

Pender Place / Mercury House Approved Development Brief

**Malta Environment and Planning Authority
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1. INTRODUCTION.

- 1.1. Pender Place and Mercury House are the last major sites in Paceville with the potential for significant, large-scale development. Given the importance of the area for tourism, and its role as the main entertainment centre for the whole island, it is vitally important that the development should be of the highest standard, and should contribute positively to the upgrading of the whole locality.
- 1.2. The Development Brief relates to two sites, situated to the north and south of the St. Andrew's Street (see map 1) in the southwest corner of Paceville. Whilst the development objectives for each site differ, and are considered separately in this brief, they are strongly inter-related. Therefore only comprehensive proposals, which will deliver all elements defined in the brief, will be regarded as acceptable.
- 1.3. Developments briefs have previously been prepared for these sites, however, for various reasons no substantive progress have been made. Consequently, productive use of parts of the sites has ceased, and only interim uses, for example surface car parking, are permitted in other areas.
- 1.4. Change in ownership of the site, and the advanced stage of the North Harbours Local Plan, make it opportune to prepare a new brief at this time, and thereby progress the process by which much required improvements could take place.
- 1.5. This Development Brief seeks to highlight site constraints, provide relevant background information, specify policy guidance for the development, and give requirements (detailed where necessary) for the development of these sites. This Brief also seeks to provide a framework where a commercially viable scheme is achieved within the prevailing constraints and opportunities. It also details the off-site improvements, mainly transport related, that will be required as part of the development.
- 1.6. Since issuing the Development Brief for public consultation, it has become evident that it is not feasible to include the land owned by Maltacom within the development area. In fact, the constraints associated with the possible impact of construction works close to the telephone exchange have required modifications to be made, particularly to the Mercury House site.

2. DEVELOPMENT OBJECTIVES.

Primary Objectives.

- 2.1. To market and promote Pender Place and Mercury House as a single project, which should be developed by a single development group/consortium.
- 2.2. To improve public movement into and through both sites, to enhance links with the surrounding parts of Paceville, and create a focus for the whole entertainment centre.
- 2.3. To develop both sites with uses and quality development, which conform to policy frameworks i.e. the Structure Plan and the draft North Harbours Local Plan, and comply with this Development Brief.
- 2.4. To develop both sites in a strictly phased manner concurrently, and to ensure that the completion and quality of each phase will determine the successful progression to each subsequent phase. Also ensuring that disruption to existing activities is minimized, conservation works are completed early, environmental standards are high, and an optimum cash flow is achieved for the developer within a viable scheme.
- 2.5. To ensure the highest standards of urban design and restoration/conservation, and encourage contemporary architecture to international standards, that will create landmark buildings that upgrade the image of Paceville.
- 2.6. To upgrade the local transport infrastructure, and minimise adverse traffic impacts by improving traffic circulation and encouraging the greater use of public transport.
- 2.7. To maximise the financial benefits to Government, consistent with all these objectives, and to ensure a fair return to the developer.

Detailed Objectives.

- 2.8. To create a major public piazza in the area surrounding Mercury House, so as to create a high quality public space for the whole of Paceville.
- 2.9. To ensure the restoration and productive after use of Mercury House, consistent with its status as a Grade 2 scheduled building and to safeguard the Grade 1 'Cold War' underground chambers.
- 2.10. To ensure that an underground, 1,500 space public car park, and a bus terminus for evening services is constructed at the Pender Place site. These will serve the transport needs of the area, as well as the development itself.
- 2.11. To provide two waste recycling facilities ('bring in' sites) for domestic and commercial users.
- 2.12. To ensure the improvement of St. Andrew's Street along the frontage of the development.

- 2.13. To ensure that the design of buildings along the St. Andrews Street frontage reflect the importance of this main “gateway” to Paceville. Conditions for pedestrians should also be enhanced to improve the safety and comfort of movements along this road.

3. SITE DESCRIPTION.

Pender Place.

- 3.1. This site lies to the south of St Andrew's Street, and is bounded to the west by I. M. Azzopardi Street and to the east by Annunciation Alley. The site covers approximately 1.86 hectares, and slopes gently from west to east. Recently, much of the site has been surfaced and is being used temporarily as a public car park. On the remaining area there are three, 2 storey, unoccupied office blocks, surrounded by trees and shrubs.
- 3.2. The site is generally surrounded by residential properties, with terraced housing and flats to the east and semi-detached villas to the west and south. The area facing the site on the north side of St. Andrew's Street is zoned for commercial uses and contains a vacant 4-storey office building, and a vacant site.
- 3.3. The length of St. Andrew's Street, fronting the site, is used during evenings for the parking of buses and mini-buses, which provide scheduled and unscheduled services from Paceville to various parts of the island.
- 3.4. The site is owned by Malta Investment Management Company Limited (MIMCOL), a Government owned company. MIMCOL has entrusted the operation of the car park to a private operator in terms of a lease concession, which will expire on the 20th March 2005 and is subject to further renewal. However MIMCOL has the right to exercise the option of renewing the said concession for further periods.

Mercury House.

- 3.5. This site is bounded by E. Zammit Street, St. George's Street and St. Andrew's Street, on the north, east, and south sides respectively. Along western boundary is a rough track, which forms part of an unopened road established under the Temporary Provisions Scheme, 1988. At the southwestern corner of the site is a bus terminus/stop used by service No. 62 (Valletta – Paceville), and other passing bus services.
- 3.6. Mercury House is located on the northern part of the site. It was previously used by Maltacom as offices, however, it is now vacant, and beginning to show some signs of deterioration.
- 3.7. Mercury House is a Grade 2 building of architectural and historical interest, and one of few surviving 19th century buildings which survive in Paceville. It is a two storey symmetrical building raised on a podium, built in a Victorian style of architecture. The layout and design is a fine example of offices conceived by the British Services. Up to 1964, it was used by the British Forces as a signaling station.
- 3.8. Under the Mercury House outbuildings there is a labyrinth of bombproof service tunnels and chambers constructed during the 1960's 'Cold War' period. They are situated 4 – 6 floors underground and could have been used as a communications hub at times of threat. These are regarded as Grade 1 assets. The entrance to this complex is shown on Map 2.

- 3.9. Adjacent to Mercury House, fronting E. Zammit Street is a communications antenna, a small sub Post Office, a HSBC cash point, and groups of telephone boxes. Just to the south of Mercury House are two redundant single storey outbuildings.
- 3.10. The adjacent site is a Maltacom telecommunications exchange building and related car park (about 20 spaces). Access to this site is gained from St. George's Street, close to its junction with St. Andrew's Street junction.
- 3.11. The exchange building has two floors, and is architecturally very utilitarian. It is separated from Mercury House by a high, unattractive stonewall.
- 3.12. At the southeast corner of the site is an ugly, electricity sub-station, adjacent to which are a group of four telephone boxes.
- 3.13. The site covers approximately 0.85 hectares, and gently slopes downwards from west to east. The area includes two 'fingers' of land to the south and east of the exchange site that are effectively undevelopable.
- 3.14. All the land covered by this development brief is owned by MIMCOL.

4. DEVELOPMENT CONSTRAINTS.

- 4.1. As much of the Pender Place site has been cleared to create the temporary car park, and there are few real constraints on this site. A number of mature trees remain on the site. Where feasible, these should be transplanted to supplement the buffer landscaping around the periphery of the site.
- 4.2. The scheduled part of Mercury House is to remain, and be renovated as necessary, in a manner approved by the Malta Environment and Planning Authority. The additions and extensions to the rear of Mercury House are to be removed, in a manner that avoids damage to the scheduled building and the Grade 1 underground complex.
- 4.3. The electricity sub-station at the southeast corner of the Mercury House site must either be relocated to some other part of the site, or placed within any new building in this area.
- 4.4. A fibre optic cable, which provides the sole link between Malta and Sicily, passes along St George's Street, just inside the boundary of the development site (see map 2). It is vitally important that the integrity of this cable and access to it are maintained at all times.
- 4.5. The Maltacom exchange site is not covered by this development brief, however, it is of utmost importance that the operation of the exchange is not adversely affected or compromised either during or after the construction period. Any excavation and construction works should not exceed maximum shock, vibration, and dust levels stipulated by Maltacom.
- 4.6. In addition to protecting the operational integrity of the telephone exchange, access to and circulation within the site should be maintained at all times.
- 4.7. Given the very bland, utilitarian design of the exchange building and boundary walls, it will be necessary for it to be strongly screened on all four sides.

5. LAND USE FRAMEWORK AND ZONING.

- 5.1. Since the 1960's Paceville has experienced rapid building growth relating to expansion of the foreign tourism and domestic entertainment sectors. The planning and design of much of the earlier development was poor, and consequently much of the area is shabby and tawdry in character and has a poor environment. More recent developments have started to redress the balance, and the Portomaso and Bay Street developments, for example, are of much better standard.

North Harbours Local Plan.

- 5.2. The North Harbours Local Plan, which is currently being amended following public consultation, seeks to contain the entertainment industry, protect residential amenity, upgrade the public realm, manage traffic movements, and improve transport infrastructure.

- 5.3. The Paceville Area Policies that are relevant to this development brief are summarised below:

NHPV01. Traffic Management for Paceville.

- 5.4. Proposes measures to significantly reduce traffic entering the centre of Paceville. This includes making the sections of E. Zammit Street and St. George's Street that adjoin the Mercury House site, "Nighttime Pedestrian Streets".

NHPV02. Resident's Parking Zone (RPZ).

- 5.5. The proposed RPZ cover streets (known as The Gardens) surrounding the Pender Place site, and a planning obligation relating to the implementation of the zone will be attached to the development of strategic public car parks.

NHPV03. Public Car Parks.

- 5.6. Pender Place is designated as a site for a public car park, with 1,500 spaces. CPPS funds will be used to construct this and another strategic car park.

NHPV04. Regional Road Junction.

- 5.7. Safeguards the improvement of this junction, which is essential for the satisfactory development of Pender Place/Mercury House.

NHPV06. Tourist Accommodation.

- 5.8. New tourist accommodation will not be permitted.

NHPV09. Height Envelopes.

- 5.9. With specific regard to this development, a flexible approach to height envelopes will be adopted where significant new public open spaces are achieved.

NHPV10. Landmark Buildings.

- 5.10. Views of identified buildings will be protected.

NHPV14 Promoting Employment within Town Centre.

- 5.11. Major / medium retailing and other appropriate employment uses are encouraged within the town centre.

NHPV16. Pender Place/Mercury House.

- 5.12. Site will be subject to revised development brief. Brief will provide guidance on developer's responsibilities for a) public car park, b) Regional Road junction improvement, c) public transport interchange.
- 5.13. Mercury House should promote employment, retail, and entertainment uses, and a focal public open space. Pender Place should be primarily residential.

NHTR04. Pender Place Park and Ride.

- 5.14. The possibility of introducing some form of Park and Ride facility from Pender Place to Sliema will be safeguarded.

Interim Retail Planning Guideline

- 5.15. The Interim Retail Planning Guidelines defines St Julians as a secondary town centre and shows the proposed boundary of the town centre. The whole of the Mercury House site is within the designated town centre (refer to Map 1), whilst the Pender Place site lies just outside it.
- 5.16. On the basis of this designation, draft general policies in the Local Plan relating to promoting town centres, containing retail growth, and the location of large scale office development apply accordingly.

Development Control Policy and Design Guidance.

- 5.17. The total floor area within the Pender Place site should be in accordance with Malta Environment and Planning Authority's policy relating to floor area ratio (FAR), as set out in section 1.7 and part 16 of "Development Control Policy and Design Guidance 2000". For ease of reference the FAR policy is set out in Annex A.
- 5.18. The FAR policy cannot be applied to the Mercury House site because of the particular constraints pertaining to this site (i.e. the proximity of the telephone exchange) and the planning objectives, namely the creation of a significant piazza / public space and the restoration of Mercury House.

6. FRAMEWORK FOR PROPOSED LAND USES.

Pender Place.

- 6.1. The Pender Place site will be predominately developed for residential uses, although the public car park, servicing, and evening public transport facilities will be located under all, or part of the site. Only along the St. Andrew's Street frontage, adjacent to the area designated as part of St. Julians secondary town centre, will some commercial uses be permitted.
- 6.2. For the purpose of zoning, this site has been sub-divided into three main areas (see Map 3), namely
- 6.3. Pender Place 1 (PP1) – The commercial / residential zone fronting St. Andrew's Street.
- 6.4. Pender Place 2 (PP2) – The main residential area.
- 6.5. Pender Place 3 (PP3) - The residential buffer area, adjacent to The Gardens.
- 6.6. Excluding the areas needed for widening St Andrew's and providing access to the site, zones PP1, PP2 and PP3 have a total area of some 15,500 sq m.

Pender Place 1.

- 6.7. In keeping with the established building height along this road, a 4-floor building is appropriate. At ground floor retail uses will be allowed particularly tourist / leisure speciality outlets. As the site is adjacent to existing and proposed residential areas, entertainment uses will not be permitted. A supermarket will be permitted, as it would be situated at the edge of the town centre with good public transport and car parking facilities. Showrooms will not be permitted as this would be contrary to relevant policies in the draft NHLP (ref NHRE06). All commercial development will face towards St. Andrew's Street.
- 6.8. Residential units should occupy the remaining, upper floors and these should be designed to face the main residential area (PP2).
- 6.9. A layby will be constructed along the whole of this frontage, and this will be the terminus of bus service No. 62, and a bus stop for passing routes. A canopy or lightweight arcade will form an integral part of the front elevation of the building, so as to provide all-weather cover for passengers. Related facilities, such as high quality information/time table boards and offices and rest rooms to public transport staff will be provided. The design of these facilities should be agreed with the Public Transport Directorate of the Malta Transport Authority (ADT). Provision should be made for the later installation of a real time passenger information system.
- 6.10. All servicing should be provided from the first basement level, and therefore service lifts will be required.

- 6.11. Pedestrian access will be provided through this block at ground floor, at one or more points, to ensure easy movement between St. Andrew's Street and the main residential area (PP2).
- 6.12. The design of the rear elevation of the block will be critical, as it will form a major view from the main residential area.

Pender Place 2.

- 6.13. This will be a residential apartment complex set within a pedestrianised and intensively landscaped environment. Physical separation from PP1 will be achieved by the creation of a landscaped boulevard.
- 6.14. Medium/high density (40-75% site coverage) housing is recommended, with the blocks being located so that their height and massing are in keeping with nearby existing buildings and minimise impact. At this stage it is not envisaged that a height of 6 floors will be exceeded, however, a higher development may be considered.
- 6.15. The site should create an internal piazza, primarily intended for the benefit of residents. The area should include a well-equipped toddlers play area.
- 6.16. The landscaped pedestrian area should be at ground level and only accessible to emergency vehicles and those undertaking essential repairs. Parking for motorists with disabilities should be conveniently located at ground level adjacent to the paved area.
- 6.17. All parking for the development should be provided in the underground car park, in an area with separate access controls (e.g. card operated barriers). This will ensure that spaces are effectively reserved for residents. A parking standard of 1 space per unit will apply. Casual visitors will be able to use the public car park.

Pender Place 3.

- 6.18. In order to provide an appropriate buffer along the boundary with The Gardens, this zone will only contain a mix of apartments and maisonettes. The scale of development will be medium density (40% coverage) and there will be heavy landscaping, particularly facing existing villas. The height of the development along the external boundary shall not exceed 6m at any point along the length of the existing roads, namely Triq I.M. Azzopardi and Triq il-Qaliet.
- 6.19. Whilst this area is specified as a separate zone it will be designed as part and parcel of PP2, with access being gained via the pedestrian area. Provision for car parking will be as indicated above (refer to PP2)

Access and Basement Levels.

- 6.20. All vehicular access to the site will be gained solely from a new junction in St. Andrew's Street, opposite the existing un-named street. The option exists for this junction to take the form of either a roundabout or traffic signals.

- 6.21. The access road will run close to the eastern boundary of the site, with the ramp to the underground car park being situated close to the southern boundary. As indicated above, the only vehicular access that will be permitted to any part of the Pender Place site will be for emergency vehicles, essential repairs, and for disabled motorists using specified spaces.
- 6.22. At the first basement level will be a service area for the commercial development (PP1), a parking area for the coaches and mini-buses that provide services in the evenings, and the resident's parking area. The headroom and geometric layout of this basement will be to standards that allow the satisfactory operation of buses and service vehicles. Measures will be needed to ensure that the service area and the public transport parking area are not used for general parking at times of operation. The resident's parking should have separate access control at all times.
- 6.23. The ADT have indicated that public transport parking area should have 12 places for buses/coaches, and a number of places for mini-buses / white vans.
- 6.24. The other basement levels should provide 1,500 parking spaces for public use.
- 6.25. The basement levels should be designed to provide the opportunity to give vehicular access to the Dean Hamlet site that is situated immediately to the south of the site (see Map 2). Any access to Dean Hamlet shall be designed and controlled to ensure that there is no traffic movement through the residential streets lying to the south and east of Pender Place.
- 6.26. At first basement level there should be a well-designed subway linking the Pender Place and Mercury House sites. The subway should be wide, straight, well lit, and attractively decorated. Its design should conform to the guidance given in TD 36/93 "Subways for Pedestrians and Pedal Cyclists. Layout and Dimensions" (Highways Agency: UK). Safe, convenient routes from all parts of the basement should lead to the subway, and stairs and lifts to/from lower basement levels should be provided close to it. If, for technical reason, it is not possible to construct the subway, very good facilities should be provided to allow pedestrians to safely cross St. Andrews Street.
- 6.27. At the first basement level there should be two waste recycling facilities. A "bring in" site for domestic, household waste should be provided, preferably fairly close to the supermarket entrance. This facility will comprise 4 containers for glass, paper etc and will occupy about 6m x 2m. Waste would be removed about 1-2 times per week, by a lorry of some 14 tons g.v.w.

- 6.28. The second facility, a commercial “bring in” site, is intended to allow hotels, restaurants, bar, and clubs in the St. Julian’s area to recycle material like glass and cardboard. It will effectively act as a miniature transfer station and will not be open to the public. A space of approximately 60m x 20m will be needed for material storage (in containers) and turning space for collection lorries. Ideally, this use will be located adjacent to the supermarket service area, so that turning space can be shared. Waste would mainly be deposited at night. It would be collected about 3-7 times a week by 30-ton g.v.w lorries.
- 6.29. The alignment of the site access will leave a small parcel of land at the northeast corner of the site (see map 3). This should be laid out as an informal public open space.

Mercury House Site.

- 6.30. This area currently contains Mercury House and abuts the Maltacom Exchange Building. For the purpose of zoning the block has been split into the following two main development areas, which will be defined and connected by a piazza and public spaces (MH3).
- 6.31. Mercury House 1 (MH1) – Mercury House itself.
- 6.32. Mercury House 2 (MH2) – The area situated to the west of Mercury House at the north west corner of the site.

Mercury House 1

- 6.33. The scheduled part of Mercury House is to be retained and restored. The unattractive additions at the rear, and all the outbuildings are to be demolished. MEPA’s Integral Heritage Management Team shall issue the terms of reference for all associated works.
- 6.34. Whilst Mercury House will stand along, the design of the whole area should highlight it as a focal point and ensure good views of its attractive front elevation.
- 6.35. The internal refurbishment of Mercury House should provide uses such as bars / restaurants, small retail units and tourist attractions. The area at the rear contained by the two wings would be suitable for outdoor café’s and similar uses.

Mercury House 2

- 6.36. This area will contain a medium rise building, designed to define the northwest corner of the site, and to create an attractive space between it and Mercury House (MH1). Along E Zammit Street the building may be up to 8 floors high, mirroring the buildings opposite. The remainder of the building can rise in stages to around 15 floors (indicative maximum height).
- 6.37. The building will contain commercial uses. Retail uses will be permitted at the ground floor, with the remainder of the building being suitable for offices. If considered commercially viable, apartments and penthouses and / or a restaurant can be provided on the top floors.

- 6.38. The Grade 1 'Cold War' chambers, tunnels, shafts and access point in this location shall be fully preserved and safeguarded. Potentially they could be used as a cultural attraction. MEPA's Integrated Heritage Management Team will issue terms of reference for monitoring during the construction period.
- 6.39. All car parking for this building will be provided at Pender Place, therefore the only form of vehicular access that will be permitted will be for service vehicles access to an underground service area situated off E Zammit Street.
- 6.40. The general location of this building is shown on Maps 3 and 4, but it is stressed that this does not show the footprint of the building. This can only be determined following a technical evaluation of the impact of construction on the nearby telephone exchange.

Mercury House 3

- 6.41. In order to create a high quality setting for the renovated Mercury House and the new commercial complex, all the surrounding area will be used as public open space, including the creation of a piazza. The design of the open space will be of the highest standards and will include public art and other attractive features such as fountains. The design will particularly need to consider the nighttime activities that take place in the area.
- 6.42. The pedestrian subway linking Pender Place to Mercury House will emerge into the piazza thereby providing convenient access to all elements of the Mercury House site and to other parts of Paceville.
- 6.43. The space below the Piazza can be used for commercial uses. The design of such areas should preferably be integrated with the pedestrian subway. Careful attention should be paid to the service requirements of these commercial units to ensure that the objectives set in 6.41 and 6.46 are not compromised.
- 6.44. Particular attention will need to be paid to effectively screening all four boundaries of the exchange site. Landscaping and other innovative ways of blocking views into this site should be considered. Along the St. George's Street frontage, the screening should not damage or prevent access to the fibre optic or other cables.
- 6.45. Landscaping to 'soften' the views across the piazza towards the electricity distribution centre (see Map 2) should also be provided.
- 6.46. The piazza and St. George's Street should be pedestrianised to create a virtually traffic free area (see Map 5). Service access will need to be permitted to the exchange site and other premises in St. George's Street.

7. DESIGN CONSIDERATIONS.

Building Heights.

- 7.1. In order to achieve an appropriate balance between public open space and new development, a flexible approach is being adopted towards the height of the main elements of the development i.e. the commercial complex (MH2) and the residential core of Pender Place (PP2). Whilst proposals will be judged on their merits, it has to be demonstrated that the buildings will be in keeping with their surroundings, and will make a positive contribution to local views.
- 7.2. The buildings fronting St. Andrew's Street will conform to the building height limits set in the draft local plan for this road and the nearby area, that is 4 floors.
- 7.3. As the western and southern parts of Pender Place (PP3) adjoin an area of 2 floor residential villas, this is deemed to be the appropriate building height. There should be a natural transition in heights between the main residential area (PP2) and this buffer zone as part of a co-ordinated design of the whole area.
- 7.4. The maximum heights (inclusive of tanks / plant) to be applied can be summarized as follows:
- | | |
|---------------------------------------|------------------------------------|
| Mercury House (MH1) | – Existing |
| Mercury House 2 (MH2) | – 8-15 floors (Indicative maximum) |
| Pender Place frontage (PP1) | – Generally 4 floors |
| Pender Place Residential Core (PP2) | – Indicative maximum 6 floors |
| Pender Place Residential Buffer (PP3) | – 2 floors. |
- 7.5. The maximum floor height is considered to be approximately 3.0m 'floor to floor'. It is not intended that all buildings shall reach the development ceiling. Varied building heights and forms are important in creating a quality townscape, in which roofscape is an important element.

New Building Form, Scale and Relationships.

- 7.6. The use of modern building materials and non-traditional forms of construction will be favourably considered in all zones, except PP3 and the restoration of Mercury House. Steel and glass structures should be adopted for Mercury Point (MH2) so as to reduce the bulk and building envelope. The use of such materials is conducive to an elegant and contemporary architectural statement.
- 7.7. Overall the proposed design should promote a scheme of the highest architectural design quality, and be to international standards. The scheme should create a coherent and unified urban design, combined with a well-structured and balanced layout of buildings and public spaces.

- 7.8. The commercial complex (MH2) should be a landmark building. Special consideration should be focused on its profile and its impact on the surroundings. Its form and building envelope should be aesthetically distinguished and elegant in appearance. Its design should not be overbearing and overshadowing effects should be minimised as much as possible. The footprint of MH2 shown on Maps 3 and 4 is purely indicative and only intended to illustrate the possible relationship of existing and proposed buildings, pedestrian desire lines, and public spaces.
- 7.9. Particular attention should be paid to the massing and design of all the building to ensure that no adverse microclimate is created within the piazza and other open spaces.
- 7.10. The relationship between the new building and Mercury House is very important. Both the internal and external design should produce an interesting and innovative contrast and transition between new and "classical" styles of architecture.
- 7.11. The design of the residential buildings should take into consideration the nature of the surrounding area and be sympathetic to it. The location of the proposed apartment blocks should take account of the siting of adjoining villas. The design of PP2 and PP3 needs to take advantage of the traffic free environment, and not seek to reproduce traditional street patterns.
- 7.12. The development should be structured by landscaping which visually and physically links the various parts together, rather than a random collection of open spaces. The appearance and treatment of the spaces between buildings is considered very important. Therefore, careful attention should be given to the design of the formal public spaces (boulevards and piazzas), major "streets", and gardens and informal spaces at a more intimate scale. There should be varying forms of enclosure and a mixture of activities within them. The use of sculpture, artwork, water features, creative paving and planting, within both informal spaces are seen as vital elements within the townscape.
- 7.13. Hard landscaping materials, street furniture, signs and lighting should all be of high quality.
- 7.14. Within the Mercury House site, street activities should be encouraged, for example the provision of cafes with outside seating. Providing formal and informal seating should stimulate casual congregation. The design of all public spaces should ensure that anti social nighttime activities are not encouraged.
- 7.15. The section of E. Zammit Street that fronts the Mercury House site should be regarded as part of the surrounding public space and improved as part of a comprehensive design. The design needs to take account of its designation as a "nighttime pedestrian street", with vehicular movement and parking being permitted during the daytime.
- 7.16. As much as possible, local species of trees and shrubs should be used for soft landscaping, although other species may be permitted, subject to detailed evaluation.

- 7.17. Where possible, existing mature trees should be transplanted and temporary stored, and then replanted where appropriate as part of the proposed landscaping scheme.
- 7.18. A scheme for flood lighting Mercury House and the commercial complex should be prepared.

Building Construction Requirements.

- 7.19. All tanks, plant and lift overruns (especially water tanks, air conditioning and motor rooms) must be contained within the envelope of the buildings, be screened by appropriate features or should be located underground. The location of utilities (power, water, drainage, and telecommunications facilities, including antennae/dishes) must be shown on all drawings.
- 7.20. All buildings and facilities used by the general public, such as: shops, restaurants, community facilities, public spaces etc. must be accessible to self-propelled wheelchairs and adequate provision must be made for access and parking for the physically handicapped. All such provision should be in conformity with "Design Guidelines. Access For All" (National Commission Persons with Disability)
- 7.21. All new building should satisfy the construction, sanitary, fire, safety, and hygiene requirements of all relevant agencies.
- 7.22. All buildings should incorporate energy conservation features, such as: solar power heating, efficient heating and cooling systems, efficient building insulation, secondary water use through the incorporation of water collection and storage facilities, solid waste disposal and management.
- 7.23. All underground parking and serving areas, including staircases, lifts, and pedestrian walkways, will be designed to appropriate standards, with high levels of illumination, and decoration, and good signage.
- 7.24. In all underground areas, the pedestrian subway, and the open public areas ducts and cabling should be installed to permit the possible future introduction of CCTV.
- 7.25. All residential units are required to be provided with a high quality of living space, room heights, services, and all modern conveniences and technology.
- 7.26. Restoration materials for Mercury House should match the original in type, quality, and colour as closely as possible, and external materials for roofing, windows, doors, ground treatment, and walls are traditional in nature. A restoration method statement shall be prepared for approval by MEPA.
- 7.27. The use of non-traditional building materials in the construction of the commercial / retails development, including Mercury Point (MH2), will be encouraged. Such materials would include steel and/or concrete frame structure, curtain walling, translucent glazing etc.

- 7.28. The use of traditional material particularly local franka stone is recommended for the construction of the residential element of the development. There should be a consistency of appearance by using traditional materials (franka / tal-qawwi stone) although some modern materials may be considered for elevational treatment in appropriate cases and locations.
- 7.29. A high level of design quality, detailing and construction finish must be achieved in all buildings / open spaces. Project management must ensure that construction quality is of a high standard, and finished according to approved designs. This aspect will be carefully monitored during construction by independent monitors appointed by MEPA, at the developer's expense.

8. TRANSPORT AND ACCESS.

Introduction.

- 8.1. There are noticeable transport problems in Paceville, particularly in the evening at weekends and other busy times. These can be summarized as follows:
- Traffic congestion at and adjacent to the Regional Road junction.
 - Inadequate and poorly managed parking.
 - Conflict between pedestrians and circulating traffic in the central area.
 - Lack of parking / terminal facilities for the evening public transport services.
- 8.2. The parking situation is particularly acute at peak times, with the lack of spaces and management, causing problems to residents over a wide area in Swieqi and The Gardens. The provision of nearly 500 surface level spaces at Pender Place has afforded some relief, however, the absence of a comprehensive controlled parking zone (CPZ) including resident's parking facilities, means problems still persist.
- 8.3. Traffic congestion is mainly concentrated at the Regional Road junction and for this reason the local plan proposes that grade separation should be undertaken here. Of equal importance, is the need to improve the very poor junction between St. Andrew's Street / St. Augustine Street / E. Zammit Street / I. M. Azzopardi Street.
- 8.4. In order to resolve the conflict between pedestrians and cars in the central area, and generally improve environmental conditions in this area, the local plan proposes the nighttime pedestrianisation of various streets (see Map 5). This includes two of the streets that bound the Mercury House site.
- 8.5. The local plan also identifies this development as the opportunity to provide additional public car parking, and proper facilities for the night bus services.
- 8.6. As part of the general strategy to encourage the greater use of public transport, the local plan designates a number of strategic bus corridors, along which measures to stimulate greater bus patronage will be concentrated. Two of these corridors pass close to the development site, namely the Regional Road, and the Gzira/Sliema/St. Julians coastal corridor.
- 8.7. Plainly, a development of the scale proposed at Pender Place / Mercury House will generate considerable extra movements, although the nature of the land uses proposed should limit the amount of additional evening activity, whilst providing much needed transport infrastructure. This will produce a more efficient use of resources, for example a good utilisation of available parking.

Required Transport Infrastructure and Contributions.

- 8.8. The short listed consortia will be required to prepare and submit a Traffic Impact Statement (TIS), however, in the light of the local plan and other preliminary evaluations, it is anticipated that the consortia will be required to fund the measures and works set out below.
- 8.9. The TEN-T Feasibility and Environmental Impact Study is considering the improvements necessary to upgrade the Regional Road (Route 1) junction at Paceville. Close cooperation will be required with ADT to ensure that this junction is improved prior to the opening of the main elements of the development.
- 8.10. Two options exist for the design of the junction that will provide access to the public car park, service area, and evening bus terminal at Pender Place. The first involves the construction of a roundabout, with a diameter of about 35m, at the eastern end of the site (see map 5). The second involves the provision of a traffic signal controlled junction at the same location. To ensure the most efficient operation of the traffic signals, traffic management measures will be required, including various banned turns. Traffic entering the site would be routed via E. Zammit Street and the unnamed street opposite Pender Place.
- 8.11. Preliminary capacity analysis indicates that the traffic signal option will be the most efficient design solution, however, this is dependant on the introduction of the traffic management measures indicated. The preferred access option will be determined in the light of the TIS findings. There is no great difference between the options in terms of required land take.
- 8.12. The short section of St. Andrew's Street between the improved Regional Road junction and the new Pender Place junction will be widened to a two-lane dual carriageway. The design and alignment of this section of road will have to be in accordance with outcome of the TEN-T study.
- 8.13. Based on previous parking studies, the local plan proposes that 1,500 public parking spaces should be provided at Pender Place. To ensure the economic viability of the car park, solve existing parking problems, and comprehensively manage parking overall, a RPZ covering a wide area will be required. ADT, in consultation with the Local Councils, will have to introduce this RPZ (see Map 1) to coincide with the opening of the car park.
- 8.14. These public parking spaces will cater for the needs of the commercial and retail elements of the whole development, together with the wider demands of Paceville. The residential units will have underground parking, preferably on the first basement level. These spaces will have separate access control to ensure that they are reserved for resident's use only. A car parking standard of 1 space per residential unit will be applied, so as to encourage sustainable development.

- 8.15. In order to provide a high standard of public transport for the development, and Paceville as a whole, a new bus terminus for service No 62 will be constructed along the Pender Place frontage. This will also include bus stops for the services that pass the site in a northwesterly direction. A bus stop for southeast bound service will be provided close to the existing No. 62 terminus (see map 5).
- 8.16. The new bus terminus will provide modern facilities, including seating, timetables, and provide for the possible installation of real time information. All weather shelter, in the form of a canopy or arcade, will be provided as an integral part of the building design. Facilities for public transport staff will be provided, including toilets, rest rooms and office space. The design and specifications of this accommodation will be agreed with the Public Transport Directorate of ADT.
- 8.17. At first basement level of Pender Place a bus terminal/parking area will be provided to accommodate at least 12 buses/coaches and a maximum of 25 mini-buses, 20 white vans, and 20 chauffer driven cars (as indicated by Public Transport Directorate). This area will be located close to the pedestrian subway that will link the Pender Place and Mercury House sites. The areas will be well ventilated and lit.
- 8.18. The developer will need to enter into an agreement with ADT regarding the use of the areas and facilities for route buses. A private agreement will need to be negotiated by the developer with other transport operators regarding facilities for mini buses, white vans and chauffer driven cars.
- 8.19. The unopened, schemed road along the western boundary of the Mercury House site, which would link E Zammit Street with St Andrew's Street, is unnecessary, and infact would prejudice a satisfactory development layout and the identified transport strategy. Consequently, it is proposed that Temporary Provisions Scheme be modified to safeguard the provision of a footpath.
- 8.20. In order to improve the comfort and safety of pedestrian movements between Pender Place and Spinola Bay the footway (pavement) on the south / west side of St Andrew's Street will be widened to at least 2m between the site and Trejjet San Gorg. A footway of at least 2m width will be provided along the southern boundary of the Mercury House site (see map 5).

Access and Servicing.

- 8.21. All vehicular access, servicing and car parking associated will all elements of the Pender Place site will take place via the new road along the eastern boundary of the site and in the underground levels. The only exception will be the provision of disabled parking spaces at surface level close to the main residential development (PP2), and emergency access to the pedestrainised areas within the development.

- 8.22. The commercial complex (MH2) will be served by underground delivery area, with access being gained from E Zammit Street. Access to the adjacent Exchange Building will be unaltered. Access to the exchange site must be maintained at all times during the construction period to Maltacom's satisfaction. Mercury House will be serviced from designated loading / unloading bay(s) in E Zammit Street.
- 8.23. The open areas / piazza surrounding Mercury House / Mercury Point (MH2) will be completely traffic free.
- 8.24. St George's Street will be pedestrianised with access being restricted at all times solely to service, utility and emergency vehicles.

9. UTILITIES.

- 9.1. The following information relating to utilities was collected as part of the previous Development Brief, published in March 1998. Consequently, some details may be out of date. Therefore, all consortia should satisfy themselves as to the accuracy and provenance of the information provided here.

Existing Situation.

- 9.2. **Electricity Network.** An electricity distribution centre is located near the south east corner of the Mercury House site (MH2). A 33 kV underground cable is linked to this distribution centre and spreads outwards (MH2) from Paceville in both directions along the Regional Road. Central Paceville, on the other hand, is serviced by 11 kV cables that pass along St Andrew's Road, St. George's Road and E Zammit Street. Other electricity cables in the area include submaster low voltage cables and an ex British services 11 kV underground cable running from St. George's Road towards St. George's Bay further north.
- 9.3. Besides the distribution centre described above, there are a number of electricity sub-stations located in central Paceville. High and low voltage cables spread out from the six sub-stations in Paceville, although only one of the sub-stations is located within the Development Brief area. It is recommended that this sub-station at the junction of St Andrew's Road and St George's Road is relocated to another part of the Mercury House site to allow the better layout / landscaping of the site.
- 9.4. **Telecommunications Network.** The main telecommunications trunk network is underground and surrounds the Mercury House site. The duct route is south towards central St Julian's, whilst the northern underground links consist mainly of the submarine cable and the Malta-Sicily fibre optic cable. The main trunk network and the Malta-Sicily fibre optic cable emanate from the telecommunications Exchange Building, whilst the submarine cable starts at a distribution cabinet situated behind Mercury House and goes toward St George's Bay via E Zammit Street. Maltacom requires access to the fibre optic cable and all other plant and equipment at all times during and after the development period.
- 9.5. Other cables in the area include a digital cable close to the telecommunications Exchange Building and an Ex GIB 3 cable, which also leads on to Mercury House.
- 9.6. The Exchange Building is one of the country's vital communication centres. Therefore the whole design and construction process should ensure that its operations are unaffected during the development period. The development consortium will have to liaise closely with Maltacom to satisfy this paramount requirement. Maltacom has already indicated that it cannot relocate any of its infrastructure, other than the existing cardphones.

- 9.7. **Water Network.** Paceville is serviced predominantly by 6 in water mains, although a series of 9 in, 4 in, 3 in, 150 mm and 100 mm water mains also form part of the water network of the area. A 6 inch water main runs through E Zammit Street, St. George's Road and St. Andrew's Road, although a 4 in main also stretches across the eastern section of the last street.
- 9.8. As can be expected, several water mains of varying sizes emanate from the two road junctions at each end of St. George's Road fronting the Mercury House site. A similar situation occurs at the junction where E Zammit Street meets St. Andrew's Road just off the Regional Road.
- 9.9. **Sewerage Network.** The existing sewerage network passes close to both development sites along E Zammit Street, St. George's Road and St. Andrew's Road then extending in several directions, including St Julian's and St. George's Bays.
- 9.10. Maps of existing utilities (as of January 1998) are reproduced in Annex B.

Upgrading of Service Infrastructure

- 9.11. The impact of the development proposals on the existing utility networks and capacities must be assessed by the developer. A written statement of this impact and detailed proposals to cater for it must be submitted to the relevant authorities prior to the approval of any schemes or the commencement of construction works.
- 9.12. In the absence of detailed information on final land uses, it is extremely difficult to ascertain the extent of works needed to upgrade the service infrastructure. It is therefore recommended that all utility proposals should be formulated and approved in consultation with each utility agency and the relevant authorities.
- 9.13. Nevertheless, a number of requirements are set out at this stage. All utility networks on the two sites must be underground, and connections to the public network will be the responsibility of the developer. It will also be the responsibility of the developer to finance the construction of any sub-stations and other structures that may be deemed necessary by the specific utilities agencies.
- 9.14. Development proposals should include a detailed description of the provisions for the recycling of water, its storage and distribution, and the expected requirements for landscaping purposes and whether provisions are adequate to supply these requirements. Indeed, water management practices should be introduced to reduce the demand for water on site.
- 9.15. Secondary water could be used for irrigation, flushing and/or cleaning purposes, whilst a second-class plumbing network should be installed to collect rainwater from roofs and other hard surfaces. Proposals for storm water runoff should also include the construction of reservoirs, if necessary. There should be no connection, however, between the potable and second-class networks.

- 9.16. Furthermore, the development should, as much as possible, seek to make use of energy saving devices and forms of energy to reduce the demand on electricity generation. Self-sufficiency in electricity and water provision should be encouraged, with the developer required to provide a power generation plant or sub-stations on site (if necessary), and all necessary pumps and networks for water, sewerage and power consumption.
- 9.17. Subject to appropriate planning considerations, Maltacom reserves the right to install telecommunications infrastructure, including antennas on the tall building in the Mercury House zone (MH2). The airspace above this building shall solely and exclusively be used for telecommunications purposes by Maltacom and Government.
- 9.18. Telecommunication provision around the two sites will make use of all available new technology and will be carried out under supervision from Maltacom. Such provision should include the use of fibre optic cables, coaxial and microwave links etc.
- 9.19. The public telephones currently situated on the corner of St George's Street / St Andrew's Street should be relocated to a safer position within the new piazza.

10. CONSTRUCTION AND PHASING OF WORKS

Construction Management Plan.

- 10.1. The main constraint associated with this project is the need to ensure that excavation and construction works do not generate shock, vibration, and dust levels that would adversely affect the normal operation of Maltacom's equipment at the exchange building, or leading to it. Specifications provided by Maltacom's suppliers are included in Annex C for reference.
- 10.2. The other significant and associated construction constraint will be the extensive rock excavation entailed in the construction of a multi-level underground car park and service area at Pender Place.
- 10.3. Construction phasing must be coordinated so as to minimise disturbance to the surrounding residential areas and traffic flow. Every effort must be made to minimize disruption to traffic flow along St. Andrew's Road. During the construction of the pedestrian subway between the two sites it may be necessary for a full or partial closure of this street. All such temporary traffic management measures must be approved by the relevant authorities prior to any construction commencing.
- 10.4. A detailed programme and plan for rock cutting has to be prepared specifying the type of equipment to be used during the excavation. In light of 10.1 above and the fact that the site in question is situated within a dense urban area the use of explosives will be excluded unless there is a special justification and sound technical guarantees for their use.
- 10.5. A detailed construction programme for each site must be prepared and approved by the Malta Environment and Planning Authority prior to any construction commencing. In particular, no mechanical stone dressing will be permitted on the construction site.
- 10.6. Full details of construction access points, storage areas for materials and plant, workers accommodation, site management offices, protection measures for retained buildings and areas of landscaping, and a construction programme must be submitted for approval prior to commencement of any construction works.
- 10.7. In view of the heavy excavation proposed, a plan for the proper use of the existing mineral resources on site shall be presented, after assessing the quality of the existing resource. All other debris and waste material which results from the excavation and is identified as not being suitable for use as a construction resource must be immediately removed from the site to a controlled or approved tipping location. Possible recycling of such material should also be considered rather than just transporting the material to another location for dumping. Under no circumstances will non-recyclable debris or any other material be allowed to be stored on the construction site.
- 10.8. It will be the responsibility of the developer to demolish any buildings and structures, which are not to be retained. These demolition works should be carried out without any undue delay so as to ensure that such works do not interfere with the implementation and operation of the project.

Phasing of Redevelopment Project

10.9. It is strongly recommended that some elements of overall site development be dealt with comprehensively. Utilities and road formation should be implemented prior to commencement of construction works.

10.10. The sequence of the development should be clearly stated and the phasing of works should take into account the following:

- economic feasibility taking into account development priorities
- incremental supply of office and commercial facilities
- minimise disturbance to nearby residential neighbourhoods
- minimisation of traffic disruption

10.11. The developer must provide a phasing plan, with broad timescales, which take account of the above considerations and maintains a suitable economic return for the developer.

11. SUBMISSION REQUIREMENTS

General

11.1. Submission requirements for the assessment of proposals comprise three stages, as follows:

- Stage 1 is the selection of the preferred developer by Government. This will be based solely on financial considerations. This process falls outside the remit of the Malta Environment and Planning Authority and therefore this Brief provides no guidance in this respect.
- The planning objectives, framework and guidelines set out in this Development Brief establish the basis on which all planning decisions will be made. No material variation from the Brief's parameters will be permitted at a later stage.
- Stage 2 requirements are compulsory and should be achieved to the satisfaction of the Malta Environment and Planning Authority, prior to the granting of any outline planning permission. Stage 3 requirements are obligatory for the evaluation of the full development application.

Stage 2: Requirements for Outline Development Permit

11.2. These requirements set the framework for the determination of the outline planning application, and the more detailed work and discussions within Stage 3. They include the following aspects:

- Overall scheme plans (Scale 1:500) showing broad site levels, range of land-uses, buildings, roads, pedestrian networks, landscaping, proposed phasing and construction space requirements.
- Overall plan (scale 1:500) showing all proposed buildings and structures to be retained, accompanied by a written statement.
- Block elevations of the whole redevelopment (Scale 1:500) from key locations illustrating urban design, context, and sensitivity.
- Perspectives and/or axonometrics, which show the major design concepts of the proposed scheme.
- Summary brochure of the proposals for public consultation purposes, including the overall scheme plans (full size and colour) and material for 3 exhibition panels (2 x 1.5 metres each).
- Photomontages and scaled model of the proposed scheme as viewed from the following strategic vantage points:
 - St. Julian's waterfront, near Spinola Square.
 - St. George's Link Road, near Villa Rosa.
 - Regional Road / St. Andrew's Street junction.

- Perspectives and/or axonometric drawings showing design concepts and relationships of buildings and open spaces. Special attention should be given to the presentation of illustrative material, which will be effective in showing the relationship between MH2 and the surrounding ensemble of buildings and open spaces.
- General statement (not more than 25 A4 pages) explaining development proposals and giving, a comprehensive schedule of land use/space provisions, the mix of offices, commercial/retail and recreational uses, construction and operation employment levels by category.
- Preliminary Traffic Impact Statement (TIS)
- Preliminary Environmental Impact Assessment (EIA)
- Any other information required by MEPA.

Stage 3: Requirements for Full Development Permit

11.3. The Stage 3 requirements are as follows:

- Existing site survey with levels (Scale 1:500)
- Proposed layout, including: any new site levels, broad areas of existing and proposed landscaping, siting of landmark buildings, commercial/retail facilities, layout of residential enclave and other land-based uses. (Scale 1:500).
- Circulation layout within the proposed scheme showing separation of pedestrian and vehicular traffic. Proposed access to surrounding road network, flow directions, car parking, servicing and the road/junctions improvements (Scale 1:500). This layout must be accompanied by relevant transport studies including a Traffic Impact Statement.
- Composite overall scheme plans (Scale 1:200) showing levels, land-use, buildings, roads, pedestrian network, landscaping, servicing arrangements, utility proposals, proposed phasing and construction space requirements.
- Statement explaining proposals and demonstrating compliance with the detailed requirements of the Development Brief.
- Plans, elevations and sections of Mercury House (Scale 1 : 100)
- Plans, elevations and sections of landmark building (MH2) (Scale 1: 200)
- Plans, elevations and sections of all other buildings (Scale 1: 100)
- Plans and sections of underground car park/service area/bus terminal showing the extent of the footprint, the layout, the access into and out of the car-park, and the different levels. The plans and sections should clearly indicate the separation of the public parking from the residents' parking area and the form of access control to be used. (Scale 1 : 200)

- Long sectional elevations from an agreed number of viewing points, including vantage points in Spinola Bay and along the St George's Bay Link Road.
- Detailed proposals for landscaping of open spaces and pedestrian areas, new planting (with species and numbers), hard landscaping (roads, footpaths and other areas), street furniture, lighting and soft ground cover (Scale 1:200).
- Schedule of materials for buildings, structures, walls and hard landscaping,
- Proposed site utilities layout, including connections to public network, any proposed power generation plants or substations, location of all pumping facilities, water tank/reservoir. (Scale 1:500).
- Traffic Impact Statement (TIS) showing the impact of the proposals on the existing highway network in accordance with the terms of reference prepared by the Malta Environment and Planning Authority. This will include an evaluation of the short-term impact of the loss of the surface level car parking at Pender Place.
- An Environmental Impact Assessment (EIA) is to be prepared by the developer in line with the terms of reference to be issued by the Malta Environment and Planning Authority. Such an EIA would include a Social Impact Assessment on the Paceville/Gardens area.
- A Restoration Method Statement for Mercury House in accordance with terms of reference issued by the Integrated Heritage Management Team.
- Proposed phasing plan, including buildings, uses and areas within each phase, phasing order and timing of each phase.
- Proposed construction management plan, including all construction access points, storage areas for materials and plant, workers accommodation, site management offices, construction programme and protection measures for retained buildings (including the Grade 1 chambers and tunnels) and landscaping. (Scale 1:500 and written statement).
- Temporary traffic management plan, including any proposed road closures, alterations to traffic flows, and relocations of bus stops / terminus.
- Fire and safety report that demonstrates that the necessary safeguards have been taken in conformity with established European standards of practice.
- Photo-montage of massing of scheme and impact on the existing skyline from an agreed number of viewing points.
- Axonometric of proposals from several agreed views.

- Block model of the whole scheme showing the relationship of the full development to all the surrounding areas. (Scale 1:500)
- Any other information required by MEPA.

Annex A
FAR Policy

**Extract from
“Development Control Policy and Design Guidance 2000”**

Application of the Floor Area Ratio

- 1.7 The Planning Authority will not normally apply the Floor Area Ratio to sites with an area of less than 3,000 m². In addition the Floor Area Ratio is not applicable in Urban Conservation Areas and in other urban areas where**
- (i) it is important that the Height Limitation, as defined in Local Plans or in the Height Limitation Guidance, is not exceeded; or**
 - (ii) the urban fabric is such that development of a mass or height which would be permissible using the Floor Area Ratio would be out of character with the existing area, or would lead to overshadowing, overlooking or loss of privacy.**

When applying the Floor Area Ratio, the Authority will

- (a) have regard to the configuration of the site and to the existing urban context, so that both are appropriate for large scale development and for the forms of development required by this policy;**
- (b) require a Plot Ratio (site coverage) of not more than 0.75, such that the unbuilt space is open space which may be partly public and partly private;**
- (c) permit building heights to exceed the Height Limitation, as defined in the Temporary Provisions Schemes or in Local Plans, provided that the buildings would not intrude into important strategic or local views (as defined in Local Plans); obscure landmark buildings or otherwise disrupt a skyline which it is important to protect; and will determine the appropriate maximum building height based on the criteria in this policy and the other general urban design concepts set out in this Part;**
- (d) require development proposals, which exhibit variation in building height and built form and massing, such that a varied and interesting townscape is produced.**

The Applicant is expected to propose reasonable financial or other material contributions for a specific project which will create a new or enhance/upgrade an existing public facility in the locality, or otherwise make a beneficial contribution to the amenity of the area.

The Floor Area Ratio (FAR) is a useful development density measure, as stated in para 7.11 of Explanatory Memorandum, for use when considering projects on specific large sites. It can thus be an effective tool for ensuring the efficient use of land, provided that it is considered together with limitations on the site coverage and the maximum height of the buildings, and with other urban design considerations (the mix of uses which will be appropriate are determined by Structure Plan and Local Plan policies).

There are circumstances where its application is not appropriate, and this policy sets the criteria, which the Authority will use to determine when development based on the FAR is appropriate. The objectives of the policy are threefold - to ensure that the resultant development is appropriate to its location in terms of building height, mass and form; that it creates an attractive and interesting urban form; and that it provides specific and demonstrable public gains, particularly through open space and other 'planning gain'. Part of the site must remain open (as stated in criterion (b)), and part of this open space should be accessible to, and useable by, the public. Normally, other demonstrable gains that are beneficial to the public interest should also be provided by the developer..

See Part 16 for a definition and discussion of the FAR

Part 16

Floor Area Ratio (FAR) is the ratio, which results from dividing the gross total building floor area by the site area. It is the method rather than the resulting ratio, which is important however. It should be noted that the method of calculation differs from that given in the Explanatory Memorandum (para. 7.10) and also that discussion of the FAR is inaccurate. The current approach is used to determine the amount of potentially developable gross floorspace, which is obtained by multiplying the site area by the permissible number of floors (less the amount of floor space required for back or internal yards). This is then compared to the amount of floorspace proposed in a particular development, and an acceptable scheme negotiated based on the maximum permissible floorspace; the requirement for open space; and the impact of any development in excess of the height limitation. Most logically, the FAR (as a measure of site density in terms of building volume) is best used in conjunction with other site density/development measures that deal with site coverage (Plot ratio) and building height (Height Limitation or some other appropriate height). It is in combination with these measures that it has most meaning and is most effective in providing direction and guidance on the scale of development, which is acceptable.

Annex B
Existing Utilities

Annex B contains four maps of the existing (circa 1998) utilities, that is, the electricity, telephone, water, and sewerage networks.

These can be viewed at MEPA.

Annex C
Maltacom's Suppliers
Technical Specifications

Annex C contains letters from Maltacom's suppliers setting out technical specifications regarding vibrations, shocks and dust.

These can be viewed at MEPA.