that is more than a mere collection of sophisticated workshops.

4.3.42 The idea is to create a central attraction atmosphere, which attracts the general public and the tourist to observe what carnival preparation entails, from construction to the actual defile and to learn about the history and tradition of carnival. This implies that the site be constructed with a number of amenities including an audio visual presentation room and an exhibition hall for cultural functions which can lead to funds from hiring and a museum containing examples of best costumes, grotesque masks, photographs, panels and models of previous floats. The funds generated from the renting of the hall for special functions will then be used for maintenance and for subsequent float and costume subsidy. If this is successful, less Government subsidy would eventually be needed. Performing space is very limited locally and this is a prime site. The Centre may even promote street theatre and so upgrade the performing element within the local carnival.

4.3.43 As the Centre is planned on two levels, the upper level will be the main section intended for public use. From the reception/meeting place on the upper floor, the public could attend live carnival dances on site in the hall all through the year, while enjoying the landscaped open space area utilizing also the cafeteria/beer garden.

4.3.44 Centre Landscaping

4.3.45 The whole centre is to be adequately landscaped from the Triq Nazzjonali side reinstating the *glacis* as far as is possible. No obstruction is allowed to pedestrian or vehicle traffic on this main arterial passageway.

4.3.46 The workshops are to have no apertures and windows onto Triq Nazzjonali. Natural lighting may however be introduced from the top central space that is planned. Measures must be taken to ensure that no design features distract traffic on Triq Nazzjonali and no access points are allowed directly onto this road.

4.3.47 The area should be adequately provided with a comprehensive proposal for solid waste collection, recycling and disposal schemes especially in conjunction with the Carnival Centre Project. Occurrences of dumping of carnival waste have been reported including the burning of materials from the previous year and this will not be allowed.

4.3.48 Pedestrian Priority Area and Visitor Coach Parking

4.3.49 The area between the Crown Works and the *lunette* presently accommodates an access road and garage industries. The garage industries have to be relocated to allow for the project's connectivity to the actual Crown Work fortifications and the

visitor coach parking area. The road is to be used as a pedestrian priority area, allowing for use by coaches transporting visitors to the Carnival Centre. The indent in the fortifications will house the visitor coach parking space as shown in **Map 11: Transport Map**.

4.4 Other Proposals

4.4.1 The SPCA

4.4.2 The SPCA should in the long term be relocated in line with the goal of exposing all fortifications in the area. However, as it performs an important function, requiring a well known central location, it must continue to offer its services until an alternative site is made available. In its absence, 45° parking is to take place and all buildings/accretions be demolished.

4.4.3 The Maltacom Mustering Rooms

4.4.4 The Maltacom Mustering Rooms site is an industrial function which conflicts with the area and such industrial uses should be relocated in the long term, petrol station included. The existing Grade 2 building is suggested to be retained and use of such a building for an office function may be permitted however on condition that all accretions will be removed from the site, all additional buildings of no historical importance will be demolished and that a planned Heritage Trail link between the Floriana bastions, Sir Luigi Preziosi Garden and Binja Vilhena landscaped spaces and the Crown Works area be implemented. It is recommended that the site be maintained by Maltacom in conjunction with their continued use of the site as an office environment and that a pallsade that allows for full viewing of the Ditch and gates/fencing are installed for security and safety purposes all along the Trail. The Trail requires only minor works which should be coordinated in conjunction with Floriana Local Council and the Planning Authority.

4.4.5 The Building and Construction School, Education Department

4.4.6 The existing Building and Construction School is to be relocated from the Crown Works in the longer term. The part of the school that is situated within the St. Francis Ravelin Ditch is to remain until relocation is possible. It is not recommended that this area remains designated for educational use in future as it is not a suitable site for a school. The site in fact experiences water run-off problems. Once vacated it is suggested that existing buildings and structures are demolished. In the interim period, the outside boundary wall should be replaced by a pallsade to allow for full viewing of the Ditch area.

4.4.7 The Water Services Corporation District Office

4.4.8 The District Office also found within the St. Francis Ravelin Ditch is to be vacated by Water Services Corporation according to their future plans. This site is therefore to be designated as a possible available site for relocations. Relocations of an industrial nature falling under Use Classes Order 12-16, 19 will not be permitted. The added accretions in front of the main historical building in this site are to be demolished as they detract from the original buildings significance.

4.4.9 The ex-Maltapost Ltd. Garages

4.4.10 These garages and associated structures vacated by Maltapost are to be demolished in line with the exposition of fortifications policy.

4.4.11 The Container Depots

4.4.12 This open storage land use conflicts directly with most of the Action Plan goals and objectives and is required to be relocated to an industrial area in future. It is understood that the land users require to be located in the vicinity of the Port area, but this site is not recommended for such a use. These land uses should be relocated to a planned national area for open storage. The site once vacated, is to be reinstated as a *glacis* and ditch area thereby providing an important element of open space that allows for the complete viewing of the fortifications. The existing building on this site which has no value is to be demolished.

4.4.13 The Licensing and Testing Department

4.4.14 The present ex-Royal Engineers building will continue to be utilized for the Licensing and Testing Department requirements, being a building of historic importance from the British period. However the current accretions added onto the back of this building are to be removed in future. The latter space can be used as long as any proposed developments do not physically affect the fortification walls and if such a permit is tied with the removal of other structures in the area which are of no historic importance, to the satisfaction of the Planning Authority. The use of other inappropriate buildings in the area of the Plan that are designated to be removed will not be allowed by the Planning Authority.

4.4.15 All Other Industrial Uses in Crown and Horn Works

4.4.16 No industrial uses will be allowed within the Action Plan area.

4.4.17 The North Crown Works Wing

4.4.18 The North Crown Works Wing is to remain undeveloped and all buildings and structures removed (*except for those structures highlighted to remain under section 4.1*). This site is earmarked as a possible site for the future link with a Rapid Transit System. Works division and garage industries in this area are to be relocated.

4.5 Open Space and Landscaping Requirements

4.5.1 Certain general principles are being followed within this Action Plan which will be outlined as follows:

4.5.2 Open Character of the Area

4.5.3 The main principle followed regarding landscaping within this Plan is that the area, through the presence of fortifications, has by its very nature to maintain the open space characteristic.

4.5.4 This is especially relevant in the areas previously occupied by the *glacis*. The policy is to make use of the ground where the fortifications are, as open space, free from obstructions, as they were originally planned.

4.5.5 This concept of open spaces with little or no soft landscaping is related to other proposals, such as the introduction of a heritage trail proposal, which follows Grand Harbour Local Plan policy **GH06** for the introduction of Bastion Trails around all the fortifications of Valletta/Floriana and the goal of exposing all fortifications in the area for public use. The public cannot experience the real significance of the bastions and fortifications while they remain inaccessible and in a neglected state. The policy calls for steps to liberate these sites for public use.

4.5.6 Heritage Trail Proposal

4.5.7 The Trail includes the 'La Galdiana' fortifications and is also to be linked to the Carnival Centre Site. This improves the quality of the open spaces within the site and integrates the whole historical area. Only minor hard landscaping is allowed where absolutely necessary such as appropriate limestone paving for pedestrian pathways and other requirements mentioned in Grand Harbour Local Plan policy **GH06** such as signposting for site identification of heritage and the introduction of an interpretation centre possibly managed by NGOs promoting the site.

4.5.8 The area has a potential to attract tourists from neighbouring areas. The proposed heritage trail is identified on **Map 10: Action Plan Proposals**.

4.5.9 Special Effect Lighting of the Fortifications

4.5.10 A scheme for floodlighting of all historical buildings and structures will be prepared.

4.5.11 This is especially important because:

- The site may be visually promoted at night and from afar.

- The lighting may be planned in conjunction with increased use of the area for the Carnival Centre and Park and Ride projects and increases security in the area.

4.5.12 Soft/ Hard Landscaping

4.5.13 Soft landscaping will be allowed and promoted only where this does not detract from the importance of the fortifications. Hard landscaping introduced for amenity purposes will be encouraged only if it is consonant with the general setting.

4.5.14 All developments are to refer to current Planning Authority guidance regarding soft landscaping. No trees, shrubs (*especially climbers*) or otherwise will be allowed on or adjacent to fortification walls or bastions due to their potential to damage such heritage especially due to watering and rooting activity.

4.5.15 Lighting and adequate paving is allowed only for the reasons mentioned above. No attachments and/or accretions of any sort or for any reason are allowed to the fortification walls and features and any existing ones are to be removed as explained in section 4.1. The use of inappropriate materials in the construction of street furniture and other hard landscaping will not be permitted. Hard landscaping which detracts from the visual amenity of the area by way of its colour, massing or size will also not be permitted. Development proposals will be required to include details of the materials to be used in landscaping as well as the size and layout of the various components involved.

4.5.16 The Dante Monument Garden

4.5.17 The Dante Monument garden is to be adequately landscaped and opened for public use.

4.5.18 It is a pity that such a beautiful garden is not available for public use and with some hard landscaping may be enjoyed by the users of the area especially visitors on their way towards the Heritage Trail.

4.5.19 Important native trees such as Carob (*Ceratonia siliqua*) and Aleppo pines (*Pinus Halepensis*) should be conserved and/ or propagated, wherever possible. The Blue Acacia (*Acacia cyanophylla*) in this garden should be replaced by suitable trees of Mediterranean origin such as carobs and olive trees.

4.5.20 The Outer Crown Works Wing

4.5.21 The fill on the *glacis* is to be removed including the present landscaped part which is insensitive to the fortification walls and the ditch exposed to original state. Existing trees are to be removed.

4.5.22 The Outer Crown Works wing presently houses the container depots. These will be relocated to allow for exposition of the fortifications and the area is to remain open space with no development. The existing building will be demolished. Although it is seen as positive to increase the greenery in the area, it is not suggested to plant trees in this area as this would distort the concept of the *glacis*.

4.5.23 Carnival Site Landscaping

4.5.24 Soft landscaping will be required on the Triq Nazzjonali side. A coach parking area is to be created in the area between the Crown Works and the outer *lunette*.

4.5.25 The Belt il-Hazna roundabout will be removed and the road re-aligned as indicated on **Map 11: Transport Map**. The *lunette* is to remain open space and no landscaping or development should take place on it that would risk damaging the site.

4.5.26 The Park and Ride Landscaping

4.5.27 The open character is to be maintained and the site be cleared from all non-historical structures and accretions, so as to promote the fortifications. No soft landscaping is allowed directly on or adjacent to fortification walls.

4.5.28 Re-Use of Water Run Off Collection

4.5.29 In line with Grand Harbour Local Plan Policy **GN03** all new major building or development schemes and the construction of new road schemes will be required to make adequate provision for the collection, storage and use of surface water run-off. Large open spaces within the projects are to plan for surface water run-off collection and re-use where appropriate.

Appendix A

Implementation

- A.1 Separate parts of the Action Plan may be started simultaneously. Implementation depends on two very important factors: political direction (all of the area is Government owned), and availability of finance. In most cases work may be phased. Some of the proposals in this Plan have been planned but not yet implemented since the Structure Plan (1990). Therefore although implementation in many cases may be tackled as a long term objective, proposals have now already entered the long term. The Park and Ride project is an example of such a project which is urgently required if positive changes are to be experienced in Valletta and Floriana.
- A.2 Individual projects have different implementation characteristics. Implementation of these projects surely depends on a number of other organizations besides the Planning Authority. These organizations are therefore encouraged to include the implementation of these projects in their business plans. The following are the major steps identified for the completion of the projects:

Identify Management Mechanism:

This is required both to initiate and to manage the project after implementation. Suitable management is the most important aspect from which all other requirements will follow.

Identify Financing Mechanism:

Implementation requires funding both to initiate the project and to promote it into the long term. Without adequate funds feasible projects cannot be followed through. To provide for the maximization of financial benefit from the investment projects by Government and/or private enterprise and so as to be able to create substantial funds for maintenance and enhancement of the Action Plan area, fund generation mechanisms are necessary. This is the case especially in connection with the Carnival Centre and the Park and Ride projects. Profitable involvement of the private sector may therefore be more difficult to achieve for the Carnival Centre as this is a cultural project difficult to sustain profitably unlike the Park and Ride.

Prepare Physical Plans:

The next step is to engage professional expertise to prepare detailed physical plans for the project as highlighted in the next section - Typical Submission Requirements.

Arrange for Relocations/Demolition/Excavation:

In conjunction with the work on detailed physical plan layouts, work at clearing the site from uses and buildings not forming part of the project should commence immediately once relocations have been implemented. Planning permission is necessary for demolition and excavation.

Relocations Required:

Following approval of the Action Plan by the Planning Authority, there are several existing uses which require relocation to enable key aspects of the Plan to be implemented. The relocations are to be the responsibility of the Management Agency and Government and will require early and continuous discussions with the affected parties involved assisted by the Planning Authority in order to achieve a timely, appropriate and equitable solution.

The key relocations involved are described according to the project involved in the Tables below:

Park and Ride Project: Crown Works/Horn Works Site

The following actions are required to make way for the planned Park and Ride Project:

Site Description	Action Required	Implementation
RN Workshop 1 (used as Carnival workshop)	To be relocated to Carnival Centre and workshop demolished or possibly donated by Government to Aircraft Museum, Ta' Qali.	Immediate
RN Workshop 2 (used as Carnival workshop)	To be relocated to Carnival Centre and workshop restored, in conjunction with park and Ride Project.	Immediate
RN Workshop 3 (used as Carnival workshop)	To be relocated to Carnival Centre and workshop demolished or possibly donated by Government to Aircraft Museum, Ta' Qali.	Immediate
3 other rooms in same ditch (no use identified)	To be demolished.	Immediate
Cumi Garage (panel beating, SME)	To be relocated to appropriate industrial area. To be demolished.	Immediate
Harry Furniture (furniture manufacture, SME)	To be relocated to appropriate industrial area. To be demolished.	Immediate
Garage (vacant or no use identified)	To be demolished.	Immediate
Chas Auto (bodyworks, SME)	This has already relocated to Hal Far and was considered as part of the Hal Far replanning exercise. To be demolished.	Immediate

Gerolamo Cassar School and Education Bus Parking Area	School already relocated to other school site at St. Francis Ditch. Other uses to be relocated and buildings not identified to be retained as per Section 4 of the Action Plan to be demolished.	Immediate
Works Division Crown Works Ditches Storm Water Systems Unit and P.O.C.C. (Government industrial uses)	To be relocated to more appropriate site and all accretions demolished.	Immediate
Works Division Crown/Horn Works District Offices, Lime Storage Site and Street Signage Section. (Government industrial uses)	To be relocated to more appropriate site and all accretions demolished.	Immediate

Carnival Centre Project: ex-Belt il-Hazna Site

The following actions are required to make way for the planned Carnival Centre Project:

Site Description	Action Required	Implementation
Maltacom Parking	Not permitted further once works for Carnival Centre commence.	Immediate
Container and Trailer Parking	Not permitted further once works for Carnival Centre commence.	Immediate
Circus Use (Irregular and on temporary permit basis)	Not permitted further once works for Carnival Centre commence.	Immediate
Bennetti (wrought iron works, SME)	Area required for coach parking site in Carnival Centre project. To be relocated to a more appropriate industrial area. Buildings to be demolished.	Medium Term
Nissen Hut (used for carnival)	To be relocated to Carnival Centre and hut demolished.	Medium Term

Other Upgrading Requirements: All other sites within the Action Plan area.

The following actions are required to make way for the planned upgrading and public access improvement to the whole Action Plan area:

Site Description	Action Required	Implementation
SPCA	To be relocated to a more appropriate site.	Immediate
Maltacom Mustering Rooms	Industrial uses to be relocated and Grade II building to be restored and used by Maltacom as offices. All accretions including wall and incompatible rooms to be demolished and Heritage Trail link to be implemented to Sir Luigi Preziosi Gardens.	Immediate (Application being processed PA6433/2000)

Gerolamo Cassar School, Education Department St. Francis Ravelin Ditch Area	To be relocated in future. Site is not appropriate for school. All buildings and accretions to be demolished upon relocation.	Medium Term
Water Services Corporation District Office St. Francis Ravelin Ditch	WSC plans to relocate. The Grade II building is to be restored and used for possible relocations. No industrial functions will be permitted in the site. Accretions to Grade II building to be demolished.	Immediate
Licensing and Testing Department	Land use to remain. Grade II building to be restored and accretions to bastions removed.	Immediate
ex-Maltapost garages opposite LT Dept. Presently used by same department	To be demolished.	Immediate
Bar/Take Away Adjacent to Portes Des Bombes.	To be relocated to less visually prominent site and building demolished.	Medium Term
Works Division Outer Crown Works wing District Offices (Government industrial use)	To be relocated to more appropriate site and buildings demolished.	Medium Term
Jakki/Mario (metal works, SME)	To be relocated to a more appropriate industrial area. Buildings to be demolished.	Medium Term
Other garages (Use not identified)	To be demolished.	Immediate
Crane	Has probable industrial historical value but is incompatible with area. To be relocated to a more appropriate site. Aircraft Museum Ta' Qali possible suggestion, following discussions with management.	Immediate
White Bros Container Site Depot (industrial open storage use)	To be relocated to more appropriate industrial area. All structures to be demolished including garage site and <i>glacis</i> and ditch reinstated as open space.	Medium Term
Sea Malta Container Site Depot (industrial open storage use)	To be relocated to more appropriate industrial area. All structures to be demolished including garage site and <i>glacis</i> and ditch reinstated as open space.	Medium Term
Military Room and Store (opposite Sea Malta Depot) (carnival workshop use)	To be relocated to Carnival Centre and building restored. Military room is excellent site for an on site interpretation centre/office for the management of the Heritage Trail once restored and is suggested to be used by NGOs promoting site.	Immediate

Apply for Planning Permission:

All projects and developments in the area need approval by the Planning Authority. Assessment will be based on established policies and guidance included in this Action Plan.

General Requirements for Utilities:

All utility networks on site must be underground and connections to the public networks are the responsibility of the developer. Attention is drawn to Structure Plan policies on under-grounding of services and Grand Harbour Local Plan policies on heritage. The developer must assess the impact of the development proposals on the existing utility networks and capacities. A written statement of the impact and proposals to cater for it must be formulated, submitted, and approved in consultation with each utility agency prior to the approval of any construction works.

The site is a designated urban conservation area in line with policy **UCO 1**. The design and siting of operational equipment would have to comply with the conservation requirements. The Planning Authority encourages the use of common service ducts with respect to new development areas within the site.

Initiate Project Implementation:

Projects must be phased, and their effects on nearby areas, especially the road network, minimised.

Appendix B

Typical Submissions Requirements

- B.1 Submission requirements for the assessment of proposals comprise two stages which are compulsory and include the preparation of concept design proposals to the Planning Authority.

Stage 1 Requirements

- B.2 Stage 1 will set the framework for more detailed work and discussions in Stage 2. Each proposal must include the following minimum requirements:

- Overall scheme plans (1:1000) showing site levels, land use, buildings, roads, pedestrian networks, landscaping, and, phasing and construction space requirements.
- Overall plan (1:1000) showing retained buildings and structures.
- Schematic layout of all floors (1:200) clearly indicating uses, access and circulation.
- Elevations (1:200) of the whole development from key locations demonstrating urban design context and sensitivity.
- Vehicular circulation layout drawings (1:200) indicating major access points throughout and adjacent to the site.
- Four sections (1:200) through the site, at right angles to each other and four perspective views taken from selected viewpoints.
- Block model and/or photomontages of the proposed scheme, showing design concepts and relationships of buildings and spaces.
- Detailed schedule of land uses.
- Proposals for the required off-site works such as transport and utility improvements.
- A detailed technical description and specification of the principal materials to be used.
- Typical details of particular items relevant to the proposal.

- B.3 Each submission must also include the following aspects:

- Statement explaining the design philosophy behind the proposals; indicating their parameters, constraints and opportunities, and explanations for their adoption or otherwise.
- Statement explaining how it is proposed to manage the development.
- An outline of the marketing strategy to be adopted to carry the project through from its initial concept to completion.
- Preliminary financial projections justifying proposals from a development economics perspective, including the submission of preliminary financial

models demonstrating cash flows, funding requirements, and overall profitability of the submitted scheme.

Stage 2 Requirements

B.4 Following the Stage 1, the shortlisted developers will be invited to submit more detailed and final proposals. At Stage 2, requirements will include the following:

- Statement explaining proposals and demonstrating compliance with the detailed requirements of the Action Plan.
- Detailed site survey with levels (1:500). Following the Stage 1, the shortlisted developers will be provided by the Planning Authority with a detailed site survey including spot levels in digital and graphical format at 1:500 scale, and requested to pay a fee of Lm5,300 between them.
- Proposed site layout, including any new site levels, areas of existing and proposed planting and all land uses (1:200).
- Composite overall scheme plans (1:500) showing levels, land use, buildings, roads, pedestrian networks, landscaping, servicing arrangements, utility proposals, and, phasing and construction space requirements.
- Plans, elevations and sections of each retained building and structure.
- Plans, elevations and sections of proposed additions/alterations/new buildings (1:100), axonometric drawings (1:200) and long sectional elevations of proposals from several agreed views.
- Detailed proposals for landscaping, including soft landscaping, hard landscaping, street furniture and lighting.
- Schedule of materials for buildings and structures.
- Proposed site utilities layout, including connections to and/or relocations of public networks, including electricity, and proposals for surface water run-off disposal.
- Proposed construction management plan, including all construction access points, storage areas for plant and materials, protection measures for retained buildings and landscaping, as well as proposals for maintaining pedestrian and vehicular access.
- Detailed financial proposals, demonstrating ability to fund the development indicating proposed financial resources.
- Development phasing proposals.
- Proposed restoration details for all retained structures, bastions, outworks, etc., including methods to be applied, materials and phasing schedule.
- Any other requirement identified by the Planning Authority during Stage 1 above.

Appendix C

Phasing and Construction Requirements

Phasing

- C.1 The developer will be required to submit a proposed phasing plan as part of the overall construction management plan with broad time scales for the construction and restoration processes which must reflect the Planning Authority's preferences.
- C.2 It is recommended that some elements of overall site development be dealt with comprehensively, such as the provision of utilities, off-site works, demolition of non-historical buildings and structures, road and junction improvements required, and pedestrian routes into and surrounding the fortifications. The installation of all utilities and their ancillary requirements should begin during the first phase of construction to ensure that utilities are in place when the first land uses become operative.
- C.3 The Construction Management Plan should clearly indicate which restoration would begin first and the time frame and choices for the next stages. It should also state which buildings or structures will come into operation first, followed by those to become operative later, as well as the extent and timing of all landscaping.
- C.4 The priorities for the development on-site are,
- Restoration of fortifications, buildings and structures.
 - Removal of buildings/structures identified for relocation/demolition (as per A2: Relocations Required).
 - Provision of Park and Ride and Carnival Centre projects.
 - Landscaping as advised.

Construction

- C.5 Construction must be coordinated and carried out in an approved manner in order to minimise traffic disruption and disturbance in adjacent areas. A Construction Management Plan for the site must be prepared and agreed with the relevant authorities prior to any construction commencing. The Plan should include a detailed construction programme highlighting the developer's proposals for the construction process including details of construction access points, storage areas for materials and plant, workers' accommodation, site management offices, and protection measures for all structures and landscaping being retained. The Construction Management Plan should also address the following:

- Identify and describe the main construction activities to be carried out, methods to be used, equipment required, time frames, natural resources required and impacts (e.g. noise, visual, dust generation, vibration).
 - Mitigation measures to reduce the various impacts identified.
 - Construction measures necessary to provide utility services.
 - Details of the restoration to be carried out and methods to be used.
 - Measures to protect the fortifications, its buildings and features during the construction phases.
 - Details on transportation of materials to and from the site, frequency, means of transport, storage and disposal methods.
 - Details of number of workers on-site during construction and their working hours.
 - Location of construction plant.
 - On-site security and workers' safety measures.
 - Monitoring of construction, particularly restoration.
 - A public relations protocol to ensure that the public is made aware of the restoration and other works being carried out at the fortifications.
- C.6 The programme of works should take into account the uninterrupted continuation of adjacent activities, as follows:
- Maintain public vehicular route through National Road and Flagstone Wharf Road.
 - Activity at the Vehicle Licensing and Testing Department, Maltacom p.l.c., Planning Authority, Water Services Corporation and the Education Facility.
- C.7 All debris and waste materials must be removed from the site to a controlled and approved tipping area. All construction vehicles will have to follow the designated route to the fortifications.

Appendix D

Guidelines for Restoration of Key Buildings and Structures

General Works

- D.1 The removal of all vegetation growing in the faults and cracks of walls should precede any restoration works. Special attention should be given to the complete removal of all roots. No soft landscaping will be permitted directly onto heritage structures.
- D.2 All repair works, restoration, alterations, modifications and new additions to historic buildings and structures should be carried out using the local globigerina (*franka*) limestone.
- D.3 The most effective method for the restoration of decayed and decaying stone is to replace damaged or severely eroded stone by newly cut stone and their careful isolation during laying, from adjacent blocks, by treatment with a good waterproofing material. Only badly deteriorated stones should be replaced and those blocks in a fairly good state of repair should have all loose chippings and dust removed and be washed with unchlorinated water under controlled pressure.
- D.4 Any developments therefore are to ensure highest standards of restoration and urban design, in sympathy with Malta's fortifications allowing for all the distinctive visual themes to prevail. This implies use of traditional building materials employed in such a way as to ensure the least negative impact on the character of the area and its setting. Buildings are to be located, scaled and designed in such a way as to maintain and enhance the architectural, historic qualities of the site.
- D.5 All restoration and repair works must be approved by the Museums Department and Planning Authority prior to execution. Detailed guidance may be sought during all stages of the design and implementation of these works and restoration works will require continuous monitoring by competent representative from appropriate authorities namely the Museums Department in conjunction with the Planning Authority and the Heritage Advisory Committee.

Appendix E

Historical Background to Floriana Site

Origins of the Floriana Defense Works

- E.1 The building of Floriana probably started after 1724 with the street plan being based on a grid plan. By 1746 the first urban blocks were completed. St. Publius Church was started in 1733. Floriana displays many urban features of the 18th Century with its triumphal archway spanning the entrance, wide thoroughfares, "*pallamaglio*" court, gardens, barracks, monuments and general open spaces. The name Floriana is derived from the Engineer Pietru Pawl Floriani, who was sent to Malta around 1634, by Pope Urbanus VIII, following rumours of a new Turkish threat around the 1630s. Floriani was consulted to construct the bastions, thereby extending the fortification network. Floriana is also known as "Borgo Vilhena" after Grand Master De Vilhena who authorised its building. The suburb of Floriana is enclosed by fortifications and has a number of gates including Portes Des Bombes, St. Anne Gate (known as il-Mina tal-Klieb), Kalkara Gate (known as tal-Kurcifiss), the Gate at Sa Maison named Right Sally Port, Notre Dame Gate, the Gate at Marsamxett named Quarantine Sally Port and Polverista Gate. Besides St. Publius parish church there are other churches in the area such as "tal-Kappuccini" built in 1588, which is run by the Monks of the Order of St. Francis, the chapels of Our Lady of Lourdes and Our Lady of Manresa and "Ta' Sarria" church built in 1585 and rebuilt in 1676. Floriana has also a number of public gardens namely Argotti Gardens built in 1741, the Mall, St. Philip which is situated below Argotti Gardens and the other which is known as "tal-Milorda" overlooking Pieta. All these could form part of the intended Heritage Trail identified for Floriana in the Grand Harbour Local Plan. Other important landmarks are the Catholic Institute, "Dar il-Mistrieħ" which used to serve as a Cultural Centre (ex-Connaught Home) for the British Services, the Methodist church, Sir Paul Boffa Hospital (King George V Merchant Seamen's Memorial Hospital), the Public Library and the Second World War Memorials.

The Floriana Defenses under the Knights

- E.2 Pietro Paolo Floriani, the military engineer was commissioned in 1635 to construct the defenses in Floriana. It was proposed to tie this line of defenses to the Valletta land front by constructing bastions along both the coasts of the Grand Harbour and Marsamxett.
- E.3 The Floriana defenses incorporated bastions, curtain walls, ravelins, *lunettes*, ditches, covert ways and mined *glacis*. The first line in the Floriana defenses consisted of an *opera coronata*, or **crown work**, as a means of breaking up any frontal assault on Floriana's land front. This powerful fortification was based on an inner **horn work**, which consisted of two acute angled demi-bastions in the shape of

two horns, backed by a large rectangular *enceinte*. These may be observed in **Map 2: Place Names and Views** .

- E.4 The fortifications designed by Floriani are basically those that stand today. The main line of defense consists of one large bastion and two-demi-bastions. A *fausse-braye* is projected beyond the two large ravelins and is itself protected by four *lunettes*. The hornworks and crownworks did not feature on Floriani's original design, but were added by Valperga later on in the century.
- E.5 "La Galdiana" crowned-hornworks design as it is referred to, was altered by the Italian Engineer Valperga in 1671. It was finally completed in 1721 and named in honour of the Knight Juan Galdiano, who financed the project.
- E.6 The walls of Floriana are about 4,500 yards long and took about 100 years to be completed which make them a vast and unique fortifications. These form part of the whole fortifications of the Valletta/Floriana Peninsula and are under consideration by UNESCO in its tentative list of possible World Heritage Sites in the 'UNESCO World Heritage Centre: Listing of Harbour Fortifications, Malta' (Oct. 1997).
- E.7 On the crown-work front facing Marsa, a large musketry gallery some 300 feet long, complete with powder magazine, several firing loopholes and countermines was built in the face of the cliff. This overlooks the old gas works, now known as the Marsa Quay. It is a perfect example of the intricate parts forming this Heritage site. The gallery, which is still in good condition, is reached by a 200 foot-long underground tunnel, leading from the crown-work ditch. The entrance is nowadays blocked, probably by a presence of squatters.

The British Period

- E.8 During the British Period, most of Floriana was used by various British military forces, as a garrison town with several barracks being constructed including Lintorn Barracks, the Casemate and St. Francis Barracks. The Crownworks-Hornworks included sites used by the Royal Engineers (RE) such as the present Licensing Office, on which one still finds the coat of arms in stonework and the three RN Workshops and the RN room in the Crown Works ditch. This room had the original wooden roof cover still intact (*now removed*) and dates 1928. In the Horn Works there was a small military cemetery. This was in use between 1837 and 1847. In 1963 it was removed to the Pieta' Military Cemetery. The British also had a number of tennis courts in the Horn Works.

Appendix F

Glossary of Military Historical Terms Used

- F.1 The following military and historical terms have been referred to throughout this Action Plan. A glossary has been listed for reference (*compiled from Spiteri Stephen C., (1994), Fortresses of the Cross, A Heritage Interpretation Services Publication, Malta, p. 635-650*).

<i>Opera coronata</i>	a Crownwork, a powerful outerwork, projecting ahead of the main <i>enceinte</i> to cover a vulnerable area, consisting of a central bastion supported by two demi-bastions.
<i>Enceinte</i>	the fortified perimeter of a defensive work, and the area enclosed by it.
<i>Falsa Braga</i>	a <i>Fausse-Braye</i> , an outer rampart, or <i>vans mur</i> , added to the walls of a fortress, but lower in height than the main walls and preceded by a ditch.
<i>Glacis</i>	the sloping ground in front of a fortress spanning from the top of the parapet of the covertway down until it reaches the open country, cleared of all obstacles to bring an advancing enemy into the direct line of fire.
<i>Hornwork</i>	an outerwork consisting of a front of two demi-bastions joined by a short curtain wall.
<i>Lunette</i>	a large outerwork in the shape of a detached bastion; similar to a ravelin.
<i>Polverista</i>	gunpowder magazine, a storage place for gunpowder and other munitions.
<i>Spur</i>	an arrow-shaped work; spur of a bastion, sharp-edged buttress placed at the foot of a rounded salient of bastion.

Appendix G

Area affected by the Portes Des Bombes Act and copy of the Portes Des Bombes Area (Preservation) Act, 1933.

Appendix H

Crown Works/Horn Works Action Plan Public Consultation Summary of Replies

Public Consultation: Summary of Replies

Agency/Organisation	Main Comments Forwarded	Comments
<p>Sea Malta Co. Ltd. Container Depot Site (16/01/1998) (29/03/2000) Outer Crown Wing Industrial Use</p>	<p>General reservation against proposed relocation of depot site. The depot caters for storage of containers and as a maintenance site for equipment and tugmasters. Relocation would result in congestion of roads and about 25 weekly transport movements if relocated to Kordin.</p> <p>Claim site is of strategic importance and caters for storage of container fleet and repair depot for maintenance of equipment. Vicinity to Deep Water Quay at Menqa (mv Zebbug berth) is of utmost importance to Sea Malta and accidental. Relocation is a serious handicap to current operations. Only other relocation alternative is the ex-coal wharf at Menqa or Kordin I.E.</p> <p>Claim that VRT testing is incompatible with the public use being suggested and that this VRT testing could take place elsewhere.</p> <p>Suggested lowering the depot below street level through excavation and improving landscaping so as not to obstruct the viewpoints to the fortifications.</p>	<p>The Plan observes the open storage of containers as being in direct conflict with the objective of upgrading the historical heritage offered by the unique fortification site and also of creating open spaces along such a site. Relocation is therefore necessary and recommended.</p> <p>The economic importance of being located as close as possible to the port is acknowledged, however the Plan does not consider this site as the most appropriate site. On these grounds, it is recommended to either plan for a national open storage depot in conjunction with MDC/MMA or find a more appropriate siting for the container depot for example at Kordin.</p> <p>The Plan considers this a valid point and is revising the designation for VRT testing. The site will be upgraded as open space and the <i>glacis</i> and ditch reinstated.</p> <p>The full effects of such a measure on the <i>glacis</i>/ditches and other possible fortification structures that are hidden from site such as the underground chamber that reaches to the spur do not permit excavation on this site. Also this measure which would entail substantial costs which would still not separate the industrial function from the heritage and would still not effectively allow for pedestrian access around the site although positively allowing for better viewing of fortifications.</p>
<p>White Bros. Ltd. Container Depot Site. (20/01/1999) (15/04/2000) Outer Crown Wing Industrial Use</p>	<p>Importance of being close to port highlighted. Require specific provisions for relocation including preferably site close by.</p> <p>Use of heavy transport and equipment which requires wide</p>	<p>Same arguments as Sea Malta.</p> <p>The long term transport strategy is to curtail the number of transport</p>

	<p>turning points including a 5.3m vehicle which cannot pass through bridges and needs to be located in port area. Relocation elsewhere would imply unnecessary heavy vehicle trips and create difficulties for certain heavy vehicles to reach port area.</p> <p>Suggest that a feasibility study be commissioned before Park and Ride be implemented. Question whether this project will be viable as it has to compete with MCP and operate minibuses and security systems. Multi-leveled car park will also present problems of access to/from minibus terminus. Clarifies that from White Bros Site to Rapid Transit Link is 300 metres away and this is an inconvenient distance to expect car park users to cover.</p>	<p>visits so in this respect it necessary to consider the importance of being close to port. However this site is not the appropriate site for industrial function. White Bros have stated that they would be willing to relocate to an industrial area if the possibility arose.</p> <p>A feasibility study has being formulated in conjunction with TPU. The Plan emphasizes the importance of the Park and Ride project to the implementation of an integrated transport strategy for the whole Valletta/Floriana peninsula. This is a key component required prior to enacting other transport changes in these cities. The Park and Ride is not being planned on the White Bros site but in the Crown Works/Horn Works Site. The parking designation on the site used by White Bros is not being followed as the site is to be designated as open space and the <i>glacis</i> and ditch are to be reinstated.</p>
<p>Ministry for the Environment, Works Division, Building and Engineering Department (05/04/2000)</p>	<p>In favour of grouping all carnival workshops under one roof.</p> <p>Concern on the use of <i>exglacis</i> which is an integral and major component of the fortifications. Claim this goes against the spirit of policy UCO 5 and UCO 1 which call for the removal of all accretions and preserving and enhancement of fortifications respectively. Carnival Centre site considered as one large accretion.</p> <p>The Carnival Centre site will resemble more an industrial development as it enables small industrial workshops to be sited at the foot of fortifications.</p>	<p>This is a fundamental objective of the Plan to better manage the carnival workshops and to provide for their relocation from inappropriate sites elsewhere including Fort St. Elmo and St. Magdaline Chapel.</p> <p>Although the importance of this <i>exglacis</i> is not in anyway to be understated and where possible this should be reinstated, still UCO 5 also mentions the importance of “help given in identifying sites for the relocation of existing inappropriate uses” which is precisely what the Plan is attempting to do. The importance of releasing the Fort St. Elmo and St. Magdaline Chapel sites as well as the general possibilities of improving the whole of the Valletta/Floriana peninsula should be acknowledged further rather than focus solely on the reinstatement of the <i>glacis</i>. There is a case of a greater public gain. The administration building is planned with a 5m setback from Triq Nazzjonali. This means that the building itself could be designed to allow for the <i>glacis</i> to be partially reinstated.</p> <p>The Plan specifically designates such workshops strictly for carnival workshop construction purposes in paras. 4.3.23 and 4.3.24 under site development criteria. It has been made clear that no industrial uses will be permitted on this site and the National Festivities Commission, which will be managing the site, has ensured its fullest cooperation in</p>

	<p>The Carnival Centre although offering a tourist attraction will continue to fragment the ensemble of the fortifications.</p> <p>The proposal of a landmark feature is debatable as it may contrast with the fortifications.</p>	<p>this respect. The PA reserves the right to call for a guarantee prior to construction to ensure that all project requirements as specified in the Plan are adhered to.</p> <p>This is precisely the opposite of what the Plan proposes. The ex-Belt il-Hazna site was chosen because it offers the opportunity of constructing the whole centre outside the extent of the fortifications (apart from the <i>ex-glacis</i>) with the minimum intervention possible and allowing for the reinstatement of the <i>lunette</i>'s ditch and counter scarp. It may also be feasible to have a specially designed upper level building constructed so as to reinstate the <i>glacis</i> by sloping the roof level design.</p> <p>The idea of the landmark building was to give the centre an attraction focus. It is accepted that this may easily be misinterpreted. The landmark building designation will be removed from the Plan and will simply read 'administration building'.</p>
<p>Valletta Rehabilitation Project (20/01/1999) (06/04/2000)</p>	<p>Promote Heritage Trail, but keep intervention to a minimum. Historical site must be enhanced and agreement that all accretions must be removed.</p> <p>Lunette should not be treated separately from the rest of the fortifications and area in front of the Crown Works should be returned to its original state.</p> <p>Agree with importance of establishing Carnival Centre which was requested by VRC Development Brief in 1993. This would allow for the restoration of Fort St. Elmo and St. Magdaline Chapel. Propose Carnival Centre in Menqa.</p> <p>Disagreement with the proposed landmark building which may dominate the <i>lunette</i>.</p> <p>Consider Park and Ride to be likely to have negative impact</p>	<p>This statement is in line with what is proposed. The only development planned inside the actual fortifications is the Park and Ride which involves minimal physical intervention and is planned concurrently with opening access to a heritage trail around the fortifications.</p> <p>The Plan acknowledges the need to integrate the <i>lunette</i> with the rest of the Crown Works. The reinstatement of the ditch to the original state depends however on the importance of the existing road in the present road network.</p> <p>Menqa would not be a suitable place for the Carnival Centre since site is important for port related activities.</p> <p>The proposal of a landmark building is to be revised as it is leading to a number of misinterpretations. The Plan is to simply read 'administration building'.</p> <p>The Park and Ride project is a fundamental requirement for improving</p>

	<p>on Valletta and Floriana. Inner area of fortifications not considered as ideal location for a car park. Especially on security grounds. The car park will make it more difficult for people to come to Valletta. The car park will also lead to a degradation of the fortifications as vehicular exhaust fumes so close to the bastions will lead to an accelerated deterioration of the masonry fabric. More emphasis should be made on improving the bus system rather than building a car park.</p>	<p>the transport situation of the Valletta/Floriana peninsula. The car park is required if transport improvements are to be implemented in Valletta. Regarding pollution, this can be managed by having cars parked with their front facing the walls and having a pedestrian space adjacent to the walls to keep cars distant when parking. Although improving the public transport system remains a priority, yet the integrated approach to transport planning also includes the need for a Park and Ride to continue to follow a multi-fronted approach to reducing private car travel in and out of Valletta.</p>
<p>Ministry of Education, National Festivities Committee, Culture Section (14/04/2000)</p>	<p>The <i>lunette</i> preserved as is by the 30m buffer could be used by the NFC as a cafeteria/beer garden. Proceeds would be recycled into the maintenance of the Centre.</p> <p>The first two garages adjacent to the Enemalta Distribution Centre to be provided with an exit to ensure manoeuvrability of the carnival vehicles.</p> <p>The dividing walls between the garages to allow for possible interconnection by not having supporting walls.</p> <p>The proposed Carnival Centre is to be built in phases with the first phase incorporating excavation and building of workshops.</p> <p>The corridor separating the rows to be left unroofed to allow for air circulation to help the drying of the floats.</p>	<p>The Plan calls for the rehabilitation, preservation and integration of the <i>lunette</i> with the rest of the fortification. This implies that its current open, fully accessible, status be preserved and that no additional structures will be allowed. The beer garden/cafeteria can be located in the open space below and on the <i>lunette</i> as a means of generating funds for maintaining the centre and of creating an attractive setting for visitors/tourists.</p> <p>The number of workshops planned cover the minimum required for a complete project as demanded by the NFC. This request cannot be considered as it is not technically possible since there will be a displacement between the workshop level and the existing road of over 4m.</p> <p>The design presented in the Plan is indicative and conceptual so certain minor alternatives are allowed in internal design criteria as long as these do not alter the substance of the Plan.</p> <p>The project in its very nature will require phasing however the project is planned to be concluded as a complete project including the administration building on the upper level. This implies that permit will only be given subject to a detailed account of the phasing objectives as an integrated project management plan.</p> <p>Agreed. This is also suggested so as to allow for visitors/tourists to view work on floats from the upper level administration building and to allow for air/light to lower level.</p>

	<p>The Upper Level is to be built only on top of the row of garages facing Triq Nazzjonali and on top of Enemalta Distribution Centre.</p>	<p>The Plan does not permit for the space on top of the Distribution Centre to be built (Refer to Map 13) as this Centre requires that its upper level remain unbuilt for servicing and safety and in emergencies. There is also a 5 m setback from Triq Nazzjonali.</p>
<p>Maltacom plc, (21/01/1999) (26/04/1999)</p>	<p>Plans being drawn up to extend the buildings by one storey above current car park on the ex-Belt il-Hazna side and also on the part leading onto Triq Nazzjonali. This will enable the upgrading of offices and parking facilities for Maltacom customers/employees to access the building from the car park area. Maltacom stated that it has a permit issued by Lands Department to utilize this site for parking purposes.</p> <p>Maltacom also mentioned the mustering rooms it has in St. Francis Ravelin near the SPCA. No further developments were planned on this site.</p> <p>Proposal for existing three story permit at Timber Wharf Marsa to be extended by another two storeys.</p>	<p>The Plan considers the setting up the Carnival Centre as a priority in this area. Therefore it will not be possible for Maltacom to continue using ex-Belt il-Hazna for car parking. This site was short-listed as the optimal and only site for such a land use.</p> <p>Discussions underway to relocate industrial uses from the bastions and demolish existing accretions/buildings. The Grade II building is to be restored and used by Maltacom subject to the implementation of the Heritage Trail link planned in the area. (Refer to PA: 6433/2000)</p> <p>Not part of this Plan area.</p>
<p>Education Division, Geloramo Cassar Trade School, Planning and Development Department. (24/03/2000)</p>	<p>Difficulty in doing away with existing boundary wall as this has seven rooms connected to it used as offices. Requested use of other side building presently held by WSC but planned to be relocated. The School would still need to retain both access points to the Ditch. The School must remain in a central area.</p> <p>PA to pay for relocation</p>	<p>The Plan states that the existing boundary of the school should be demolished and a suitably designed pallsade constructed to allow for complete viewing of the Ditch. Ideally this site should no longer house a school in future and more suitably built premises should be planned elsewhere which does not suffer from the rainwater run-off problems this site experiences. If this is not possible than the school should relocate instead of the Water Services District Office on the other side of the Ditch which is planned to be vacated by the WSC.</p> <p>It must be clarified that the PA is not in any way responsible for implementation and any relocation costs Letter sent by Director, PA in this respect (19/04/2000).</p>
<p>Din L-Art Helwa (08/09/2000)</p>	<p>In agreement with the overall concept including carnival organisation and the use of the area for the Park and Ride in conjunction with the overall transport plan.</p>	<p>General agreement with Plan's objectives noted.</p>

<p>Regarding the Carnival Centre, the workshops should not be visible from the National Road side and underground parking for users should be provided. More information is required regarding the landmark feature and that this should not detract from the bastions which are the main feature in the area.</p> <p>Regarding the Park and Ride, it is stated that having cleared the bastions of unnecessary constructions this should not be replaced by parked cars which should be restricted to inside the Hornworks. It is possible that 900 spaces are not sufficient, and additional underground parking, without damaging the bastions should be considered.</p> <p>The Heritage Trail is an excellent idea and is strongly recommended including the clearance of unoccupied buildings, damaged structures and rubbish dumps. Suggest including the link and existing path between the Container depots and Pinto Wharf in the Heritage Trail as some historic warehouse fronts would be of interest.</p> <p>Regarding the SPCA, no exception should be made in the relocation of structures adjoining the bastions and the SPCA is unsuitable for its present needs. Structures like the Nissen like hut and RN/RE buildings should not be retained in this area as their presence detracts from the fortifications. Where possible these could be transferred to an appropriate location including the crane.</p>	<p>Workshops are planned at a lower level and will not be visible from Triq Nazzjonali. Also a 5m setback is planned to retain existing landscaping. Landmark building to simply read 'administration building'.</p> <p>Comment noted. Additional car parking spaces outside Crown/Horn works would be difficult to incorporate in the Park and Ride management plan and are not being pursued. Besides the Plan does want to promote the whole area as one complete parking zone but also to promote public pedestrian open spaces and reinstate the <i>glacis</i> and ditch.</p> <p>The proposed additional Heritage route link to Pinto Wharf will be included.</p> <p>SPCA planned to be relocated and building demolished. The Plan is intended to promote all buildings of historical importance including those relating to the British period.</p>
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