

# Public Consultation Draft

## Partial Review of the Gozo and Comino Local Plan (2006)

### Primary Government Institutions and Open Areas Policies

MEPA

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**MALTA ENVIRONMENT AND PLANNING AUTHORITY**

**P.O. Box 200**

**Marsa MRS 1000**

**Malta**

**Tel: (356) 2290 0000**

**Fax: (356) 2290 2295**

**e-mail: [enquiries@mepa.org.mt](mailto:enquiries@mepa.org.mt)**

**website: <http://www.mepa.org.mt>**

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## Note on Amendments

Note:

A number of policy amendments are indicated in the text and these are highlighted within a box for ease of reference.

Apart from amendments to policies, a number of amendments are also indicated for the following maps:

Map **GCLP-PR-RABAT-01** supersedes the area formally identified for the Gozo Communal Centre in the following Maps:

<b>MAP14.9-A/MAP 14.9-A1</b>	Rabat Policy Map Inset Map
<b>MAP 14.9-B</b>	Rabat Transport Map Inset Map
<b>MAP 14.9-C</b>	Rabat Height Limitation & Main Development Boundaries Inset Map
<b>MAP 14.9-D</b>	Rabat Safeguarded Areas Urban Context Inset Map
<b>MAP 14.9-F</b>	UCA Categorisation Map

The proposed New Pedestrian Link between Triq Taht Puturjal and Triq Palma on **MAP 14.9-B** (Rabat Transport Map Inset Map) is being deleted as per amended Policy GZ-Rbat-9.

### 1.0 Scope

1.1 Government has asked MEPA to undertake a Partial Local Plan Review of the Gozo and Comino Local Plan which was approved in August of 2006. This review is required to update the planning policy guidance to facilitate the upgrading of the primary Public institutions and the rezoning of the Communal Centre Area in Rabat. To this effect, the following main interventions are contemplated:

1. the upgrading of the Ministry for Gozo and Government Centralised Offices Area, Rabat;

2. the upgrading of the Gozo General Hospital Area, Rabat;
  3. the extension of facilities within Government Schools; and for the
  4. rezoning of areas in Rabat centre referred to in the Gozo and Comino Local Plan (GCLP) as the Gozo Communal Centre Development Brief Area.
- 1.2 The update of existing policy guidance for these centrally located Government sites is required to continue to improve these institutions, provide more space and to achieve a higher quality of service by Government for the general public. The review is needed to permit the execution of a number of Government upgrading projects intended to upgrade the standard of living in Gozo.
- 1.3 The amendments also include changes to policy GZ-Rbat-5 that contemplated a Gozo Communal Centre Development Brief. Government has expressed its intention of not pursuing further this proposal. The proposed changes aim to retain a degree of flexibility so as to facilitate the nature of future interventions in this area without compromising the guiding principles. The changes include the rezoning for new development, whilst focusing on the upgrading of the central, open, landscaped areas within Rabat, Gozo, as important public spaces.

## 2.0 Objectives

- 2.1 This Partial Review is intended to further promote the efficient continuation of government public services in Gozo. This will allow for the further consolidation and improvement to institutions through centralization of services to facilitate their access to the general public. It follows an assessment of the required upgrading to key Government institutions and sites.
- 2.2 In the interest of providing a dynamic policy framework, a number of pending issues need to be resolved through this Partial Review. These major public administrative requirements affect the interest of the general public, thereby justifying this exercise as being followed by MEPA in the public interest.
- 2.3 The planning objectives are summarized as follows:
- a) Amend general policies GZ-SOCF-2 and GZ-SOCF-3 to take into account contemplated upgrading for government schools and the Gozo General Hospital.
  - b) Reinterpret the Restricted Open Space zoning as indicated in GCLP (2006) Maps to permit greater flexibility and better utilization government schools and the Gozo General Hospital.
  - c) Amend general policies GZ-TRAN-7, GZ-TRAN-8, and paras. 7.3 Health, 9.2 Retail, 9.3 Offices, so as to address policy amendments related to the Rabat Centre Open and Civic Areas rezoning.
  - d) Amend area policies GZ-Rbat-2, GZ-Rbat-5, GZ-Rbat-9 and paras. 14.9.6 Rundle Gardens, 14.9.8 Health, 14.9.9 Traffic Calming and Environmental Improvements and update Maps 14.9-A to F through Map GCLP-PR-RABAT-01 which supersedes the area formally identified for the Gozo Communal Centre, so as to address changes related to the Rabat Centre Open and Civic Areas rezoning.

- e) Amend area policy GZ-Rbat-8 to incorporate Government Centralised Offices Area policy guidance within this same policy.

### **3.0 Public Consultation**

- 3.1 This review is being followed by MEPA through the provisions of Section 27 (2) (a) of the Development Planning Act, to update the Gozo and Comino Local Plan.
- 3.2 A statutory two (2) week initial public consultation period has already been undertaken (refer to Appendix 2). In this exercise, the general objectives of the amendments as well as the sites and areas affected by the policy changes were brought to the attention of the general public in the media.
- 3.3 This draft document is intended to be issued for public consultation for a period of not less than six (6) weeks. Following this period, MEPA is obliged to examine and react in writing to all the written submissions received within the pre-established time-frame and procedure. MEPA's reactions would need to be published together with the finally approved partial local plan review

### **4.0 SEA Requirements**

- 4.1 In line with the requirements of the Strategic Environmental Assessment (SEA) Directive all proposed amendments to approved Planning Documents are required to undergo an SEA screening process to ascertain SEA needs.
- 4.2 In parallel with the continued formulation of this Public Consultation Draft document, consultations will be held between MEPA and the SEA Audit Team on SEA screening needs of this policy document.

## 5.0 Background on the required Policy Amendments

5.1 The Partial Local Plan Review (PLPR) amendments result primarily from the need to update a specific number of local plan policies relating to sites in government ownership in the approved Gozo and Comino Local Plan (2006). The justification for these changes are presented in more detail in this section, highlighting the planning reasons and supporting the contemplated changes through planning justification.

### 5.2 The Ministry for Gozo and Government Department Offices, Rabat

5.2.1 Within the area that includes the Offices of the Ministry for Gozo and the Government Centralised Offices Area, two main policy changes are contemplated. These include:

- The horizontal extensions to offices using spaces located to the east of the current building; and
- A vertical change in building height of one (1) additional floor on the three main U shaped blocks located to the rear of the main Ministry building leading to a uniform height of 3 floors for the whole Government Centralised Offices Area. It is noted that all height considerations are recommended on the southern flank of the Gozo Ministry building therefore avoiding changes to the historic northern portion of the site. The older part of the Ministry is higher than the rest of the blocks. Furthermore, it is emphasized that the third floor is already surrounded by higher structures on the west (*mainly the property opposite Triq Enrico Mizzi*) and north (*the Ministry building itself*) sides. The change in height would therefore be largely secluded from view and will not be easily perceived either from short or long distance views.

5.2.2 These changes are required to provide for new office space that is required. The need for more government office space has long been felt as it is needed to consolidate government facilities in one area. The current buildings consist of a historic building (mainly the older, northern part) and more recent office blocks. These buildings have planimetric, layout and spatial restrictions which merit to be addressed.

5.2.3 New office space requirements result from a number of reasons which include:

- i. The increase in ‘back-office’ government work being undertaken in Gozo which includes Government work from Malta that is carried out within the Gozo Offices.
- ii. The facilitation of the “one stop shop” concept in Government Department services. Government Offices are more or less centralized in this Rabat core area at Pjazza San Frangisk. This principle of centralization and consolidation of office space is followed and promoted through the Gozo and Comino Local Plan (2006) policy guidance. To allow for further consolidation and therefore to eliminate the need for the use of office space, additional office space is ideally provided on or adjacent to the Ministry for Gozo. Failing this, the alternative would be the discontinuation of the ‘one stop shop’ principle, as well as increased government expenditure either to rent office space elsewhere or build new offsite offices. The ‘one-stop-shop’ idea has been largely successful to date and efforts to continue in this direction are commendable.
- iii. The consolidation of all government related office work on the same site. At present, additional offsite office space is rented. Collocation of government offices implies greater efficiency and cost reduction which can be achieved by merging government office work under one roof whilst reinforcing the ‘one-stop-shop’ principle.

- iv. A number of accretions have been constructed in the past in the open areas within the site of the older historic parts of the building. These areas were previously intended to remain as internal yards or open spaces in the original historic building. The additional office space will enable the removal of the accretions and permit the internal open spaces to regain their original function and return to the initial historic design.
- v. New departmental requirements or internal reorganization between the various department office spaces require more space.

5.2.4 The recommendation is to continue to centralize and consolidate government office services in Gozo in this optimal, central location at the core of Rabat. The idea of a central site accommodating all government offices operates only in Gozo. This idea should be supported and continued.

### **5.3 The upgrading of the Gozo General Hospital Area, Rabat.**

5.3.1 On a similar premise to that applied for the Central Government Offices mentioned above, the Health Services in Gozo consist of the Gozo General Hospital as the predominant provider of health related facilities and services. The layout of the Gozo General Hospital has remained essentially similar to that envisaged decades ago and in some instances may be inappropriate for today's needs. Health services need new space, for both reorganization of existing services as well as new hospital related infrastructure. Health facilities require to be upgraded over time to accommodate developments in the provision of better health related services. This PLPR provides the opportunity for such a change through two main considerations:

- The consideration of horizontal extensions using parts of the open areas located inside the Hospital Grounds. The extensions will target the expansion and/or addition of Health & Community Services in Gozo, including Health Tourism. Such extensions should minimize on the take-

up of landscaped areas and will incorporate the upgrading of landscaped areas; and

- The consideration of an additional floor over the existing one floor Hospital building bringing most of the hospital area up to a two (2) floor uniform height. This is a more optimal height for such an important institution and will permit major reorganization of the Hospital and its services. However it is recommended that a setback of at least 4.25m is applied to the Southwestern flank of the built-up footprint within the hospital grounds. Furthermore, it is noted that the higher floor option of two floors would result in a more efficient use of hospital space.

5.3.2 Amongst others, the new hospital space requirements result from a number of reasons namely:

- i. The redevelopment of the Helipad Area is to be planned with improvements to the Emergency Area allowing for a direct, planned separate access from the Helipad to the Emergency Area. Such a redevelopment will maximize on the use of any additional space created, such as for parking and storage in the Helipad area.
- ii. The need to upgrade internal road access, both vehicular for hospital traffic and pedestrian for patients, hospital staff and visitors. The additional height and extensions will allow for such modifications in layout to be followed including the consideration of introducing axial links and a possible ring road all around the Hospital. This last change would only require the minor demolishing of a small part of an existing building and would allow for vehicular access all around the hospital as opposed to the existing cul-de-sac.
- iii. The provision of a possible underground tunnel for infrastructural services as a central feeder route.

- iv. The need for the development of a new build projects such as a child care centre which would apart from providing new services to the community also provide mother and child users with the benefit of direct and adjacent health services.

## **5.4 Amendment in respect of the Restricted Open Space Zoning**

- 5.4.1 The Restricted Open Space Zoning in the Gozo and Comino Local Plan (2006) Maps requires to be amended to allow for the consideration of modifications and extensions to Government Schools and the Gozo General Hospital. The education services in Gozo cover the whole spectrum ranging from tertiary education in the University of Gozo to MCAST and secondary/primary schools. A number of schools will require to be extended further in future to consolidate educational functions and provide new courses.
- 5.4.2 Under general policy GZ-HTLM-1 an additional floor may already be considered for schools in Gozo, however there is the need to also consider horizontal as well as vertical interventions.
- 5.4.3 In the approved GCLP (2006) Maps the designation of all available spaces around schools has been zoned as Restricted Open Space zoning and thus planimetry is restricted to the existing layout. Moreover these major Government institutions will definitely require changes in the longer term of operation to remain centralized and improve on space standards.
- 5.4.4 A policy clause is therefore being introduced in education and health general policies GZ-SOCF-2 and GZ-SOCF-3 whereby the Restricted Open Space zoning is retained, however justified requests for school extensions that promote an improved school operation and layout may be considered by MEPA in these zones in the interest of the provision of higher quality

educational facilities and service provision as well as the further consolidation of schools.

## **5.5 Rezoning of the Gozo Communal Centre Development Brief Area.**

5.5.1 MEPA has been informed by Government that the Communal Centre Development Brief is not being pursued further. The Area therefore requires to be rezoned and is being referred to as the Rabat Centre Open and Civic Areas replacing what was previously referred to in the Gozo and Comino Local Plan (2006) as the Gozo Communal Centre Development Brief Area. In this respect, the policy guidance for this Brief has now become redundant and needs to be amended accordingly. The important existing uses in this area will be largely retained in principle.

5.5.2 The Rabat Centre policies that refer directly to the Communal Centre include various cross references within a number of sections of the Plan and also to a specific number of general and area policies namely:

- General Policies GZ-TRAN-7, GZ-TRAN-8;
- Paras. 7.3 Health, 9.2 Retail, 9.3 Offices, 14.9.6 Rundle Gardens, 14.9.8 Health, 14.9.9 Traffic Calming and Environmental Improvements.
- Area Policies GZ-Rbat-2, GZ-Rbat-5, GZ-Rbat-8 and GZ-Rbat-9
- Updating of Maps 14.9-A to F

5.5.3 Amendments to area policy GZ-Rbat-8 are furthermore needed to incorporate policy guidance for Government Centralised Offices Area which are not covered by a policy framework in the current approved Local Plan. The amended policy will therefore cover not only Health, but also the Government

Centralised Offices Area in Gozo including the Ministry for Gozo Offices and the Gozo Government Departmental Offices at Pjazza San Frangisk.

## **6.0 General Policy Framework for Rabat Centre Open and Civic Areas**

6.0.1 The policy area as defined by **MAP GCLP-PR-RABAT-1** is being holistically re-planned. The development of specific areas in this re-planning area may be followed in phases in order to retain a dynamic degree of policy flexibility for the Rabat Centre Open and Civic Areas (Sites A and B on **MAP GCLP-PR-RABAT-1**).

### **6.1 Main Strategy**

6.1.1 The main strategy for the reorganization of land uses in central Rabat follows the long term target of promoting the Island of Gozo as an Eco Island, with an environmentally sustainable quality of life. Thus emphasis in this re-planning is to continue to upgrade the existing public open spaces that exist within this historic prominent area of the Gozitan Capital and to introduce specific civic facilities.

6.1.2 The PLPR thus firmly stresses the importance of promoting the already existing strong public presence and use of this open area in Rabat especially emphasizing improvements directed towards pedestrian environment, movement and permeability wherever possible. Rabat Centre Open and Civic Areas will thus continue to be promoted as a primary area for the enjoyment of open space, sport/leisure as well as civic and community uses.

6.1.3 Due to the previous requirement for a comprehensive Development Brief the current situation has been characterized by a number of planning applications remaining on hold. This amendment will therefore amend this policy to facilitate the execution of the public interventions allowing for phased developments.

## **7.0 Partially Reviewed Policies**

### **7.1 Introduction**

7.1.1 In order to assist in the perusal of the PLPR amendments, the proposed changes follow the same order as presented in the Gozo and Comino Local Plan (2006). This should facilitate readership and interpretation.

7.1.2 Appendix 1 is also attached with the original policies as approved in the GCLP (2006), again to facilitate perusal.

### **7.2 Changes in Table of Contents and Policy Number References**

#### **7.2.1 Amendments in Table of Contents**

14.9.5	Rabat Centre Open and Civic Areas
14.9.8	Government Centralized Offices Area and Health

#### **7.2.2 Amendments in Policy Number Reference**

GZ-TRAN-8	Parking (Rabat Transport Improvement Area and Harbour Area)
GZ-Rbat-5	Rabat Centre Open and Civic Areas

## 7.3 Changes in General Policies Sections

### 7.3.1 Amendments to Policy GZ-TRAN-7

Following further analysis Policy GZ-TRAN-7 is being retained as is and no amendments are being proposed from the original policy as approved in the GCLP (2006).

### 7.3.2 Amendments to Policy GZ-TRAN-8

It is currently proposed that underground and/or surface public car parking areas be constructed as part of the zoning of the Rabat Centre Open and Civic Areas. Proposals for underground car parking levels would be preferred if this allows for an improved use of the surface for civic, recreational and sport facilities above the car parking levels. Any excavation works in the area will be subject to archaeological monitoring and surveys as required by MEPA and the Superintendence of Cultural Heritage and by Policy GZ-Rbat-4. Part of the funding for this car park may come from the approved Commuted Parking Payment Scheme (CPPS) and Urban Improvement Fund (UIF) for *Rabat*. The zoning of the area considers both parking provision and urban improvement.

The approved permit for the improvement of the Mgarr Harbour includes a 200 space underground car park. As there are currently some 270 formal and informal spaces, which are often all used, the pressure on parking will obviously increase. Control and management of parking and traffic movements will be vital to the smooth operation of the harbour. As parking will be limited, priorities must be enforced, and users of the ferries must have preference over recreational users. The 'knock on' consequences of the likely increase in parking outside the harbour will need to be examined by the local council.

**GZ-TRAN-8: MEPA will permit the construction of underground and/or surface car parks at Rabat and Mgarr harbour, as part of the Rabat Centre Open and Civic Areas and the harbour improvement scheme, respectively. The operation and control of the Rabat car parking provision should be consistent with Policies **GZ-TRAN-3, 4 and 6** and Policy **GZ-Rbat-4**. Subject to socio-economic and structural considerations, undergrounding of car park facilities in Rabat may be contemplated as it would allow for the use of the surface areas for additional civic, recreation and sport facilities provision, whilst retaining the open character of the area.**

**In the case of the harbour car park, the parking needs of those commuting to and from the mainland must have priority over recreational parking.**

### 7.3.3 Amendments to Policy GZ-SOCF-2

**GZ-SOCF-2:** MEPA shall favourably consider proposals to upgrade and better utilize existing education facilities in Gozo. Vertical and horizontal interventions may be considered by MEPA, subject to the proposals leading to the further consolidation and upgrading of the school, promote a higher quality of educational facilities and lead to a good design. An additional floor is already considered as per policy **GZ-HTLM-1**.

Extensions within the areas zoned as Restricted Open Space around schools may be considered by MEPA, if it is satisfied that these extensions will lead to an overall improvement, upgrading and consolidation of education facilities and without prejudicing open space requirements for the educational facility.

Thus, the proposals should pay due regard to the minimum standards relating to school facilities stipulated by the Ministry of Education.

MEPA shall also give favourable consideration to proposals for change of use of existing buildings (within the Development Zone) for educational purposes, provided that the provisions (b), (c), (d) and (e) in policy **GZ-SOCF-1** are adhered to.

### 7.3.4 Amendments to Policy GZ-SOCF-3

Given the size of the island and its population, Gozo can be considered to be fairly well catered for with respect to health services. However, there is much room for improvement. The focus of the health services in Gozo shall continue to be the Gozo General Hospital. The Rabat Health Centre is envisaged to be relocated and upgraded. There is ample scope to continue to upgrade local health centres.

**GZ-SOCF-3:** MEPA will favourably consider development proposals for the upgrading of local health centres (especially those related to the upgrading of medical facilities and the improvement of access for people with special needs), provided that all the other planning considerations are adhered to. There shall be a general presumption against the location of new health related facilities in areas Outside Development Zones.

MEPA may also consider development proposals for the Gozo General Hospital that include both horizontal and vertically extensions (refer to policy **GZ-Rbat-8**).

Extensions, including child care facilities within the areas zoned as Restricted Open Space around the Gozo General Hospital

may be considered by MEPA, if it is satisfied that these extensions will lead to an overall improvement, upgrading and consolidation of health facilities.

#### 7.3.5 Amendments to Section 9.2 - Retail

In the 1st paragraph to delete reference to Gozo Communal Centre that is to delete:

**“through the development of the Gozo Communal Centre”.**

#### 7.3.6 Amendments to Section 9.3 - Offices

In the 1st paragraph to delete reference to Gozo Communal Centre that is to delete:

**“Most of the demand for pure office use (both large and small scale) is envisaged to be met by the Gozo Communal Centre.”**

### 7.4 Changes in Area Policy Sections

#### 7.4.1 Amendments to Policy GZ-Rbat-2

**GZ-Rbat-2: MEPA shall favourably consider proposals for a detailed heritage management plan on similar lines to that for the Cittadella in policy GZ-Rbat-1. (except for provisions c), d), e) and f).**

**The study should also place an emphasis on the provision of links with other parts of Rabat, especially the Cittadella and the site earmarked within the Rabat Centre Open and Civic Areas.**

## 7.4.2 Amendments to Policy GZ-Rbat-5

### The Rabat Centre Open and Civic Areas

The sites defined by *Triq Putirjal* and *Triq Gorg Borg Olivier* are identified as the Rabat Centre Open and Civic Areas as per **MAP GCLP-PR-RABAT-01**. These areas constitute the primary public focal points of the *Rabat centre*. Given its sensitive location, any development in these areas should respect the surrounding context and complement rather than compete with the other land-uses in *Rabat*. To this effect, the preferred uses should include those related to public open spaces, civic/community facilities, leisure/sports uses and a transport related improvement area including the upgrading of the central bus terminus and public car parking areas in line with policy GZ-TRAN-8.

**GZ-Rbat-5:** The Rabat Centre Open and Civic Areas are indicated on **MAP GCLP-PR-RABAT-01**. In these areas, MEPA shall consider developments related to the upgrading of public open spaces, civic facility provision, leisure/sports uses and transport related improvement areas namely for the upgrading of the central bus terminus and public car parking as indicated on **Map GCLP-PR-RABAT-01** in line with policy **GZ-TRAN-8**. The Rabat Centre Open and Civic Areas are divided into two main areas identified as Sites A and B on **MAP GCLP-PR-RABAT-01**. The main objectives of development for Site A shall include:

- a) The predominant retention of the open space character of this area;
- b) the provision of public open spaces including a children's playing field, gardens and other landscaped areas and their continued upgrading and embellishment. The layout should include a central axial pedestrian walkway route as identified on **MAP GCLP-PR-RABAT-01**;
- c) the consolidation of this central part of Rabat for the possible location of limited public social and community facilities and to enhance public access to these sites and centralise such land uses; However no built development will be considered by MEPA along *Triq Taht Putirjal* that exceeds the existing street level (except for an entrance point at the upper level of the proposed building that is to be planned along the existing blank party wall as a visual mitigation measure). Long distance views from *Triq Putirjal* are to be retained. A publicly accessible belvedere space is to be provided on the roof of the buildings under the street level flanking *Triq ta' Taht Putirjal*.
- d) the provision of limited leisure/sports built uses and multi-use sports area which are in keeping with the scale and nature of surrounding development;
- e) the enhancement and improvement of key public access links and permeability where applicable to promote urban vibrance and vitality;
- f) the provision of a transport related improvement area

including the upgrading of the central bus terminus site and surface and/or underground car-parking facilities. Preference is given to underground car park provision using the difference in levels below the area earmarked for the car park and football ground as per **GZ-TRAN-8**.

The main objectives of development for Site B shall include:

- a) the location of public social and community facilities (e.g. Law Courts);
- b) Preference is given to underground car park provision using the difference in levels between Triq Gorg Borg Olivier and Triq San Guzepp Labré as per **GZ-TRAN-8**; and
- c) the development includes the implementation of good quality hard and soft landscaping.

The height of the façade as measured along Triq Gorg Borg Olivier should at no point exceed 10.5m.

Developments are to follow the zoning guidance given in **MAP GCLP-PR-RABAT-01**. Phased development may be considered by MEPA. Efforts to utilize differences in level for underground car parking levels and other facilities will be favourably considered by MEPA subject to archaeological monitoring, surveys and consultations that may be required in line with policy **GZ-Rbat-4**.

Improved links and connectivity are to be promoted between Rundle Gardens/Pjazza San Frangisk and the Rabat Centre Open and Civic Areas in line with policy **GZ-Rbat-9** and as indicated on **Map GCLP-PR-RABAT-01**.

#### 7.4.3 Amendments to Section 14.9.6 Rundle Garden

In the 1st paragraph, to delete reference to Gozo Communal Centre and to be replaced with:

**“Rabat Centre Open and Civic Areas”**

#### 7.4.4 Amendments to Policy GZ-Rbat-8

##### **Government Centralised Offices Area and Health**

MEPA will continue to promote the consolidation and centralisation of Government Ministerial and Departmental Offices in Victoria, Gozo. To this effect, MEPA favourably supports this principle and will consider development proposals for extensions to the Government Centralised Offices Area. The extensions however exclude the northern historic block of the Ministry for Gozo facing Pjazza San

Frangisk and relate mainly to the rear Central Departmental Office Blocks.

The main health facility in *Rabat* is the General Hospital. The current extent of the hospital grounds is envisaged to require extensions in order to cater for future upgrading and reorganization needs. Therefore this area shall be safeguarded for this use. A health centre is also located in *Triq Dr. Anton Tabone*. This centre is deemed insufficient for the current and future requirements and is planned to be relocated.

By the end of the Local Plan period, around one fourth of the population of Gozo is envisaged to be over sixty years old. An increase in demand for geriatric intensive care is also envisaged due to an increase in life expectancy during the same period. The current intensive geriatric care facilities currently also lie within the Gozo General Hospital complex. Combining intensive geriatric care with other hospital facilities is a sensible approach as the two functions are complementary. Other developments needed include a child-care centre and also a general reorganization of the Hospital blocks and grounds including extensions.

**GZ-Rbat-8: MEPA may consider vertical and/or horizontal extensions to the built footprint of the area identified for the Gozo Government Centralised Offices Area as indicated on Map GCLP-PR-RABAT-01 for the further upgrading and consolidation of these uses in this central prime location.**

**The vertical change in height is to be limited to one additional floor on the three main departmental blocks to the south of the site, leading to a uniform overall building height of 3 floors in line with the main front block of the Ministry for Gozo. No additions in height over the existing building height of the Ministry for Gozo block facing Pjazza San Frangisk will be considered by MEPA.**

**Use of the open space to the east of the blocks and within the institutional grounds will also be favourably considered by MEPA.**

**MEPA will also require the removal of accretions that have developed over time within the site, especially in the internal squares originally planned as open spaces in the historic building design, as a planning gain condition.**

**The area around the Gozo General Hospital, as indicated on **MAP 14.9-A**, will be safeguarded for required extensions to cater for future expansion needs and the re-organisation of the hospital. Vertical extensions should be limited to an overall building height limitation of two (2) floors overall. Furthermore, this height limitation change will not apply to the south-east side of the hospital facing the ridge edge where a recess of at least 4.25m will be applicable at first floor level to each building all along this flank. No additional built footprint should be permitted within a distance of not less than 3m from the south**

**eastern flank of the Gozo General Hospital.**

**Preference is given in upgrading proposals, whereby additional development is steered away from the south-eastern escarpment.**

**The main intensive geriatric care facilities for Gozo shall continue to be located within this complex.**

**MEPA will also consider developments for the provision of a childcare centre in the hospital grounds in line with policy GZ-SOCF-3, the redevelopment of the helipad area and block and its connections to the main entrance and emergency area. Furthermore improvements in the provision of services and infrastructure facilities, including under-grounding of such facilities and improvements to ring-road and other internal roads and pedestrian areas used by staff, patients and visitors may be favourably considered by MEPA.**

#### **7.4.5 Amendments to Policy GZ-Rbat-9**

##### **14.9.9 Traffic Calming & Environmental Improvements**

Information from various past traffic surveys indicates that the majority of movements in the centre of Rabat have origins or destinations, or both in the capital. The actual volume of traffic passing from east to west (and vice versa) on a typical summer day is modest, being about 300 vehicles per hour (v.p.h) (two-way). Therefore most of the current traffic problems are associated with circulating traffic and poor design and control of key junctions.

Nevertheless, a number of road improvements are proposed that would provide suitable alternative routes to some motorists, and reduce flows in the centre of Rabat. These would be complemented by junction improvements and revisions to the existing one-way system, so as to control and improve circulation.

The current parking problems in Rabat result from a lack of management and control and a shortage of spaces at peak times in the most attractive locations. The situation will be greatly improved by improving car parking facilities near the centre as indicated and introducing on-street parking controls.

There are a number of potentially very attractive public spaces in the UCA, and embellishing these would be of great benefit to residents and visitors. The above measures will facilitate such improvements by removing or reducing traffic flows, and by providing alternative parking facilities.

The existing bus terminus will be redesigned to cater for an improved public transport system. It will occupy less space, but its layout will be more space efficient and less visually intrusive. Facilities for passengers will be improved, and it is proposed that real time departure information will be provided.

A pedestrian link is proposed to improve access between St Francis Square and Triq Gorg Borg Olivier increasing the safety of pedestrian access that currently has to use the upper narrow end of Triq Taht Puturjal to enter Pjazza San Frangisk. It would also be possible to assist buses that travel against the one-way traffic flow in this section of road by introducing appropriate traffic signals such as pelican lights with selective vehicle detection.

The proposed South Eastern Relief Route can be established by utilizing the road that runs adjacent to the large greenhouse complex at it-Taflija. A gate situated part way along this road will need to be removed and junctions at each end will require some improvement.

**GZ-Rbat-9: MEPA will support the introduction of comprehensive transport measures to reduce congestion, improve parking, and significantly upgrade the environment within the Rabat UCA. These measures are indicated on Map 14.9-B and will include:**

- a) extension of Triq Viani to form a link between Triq F. Mizzi and Triq Marsalforn;
- b) construction of the schemed road that links Triq Dawret is-Sur with Triq Forn il-Gir;
- c) widening the western section of Triq Dawret is-Sur;
- d) modifications to the one-way system, particularly in Triq Taht Puturjal, Triq N. Cremona, the top part of Triq il-Kapuccini, and Triq L-Exchange;
- e) undertaking junction improvements at key sites;
- f) introduction of traffic calming measures where appropriate to safeguard and improve road safety including also the introduction of appropriate traffic signal at the upper narrow end of Triq Ta' Taht Puturjal for increased pedestrian safety;
- g) introduction of a Controlled Parking Zone (CPZ) in and around the central area;
- h) construction of underground and/or surface car parking areas as part of the Transport Improvement Areas upgrading in the Rabat Centre Open and Civic Areas as indicated on Map GCLP-PR-RABAT-01 as per Policy GZ-Rbat-5;
- i) improving the design of the bus terminus and upgrading its facilities;
- j) pedestrianisation of Triq ir-Repubblika (with service access) west of Triq Taht Puturjal;
- k) undertaking embellishments in Pjazza San Frangisk, Pjazza San Gorg, Pjazza Sabina Savina and Pjazza Santu Wistin;
- l) provision of new pedestrian link between Pjazza San Frangisk and Triq Gorg Borg Olivier; and
- m) establishment of a relief by-pass route between Triq l-Imgarr and Triq ix-Xewkija to allow motorists living in the southern part of Rabat to avoid passing through the

**centre of town centre.**

**APPENDIX 1:  
Original Policies and Maps GCLP (2006)**

## GZ-TRAN-7

### **Land Transport (Parking)**

The control of car parking is an essential element of transport strategy. It is required not only to achieve broad objectives, like the greater use of public transport and better environmental conditions, but also to make more effective use of available resources and permit specific improvements like, cycle-ways, pedestrian facilities and environmental enhancements.

Parking in *Rabat* and similar areas is often difficult because commuters occupy the prime spaces for much of the day. This is inefficient and undermines the attractiveness of these areas. Short stay controls, which overcome such problems, can be introduced in a number of ways, both with and without payment. These include, limited-waiting regulations, parking discs, vouchers, and “pay and display”.

In some areas, residential streets will need to be protected from existing extraneous parking, or future over spill parking, by the introduction of Residents Parking Zones (RPZs). By safeguarding spaces for residents and their visitors the quality of life in these areas will be improved.

Where there are realistic alternatives, the above measures should be used to restrain commuter parking, so as to encourage more sustainable travel, thereby reducing congestion and improving environmental amenity.

It is recommended that the Structure Plan Review should introduce maximum parking standards for most land uses. These should be related to public transport availability, opportunities to cycle and walk, levels of traffic congestion, existing levels of available parking, and environmental conditions.

**GZ-TRAN-7: In Rabat/Fontana, Marsalforn, Xlendi, Mgarr Harbour, and village squares where parking demand is high, MEPA will encourage and support the introduction of controlled parking measures to ensure that available on-street and off-street parking is used more efficiently and effectively. Short stay restrictions will ensure that the needs of shoppers, short-stay visitors, and service vehicles are given priority. Where necessary, Residents Parking Zones (RPZs) can be introduced to safeguard the needs of residents.**

**In tandem with the car parking standards set out in the Structure Plan, the appropriate level of parking for a development shall be determined having due regard to the level of public transport provision and the environmental conditions in the locality.**

## GZ-TRAN-8

It is currently proposed that an underground car park be constructed as part of the development of the Gozo Communal Centre. This will replace spaces lost as part of the project, address the existing general short fall in parking, and allow parking to be removed from various sites within the UCA, thereby permitting much needed embellishments. It is essential that the control and pricing regime is in line with

general parking policy, and to this end the best-located spaces should be reserved for short-term visitors. Part of the funding for this car park will come from the approved Commuted Parking Payment Scheme (CPPS) for *Rabat*.

The approved permit for the improvement of the harbour includes a 200 space underground car park. As there are currently some 270 formal and informal spaces, which are often all used, the pressure on parking will obviously increase. Control and management of parking and traffic movements will be vital to the smooth operation of the harbour. As parking will be limited, priorities must be enforced, and users of the ferries must have preference over recreational users. The 'knock on' consequences of the likely increase in parking outside the harbour will need to be examined by the local council.

**GZ-TRAN-8: MEPA will permit the construction of basement car parks at Rabat and Mgarr harbour, as part of the Gozo Communal Centre project and the harbour improvement scheme, respectively. The operation and control of the Rabat car park should be consistent with Policies **GZ-TRAN-3, 4 and 6**. In the case of the harbour car park, the parking needs of those commuting to and from the mainland must have priority over recreational parking.**

### **GZ-SOCF-2**

**GZ-SOCF-2: MEPA shall favourably consider proposals to upgrade and/or better utilize existing schools in Gozo, so long as the proposals are confined to the current footprint of the school, an area specifically identified for their expansion or an additional floor as per policy **GZ-HTLM-1**. The proposals should pay due regard to the minimum standards relating to school facilities stipulated by the Ministry of Education.**

**MEPA shall also give favourable consideration to proposals for change of use of existing buildings (within the Development Zone) for educational purposes, provided that the provisions (b), (c), (d) and (e) in policy **GZ-SOCF-1** are adhered to.**

### **GZ-SOCF-3**

#### **Health**

Given the size of the island and its population, Gozo can be considered to be fairly well catered for with respect to health services. However, there is much room for improvement. The focus of the health services in Gozo shall continue to be the Gozo General Hospital. The *Rabat* Health Centre is envisaged to be relocated and upgraded within the Gozo Communal Centre whilst there is ample scope to upgrade other local health centres (see area policies for *Rabat*).

**GZ-SOCF-3: MEPA will favourably consider development proposals for the upgrading of local health centres (especially those related to the upgrading of medical facilities and the improvement of access for people with special needs), provided that all the other planning considerations are adhered to. There shall be a general presumption against the location of new health related facilities in areas Outside Development Zones.**

## **Section 9.2 Retail**

Apart from tourism related retail concerns which are addressed in **Section 8**, the main commercial activity in Gozo is largely based on relatively small retail outlets. The main hub of retail activity is concentrated in *Rabat* which is practically Gozo's only Primary Town Centre. The rest of the settlements in Gozo are either designated as Local Centres or Commercial Areas as identified in *Rabat* and *Xewkija*. The status of *Rabat* as Gozo's Primary Town Centre will be further consolidated through the development of the Gozo Communal Centre.

## **9.3 Offices**

Large-scale office development in Gozo is almost invariably concentrated in *Rabat*. There is scope for further office development especially in view of the policy to encourage more back office work and to promote more white-collar employment in Gozo. Most of the demand for pure office use (both large and small scale) is envisaged to be met by the Gozo Communal Centre. There is still scope for small-scale local office development within residential areas. The rehabilitation of existing buildings to this effect should be encouraged, especially if the existing building is underutilized. The Local Shops Policy provides guidelines for the conversion of existing buildings in residential areas for small-scale office development.

### **GZ-Rbat-2**

#### **Il-Borgo**

The historic core of Rabat is known as "*Il Borgo*". This is the oldest part of the town and for many years it has been left to deteriorate. In recent years, it has been given a new lease of life through cosmetic improvements as well as the location of a number of retail outlets especially on the eastern flank of the area. The main difficulty relating to the utilization of this area is the restriction to traffic circulation but this can be viewed as an opportunity. The relative absence of vehicles in this area permits a relatively relaxed experience of this delightful part of *Rabat* and facilitates social interaction. Its intimate streetscapes possess qualities which are seldom found in any other part of the island and which should be treasured in highest regard. The retail outlets in the older part of *Rabat* also contribute to the vitality of the area and encourage a healthy vibrance. However, care should be exercised so that the signage and facilities so intimately linked to the retail outlets in this sensitive area do not jar with the character of the picturesque streetscapes.

**GZ-Rbat-2: MEPA shall favourably consider proposals for a detailed heritage management plan on similar lines to that for the Cittadella in policy **GZ-Rbat-1**. (except for provisions c), d), e) and f).**

**The study should also place an emphasis on the provision of links with other parts of Rabat, especially the Cittadella and the site earmarked for the Gozo Communal Centre.**

### **GZ-Rbat-5**

#### **The Gozo Communal Centre**

The site defined by *Triq Putirjal* and *Triq Gorg Borg Olivier* has been identified as the site for the development of the Gozo Communal Centre. It shall be one of the focal points of *Rabat*. The site shall be developed according to a development brief and the project is envisaged to be one of the main urban magnets of the Gozitan Capital. Given its sensitive location, the development should respect the surrounding context and complement rather than compete with the other land-uses in *Rabat*. To this effect, the preferred uses would include those related to community facilities, leisure, tourism and recreation. Good planning practice and the scale of Gozo also dictate that large-scale facilities in *Rabat* related to leisure, recreation and tourism support facilities should be located within this project rather than anywhere else within the settlement.

**GZ-Rbat-5: The site indicated on MAP 14.9-A shall be reserved for the development of the Gozo Communal Centre. The project shall be implemented according to the provisions of a Development Brief approved by MEPA.**

**The main objectives of the development shall include:**

- a) the upgrading of this central part of Rabat;**
- b) the location and grouping of key public facilities to enhance public access;**
- c) the provision of employment and revenue generating opportunities (particularly relating to leisure, recreation and tourism support facilities) and which are in keeping with the scale and nature of surrounding development;**
- d) the provision of an underground car-park; and**
- e) the promotion of urban vibrance, vitality and permeability envisaged to spread to other parts of Rabat.**

**The Gozo Communal Centre shall be one of the main focal points of Rabat. To enhance the vitality of other areas within the Gozitan Capital, the activities in this project should be conceived in a manner which does not compete with other private entities, within the rest of Rabat.**

**Furthermore, revenue generating leisure, recreation and tourism support facilities within Rabat should also be exclusively located within the project area.**

#### **Section 14.9.6 Rundle Gardens**

The area immediately due east of the Gozo Communal Centre site is occupied by Rundle Gardens. Although located close to the centre of *Rabat* and being the only substantially sizeable garden in Gozo, this area suffers from a lack of visitor patronage. To this effect it is essential to render the garden more visually accessible to the surrounding streets and to promote the upgrading of its image and the facilities that it offers. Interventions which could contribute to this effect include the removal of the existing boundary wall and its replacement with a sensitively designed iron grille that permits access through a number of points. Steps and ramps at strategic points could enhance the external image. There may also be scope to create a small kiosk in a suitable location at the periphery of the garden.

#### **GZ-Rbat-8**

**Health**

The main health facility in *Rabat* is the General Hospital. The current extent of the hospital grounds is envisaged to be able to cater for all the upgrading needs in the foreseeable future. Therefore this area shall be safeguarded for this use. A health centre is also located in *Triq Dr. Anton Tabone*. This centre is deemed insufficient for the current and future requirements. However, this problem will be addressed through its planned relocation to the Gozo Communal Centre.

By the end of the Local Plan period, around one fourth of the population of Gozo is envisaged to be over sixty years old. An increase in demand for geriatric intensive care is also envisaged due to an increase in life expectancy during the same period. The current intensive geriatric care facilities currently lie within the Gozo General Hospital complex. This is a sensible approach as the two functions are complementary.

**GZ-Rbat-8: The area around the Gozo General Hospital, as indicated on **MAP 14.9-A**, will be safeguarded from development to cater for future expansion of the hospital. In future upgrading proposals, additional development should be steered away from the eastern escarpment. The main intensive geriatric care facilities for Gozo shall continue to be located within this complex.**

### **GZ-Rbat-9**

#### **Traffic Calming & Environmental Improvements**

Information from various traffic surveys indicates that the majority of movements in the centre of *Rabat* have origins or destinations, or both in the capital. The actual volume of traffic passing from east to west (and vice versa) on a typical summers day is modest, being about 300 vehicles per hour (v.p.h) (two-way). Therefore most of the current traffic problems are associated with circulating traffic and poor design and control of key junctions.

Nevertheless, a number of road improvements are proposed that would provide suitable alternative routes to some motorists, and reduce flows in the centre of *Rabat*. These would be complemented by junction improvements and revisions to the existing one-way system, so as to control and improve circulation. The current parking problems in *Rabat* result from a lack of management and control and a shortage of spaces at peak times in the most attractive locations. The situation will be greatly improved by building a new underground car park near the centre, and introducing on-street parking controls.

There are a number of potentially very attractive public spaces in the UCA, and embellishing these would be of great benefit to residents and visitors. The above measures will facilitate such improvements by removing or reducing traffic flows, and by providing alternative parking facilities.

As part of the development of the Gozo Communal Centre the existing bus terminus will be redesigned. It will occupy less space, but its layout will be more space efficient. Facilities for passengers will be improved, and it is proposed that real time departure information will be provided. A pedestrian link is proposed to improve access from the bus station and new car park to the centre of the UCA. This will be achieved as part of redevelopment proposals. The southern end of Main Gate Street is

very narrow and conditions for pedestrians are very poor. A new footpath link between *St Francis Church* and *Triq Gorg Borg Olivier* would help overcome this problem. It would also be possible to assist buses that travel against the one-way traffic flow in this section of road by introducing traffic signals with selective vehicle detection.

The proposed South Eastern Relief Route can be established by utilizing the road that runs adjacent to the large greenhouse complex at *it-Taflija*. A gate situated part way along this road will need to be removed and junctions at each end will require some improvement.

**GZ-Rbat-9: MEPA will support the introduction of comprehensive measures to reduce congestion, improve parking, and significantly upgrade the environment within the Rabat UCA.**

**These measures will include:**

- a) extension of *Triq Viani* to form a link between *Triq F.Mizzi* and *Triq Marsalforn*;
- b) construction of the schemed road that links *Triq Dawretis-Sur* with *Triq Forn il-Gir*;
- c) widening the western section of *Triq Dawret is-Sur*;
- d) modifications to the one-way system, particularly in *Triq Taht Puturjal*, *Triq N. Cremona*, the top part of *Triq il-Kapuccini*, and *Triq L-Exchange*;
- e) undertaking junction improvements at key sites;
- f) introduction of traffic calming measures where appropriate to safeguard and improve road safety;
- g) introduction of a Controlled Parking Zone (CPZ) in and around the central area;
- h) construction of an underground car park as part of the Gozo Communal Centre;
- i) improving the design of the bus terminus and upgrading its facilities;
- j) pedestrianisation of *Triq ir-Repubblika* (with service access) west of *Triq Taht Puturjal*;
- k) undertaking embellishments in *Pjazza San Frangisk*, *Pjazza San Gorg*, *Pjazza Savina* and *Pjazza Santu Wistin*;
- l) provision of new pedestrian links between *Triq Puturjal*, *Triq Palma* and between *Pjazza San Frangisk* and *Triq Gorg Borg Olivier*; and
- m) establishment of a relief route between *Triq l-Imgarr* and *Triq ix-Xewkija* to allow motorists living in the southern part of Rabat to avoid passing through the centre of town.

These measures are shown on **MAP 14.9-B**.

## **APPENDIX 2: Public Consultation Comments Received on the Objectives**

<b>Reference</b>	<b>Submission Comments</b>	<b>Response</b>
GCLP/PRA/1 28/05/2009 Mary Grace Buttigieg et. Al.	To remove pedestrian link between Palm Street and Main Gate Street, Victoria, Gozo featuring the GCLP 2006 (MAP 14.9B). Applicant stated that land is private property and such a proposal would affect their property rights. They also stated that circumstances have now changed and they are no longer interested in developing a commercial centre.	It is noted that the conditions for the requirement have changed. Originally the pedestrian link was intended to be provided through the implementation of a commercial development for the area which would have allowed for possible pedestrian flows through the commercial development itself. However the property is now divided between different private owners and the indications are that commercial development is not being followed but instead residential development is being proposed. Considering that the site is private property as per submission to MEPA and is no longer a consolidated site earmarked for a commercial project it is understood that the implementation of this link would now be very difficult to achieve. It is therefore recommended to amend Map 14.9-B to remove this requirement.
GCLP/PRA/2 09/06/2009 Carmel Zammit	Stated that traffic management and parking in Victoria is problematic. He suggested that the parking is increased by making better use of the Bus Terminus area through excavation while retaining the Bus Terminus in the present place. Increasing the amount of parking will help consolidate the businesses in the Centre of Victoria.	The submission is in line with the proposals for a Transport Improvement Area recommended in this planning exercise and include improvements to the bus terminus area and car parking areas. It is noted that Rabat being the only primary town centre area in Gozo urgently requires the recommended improvements in this central location.
GCLP/PRA/3 10/06/2009 Sharon Thomson	It was stated that public transport service in Gozo needs to be improved. Transport alternatives to private car are lacking.	A holistic transport approach requires not just improvements to the bus terminus but also a comprehensive examination of the whole public transport service. This is being considered by Government through the Public Transport Reform.
GCLP/PRA/4 12/06/2009 George Cremona	Requested that the open space characteristic is retained. Expressed concern of possible conflict between parking facilities (source of pollution) and family recreation. Moreover, it is argued that the site should remain free from any structural development. He expressed doubts about the genuine intentions of the project and why this particular site is being addressed rather than the inner surrounding yard of the old hospital currently hosting the Government Departments in Gozo. Is it in the community's interest or to satisfy particular private interests?	Proposed GCLP Partial Review is retaining the open characteristic of playing field, bus terminus, football ground and parking area. Open spaces will be retained and enhanced wherever possible. Planned car parks will address parking related issues. Traffic flow issues will be addressed through the eventual traffic impact assessment.

<p>GCLP/PRA/5 22/06/2009 Kunsill Lokali Rabat (Ghawdex)</p>	<p>Local Council notes the importance of limited open areas in Rabat and therefore feels that these should be used in an optimal manner. The Bus Terminus should generally remain in this area and be managed better. However, the Bus Terminus should be shifted further backwards while landscaping the area along Main Gate into an open space. Further investment is required to upgrade the Terminus into a modern and pleasant environment.</p>	<p>As part of the Public Transport Reform, the bus terminus is envisaged to remain in its existing location but be upgraded. Possibilities for underground parking are also indicated to remain. The location of the existing playing field has not changed and its upgrading and/ or that of the development of a clubhouse will be assessed at the development planning stage. Similar arrangements hold for the existing football ground and car park i.e. their locations are not planned to change. Relevant surveys and studies may be commissioned at more detailed planning stages in the future although it is understood that some of the mentioned studies may have already been undertaken.</p>
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The Local Council also recommended that following all the necessary studies including geo-technical surveys, the site including the space beneath the existing Terminus be excavated into 2 levels car parking without any negative structural impacts on nearby properties especially along Main Gate and Salvatore Psaila Street.

Regarding the playing field, this has been devoluted to the Local Council which is of the opinion that it should remain in the current use. The Local Council would however like this area to be upgraded and made more accessible to persons with disabilities. In order to achieve a good level of accessibility, the Council suggests that the level adopted for the playing field should be lowered in order to reflect the level in the central area. The present kiosk should be relocated to the centre of the playing field.

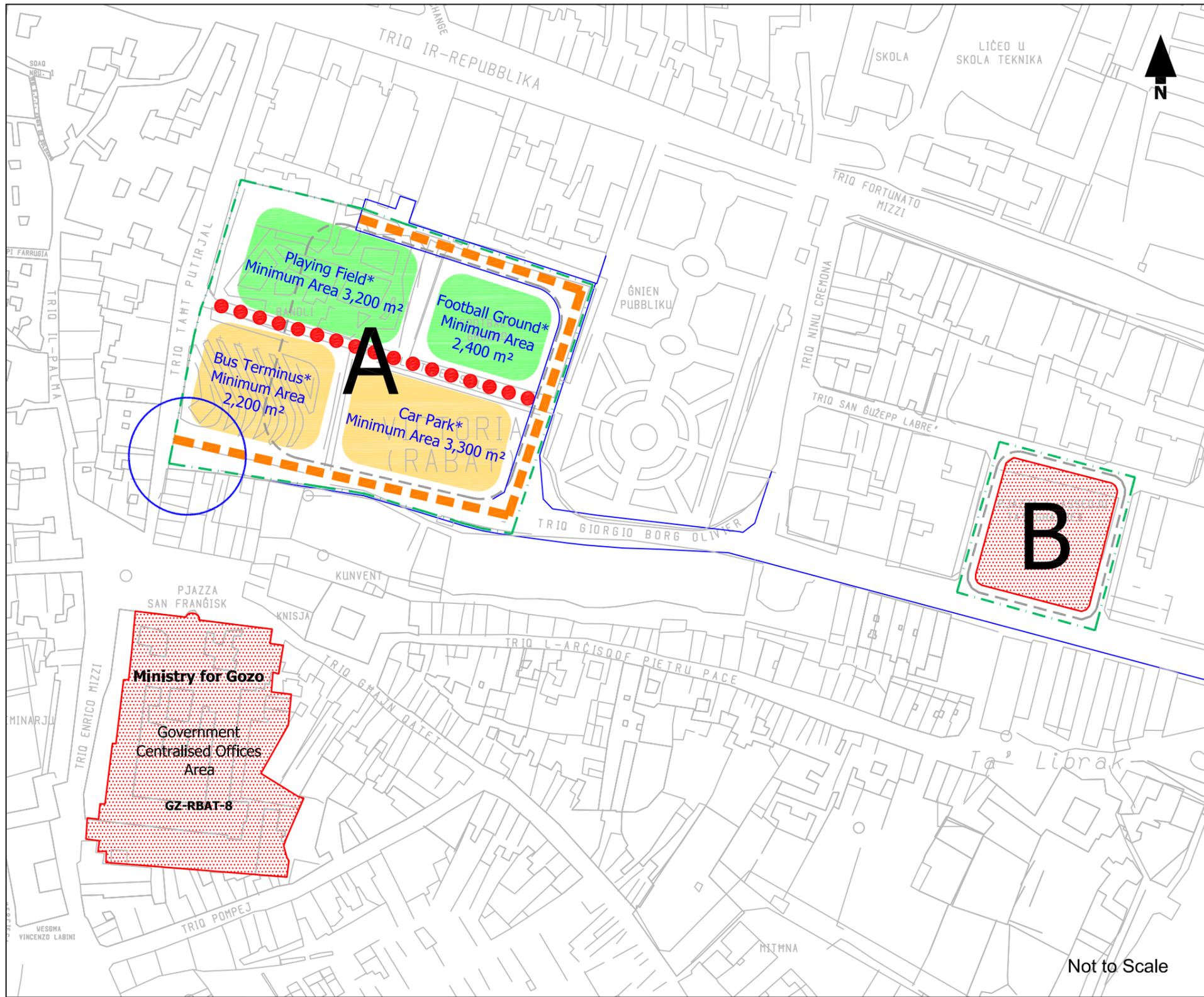
The Local Council requested that the area on Main Gate falling between the blank party wall of the house which abuts the public toilets to half the length of the façade of the playing field be zoned for a SK Victoria Wanderers clubhouse on two floors, but with the roof being at the same level as Main Gate apart from a very small built structure at the upper level to give access to the clubhouse below.

Within the rest of the soft area, the Local Council, along Main Gate up to Triq Salvatore Psaila, requests that the area be zoned for a multi-use civic/educational centre. This development should be of 2 floors with the roof being at the same level as Main Gate.

The Local Council recommends that the football ground and parking area be holistically planned as an eleven-a-side full size football ground including facilities. The football ground would have to be raised by about ten courses to reach the level of the existing parking area, Parking should not remain at the upper level which is to be turned into a landscaped open space. The level underneath this zone should be excavated and used for parking, up to three stories depth following all the necessary geo-technical surveys (to identify any structural impacts on the nearby houses).

Regarding the possible location of the Gozo Law Courts at Pjazza l-Assedju, the Rabat Local Council reserves the right to comment during the second phase of the public consultation.

<p>GCLP/PRA/6 23/06/2009 Michael Xuereb</p>	<p>It was noted that the area in George Borg Olivier Street and Triq Giuseppe Labre, is at present being used as a car park. Mr. Xuereb is objecting to the proposed development of the car park into a building to house the Gozo law courts and an underground car park. The objection is based on the consideration of building density and traffic congestion problems, which make it unsuitable for such use. It is being pointed out that the existing balance between commercial activity and residential use needs to be protected. Secondly, any proposed new development should not increase traffic congestion. Therefore it is being recommended that other alternative public sites are considered.</p>	<p>Development Planning application proposals may qualify for a Traffic Impact Statement if certain development thresholds are exceeded.</p>
<p>GCLP/PRA/7 23/06/2009 A.F. Ellis Home Decor</p>	<p>Request that the building height limitation on site at Triq Pompei Rabat, Gozo (as per submitted site plan), be adjusted to three floors, such that it would be compatible with adjacent development on both sides and other buildings on the opposite side of the street.</p>	<p>Representation noted, but cannot be considered at this stage - Not within the scope of this exercise.</p>



S.S. No.: 3088/90-3288/90 Scale: 1:5000

## Gozo & Comino Local Plan Partial Review 2010

Locality: **Rabat Gozo**

Plan Reference Number: **PC 60/09**  
**Map GCLP-PR-RBAT-01**

- Notes:**
- This map supersedes the Government Centralised Offices Area boundary and the area formally identified for the Gozo Communal Centre in the following Maps:
  - MAP14.9-A/MAP 14.9-A1 Rabat Policy Map Inset Map
  - MAP 14.9-B Rabat Transport Map Inset Map
  - MAP 14.9-C Rabat Height Limitation & Main Development Boundaries Inset Map
  - MAP 14.9-D Rabat Safeguarded Areas Urban Context Inset Map
  - MAP 14.9-F UCA Categorisation

The proposed New Pedestrian Link between Triq Puturjal and Triq Palma on MAP 14.9-B (Rabat Transport Map Inset Map) is being deleted as per amended Policy GZ-Rbat-9.

\* The extent of the shaded areas on site A is only indicative.

**IMPORTANT:**

- 1. Indicative Only. Not to be used for measurement or direct interpretation.**
- 2. Maps to be used in conjunction with Policy Document.**
- 3. Built-up Areas based on 1988 Maps.**

Disclaimer:  
The information on this plan has been carefully checked for accuracy at the time of survey. However MEPA cannot assume responsibility for any changes occurring after the date of the survey and cannot be held liable for damages resulting from interpretation or misuse of the information on this plan.

**Legend:**

Building alignment	Main Public or Institutional Buildings	Vehicular Access
Pedestrian Access	Maximum Area for Car Parking Facilities	
Junction Improvement	Rabat Centre Open and Civic Areas (GZ-Rbat-5) <small>(Formerly referred to as Gozo Communal Centre)</small>	

Not to Scale