

Planning Policies for Ports Areas

November 2006

MMA Port Net Project Seminar Presentation



background

Main Land Use Characteristics of the Maltese Islands

Highly built-up urban environment (c. 22% built-up)

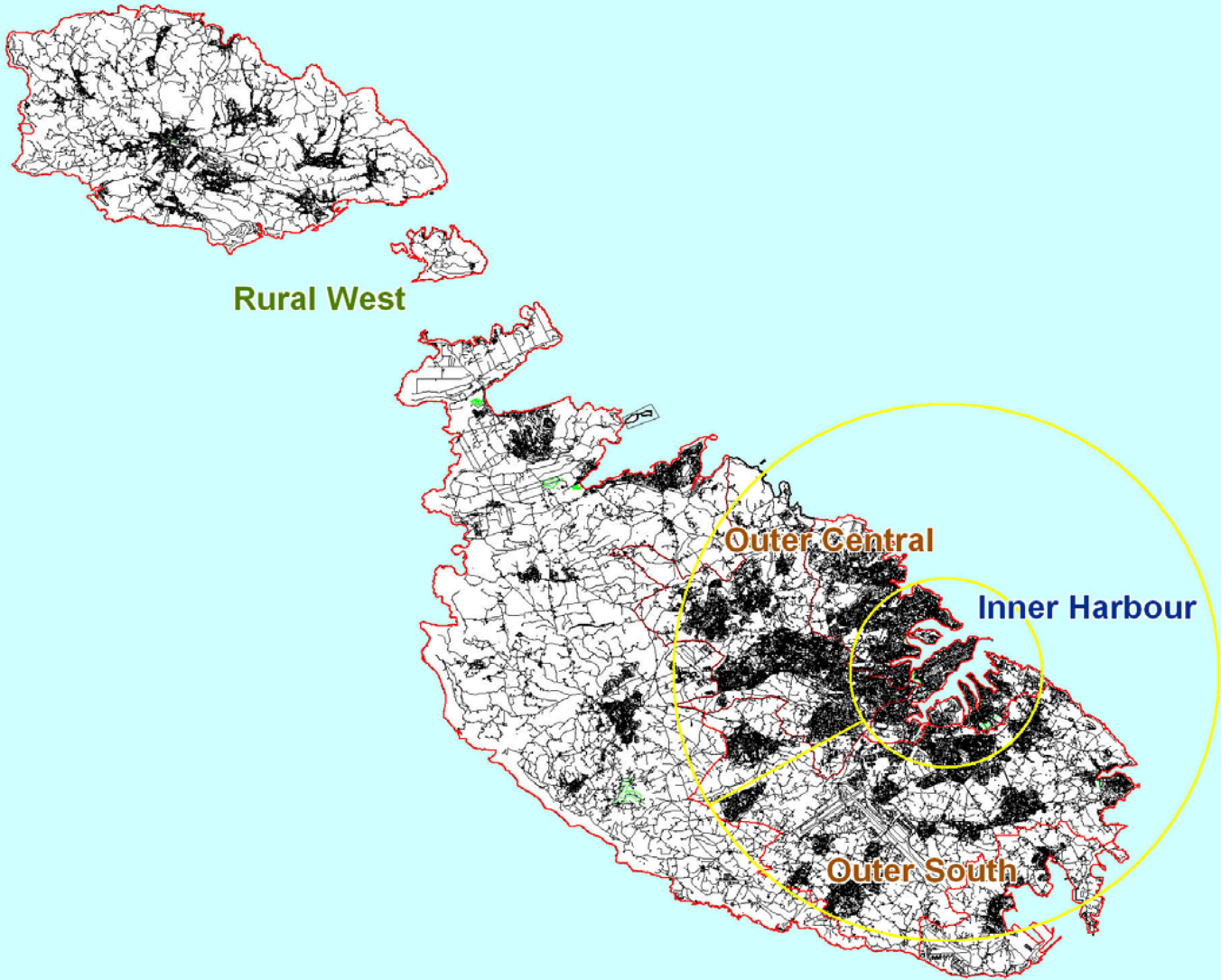
Limited size as Malta is merely 27kms by 15kms

High Population Density (c. 400,000) 1,200 p/sqkm

Transport Congestion - high car ownership (c. 7,000 cars p/a)

Scarce Land Resource/Lacking Open Spaces

Land Ownership very fragmented/Small Parcels



Characteristics of the Maltese Ports

Deep sheltered natural ports (2 main ports)

Ports are close to urban areas/services (e.g. Valletta and Grand Harbour)

Available Human Resource base

Central Mediterranean location

Potential as a peripheral Maritime Centre point for the southern boundary of EU

- vessel traffic control/management**
- maritime environmental monitoring**

Land use requirements of the Maltese ports

Improved connectivity and transport links (urban/port) and (port/port/airport)

Adequate hinterland/open space (larger port based interaction zone)

Continued investment in improved management control systems e.g. logistics/navigation/staff

Control and monitoring of port environmental impacts - noise, sea pollution, visual sensitivity context

Planning Policy

Main Planning/Environmental Legislation that affects Port Activity/Development

Acts/Legal Framework

- **Development Planning Act (2001)**
- **Environmental Protection Act (2001)**

Planning Hierarchy

Planning locally follows a hierarchy of plans

- **Strategic** planning at the national level
- **Local** planning at the town/village and regional level
- **Spatial** development planning at the regional/trans-national level

EU funded projects – Interreg III C

MEPA is participating in a number of maritime III C projects ongoing e.g. (Deduce and MEDPAN)

Main Planning Documents relating to Port Activity and Development

Planning Documentation

- Structure Plan for the Maltese Islands (1990)
- Local Plans (7)
 - Grand Harbour Local Plan
 - Marsaxlokk Bay Local Plan
 - Gozo and Comino Local Plan
- Action Plans, Development Briefs, Subject Plans
- All docs/maps are available on www.mepa.org.mt

Local Plan Areas

- Central Zone Local Plan
- Gozo & Comino Local Plan
- Grand Harbour Local Plan
- Malta South Local Plan
- Marsaxlokk Bay Local Plan
- North Harbours Local Plan
- North West Local Plan



Local Plan Areas

Grand Harbour





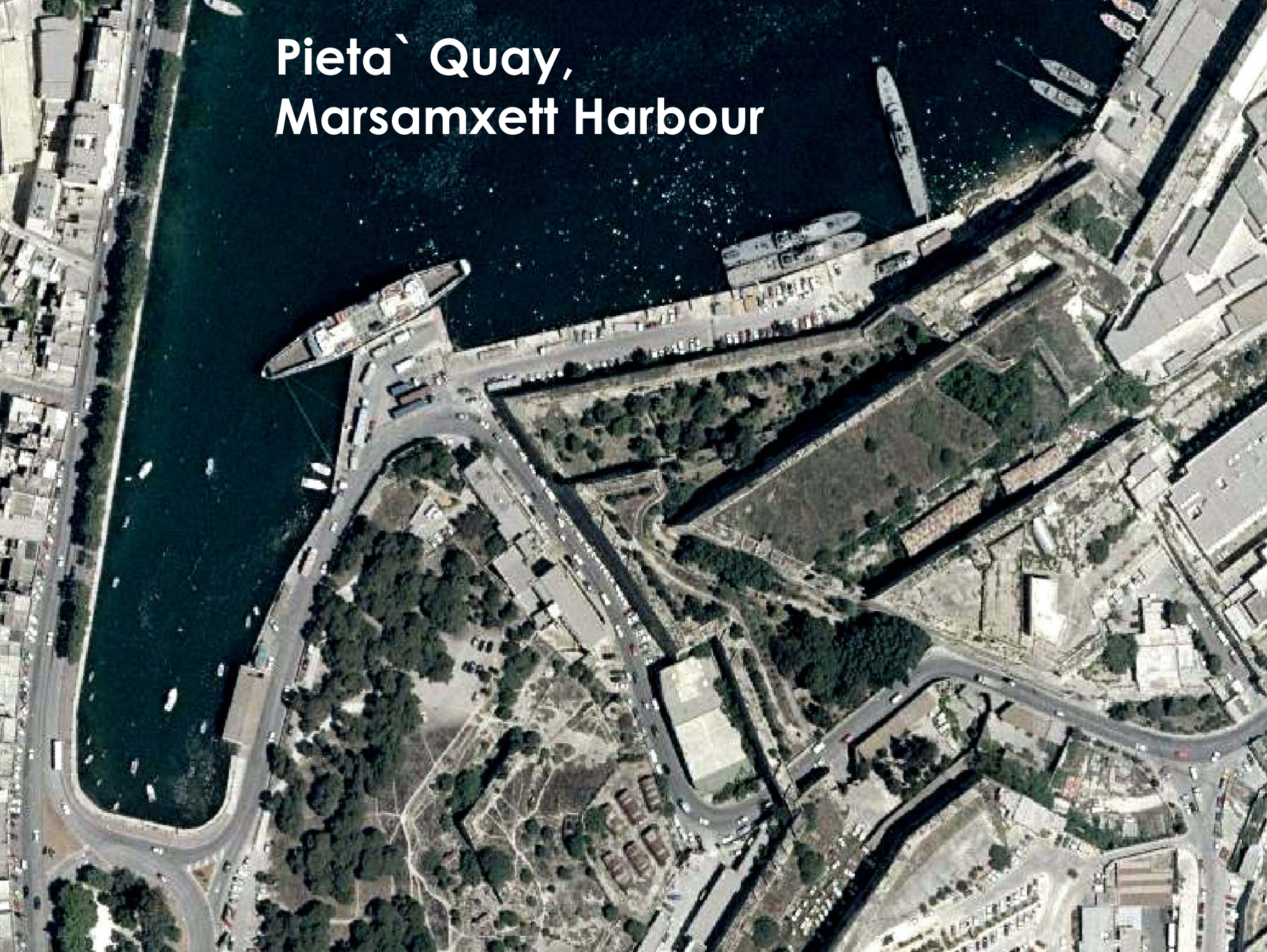


Mgarr Harbour
Gozo



Cirkewwa Terminal

Pieta` Quay, Marsamxett Harbour



Structure

Plan

Existing Structure Plan Strategy

3 main goals of the strategic long term plan

Encourage the further social and economic development of the Maltese Islands with support infrastructure (including ports)

Use land and buildings efficiently and channel urban development into existing and planned development areas

Improve the quality of the environment

Plan was formulated not as an in depth study of each sector, but as a coordinating and enabling plan

It is the primary approved national planning document

It consists of a written policy statement document with over 320 policies and a key map diagram.

Various policies relate to and guide port/marine/coastal activity in terms of development and environmental protection.

Existing SP Transport Strategy

The following main transport strategic goals relate to port activity:

The better coordination of land use and transport

Improvement of transport infrastructure

Effective management of the transport system/traffic

Control of environmental impacts

Promotion of public transport

Structure Plan Policies

Main strategic policy direction:

to promote Marsaxlokk Bay as the primary marine development area and for oil/gas industry facilities

to upgrade tourism/passenger facilities in GH, thereby promoting the cultural heritage nature of this historic Port

In turn, this tourism upgrading will lead to the urban regeneration of Valletta and the 3 Cities

Local Plans

Grand Harbour Local Plan (2002)

Local Plan covers Malta's main historical major port and Malta's capital city Valletta

Valletta is one of Europe's earliest planned fortified cities built after the Great Siege of 1565 in grid iron geometric morphology

The city suffers from a number of planning problems (Thake and Hall, 1993):

Physical Constraints (Topography) that limits accessibility and connectivity especially between the port and the city

Dwindling Resident Population

High proportion of vacant and sub-standard or dilapidated buildings especially in the port areas

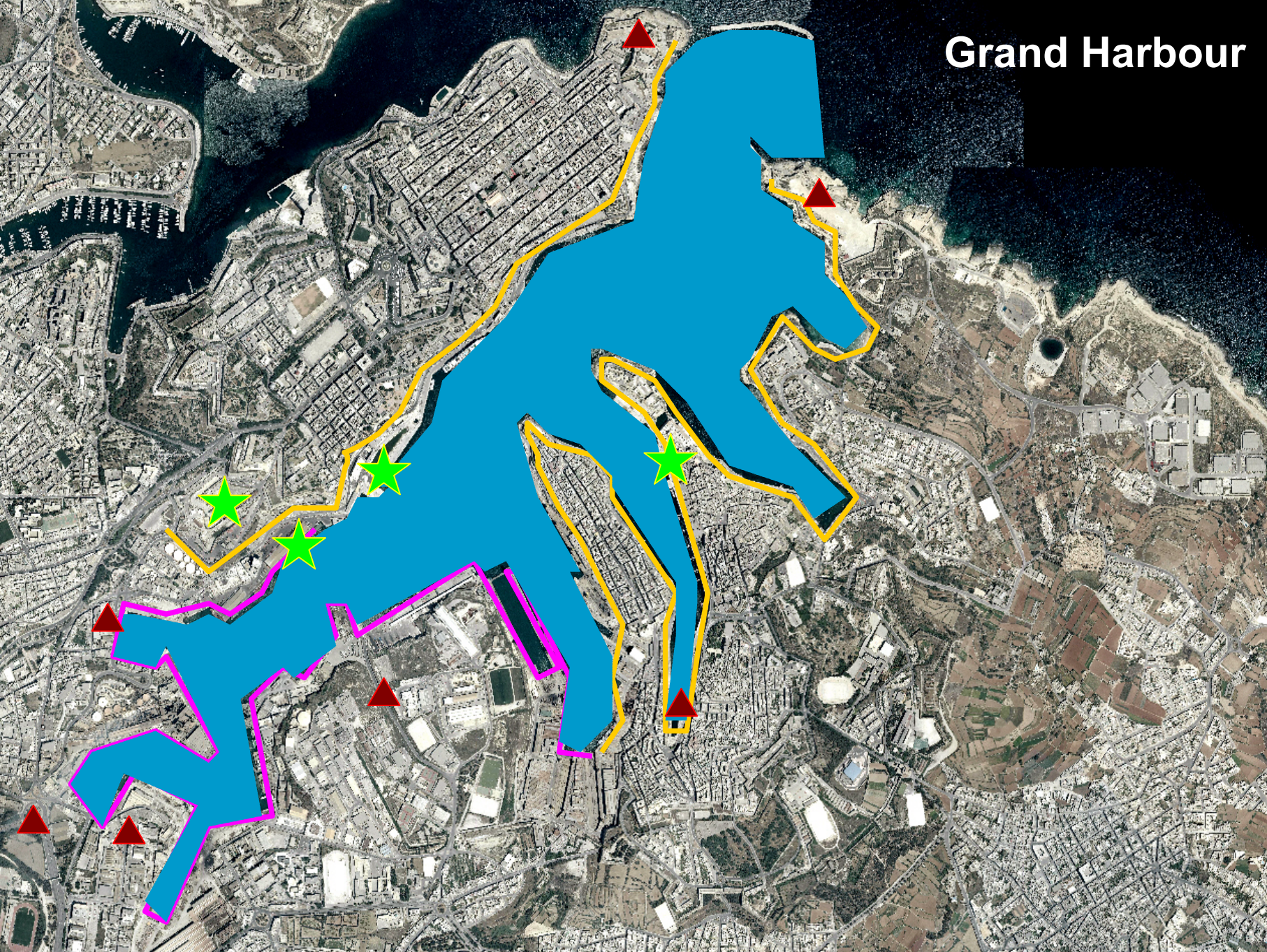
Over-commercialisation in Town Centre

Inflated property values that limit development initiative

Accessibility problems such as on-street parking

Traffic Management – High Private Car Use

Grand Harbour





Port Shipping Activity

Tourism/Heritage



Local Plan Strategy:

Rehabilitate the historic heritage through redevelopment projects e.g. Waterfront Improvement Policies

Optimise tourism potential (especially port related) (Valletta/Floriana, 3 Cities and Kalkara)

Allocate adequate land for industry (at Marsa/Kordin)

Reduce industrial impacts to improve environment

Consolidate port function and activity (interaction and multi-use of facilities/wharfs)

Improve transport/traffic management – Recent Park and Ride Project implementation should lead to an improvement



Marsaxlokk Bay Local Plan (1995)

Concerns predominantly the Malta Freeport Area

Malta Freeport is now established as a main EU transshipment port for Malta and the Mediterranean

Planning requirements that relate to the Marsaxlokk Bay include:

Future possible expansion of Freeport to the west for new facilities (ongoing growth)

Strengthening of the connection of the Freeport with the Airport and Hal Far Industrial Area (Primary Industrial Area)

Consolidation of oil/gas plants in the Port

Malta International Airport

Hal Far Industrial Estate

Malta Freeport Terminal



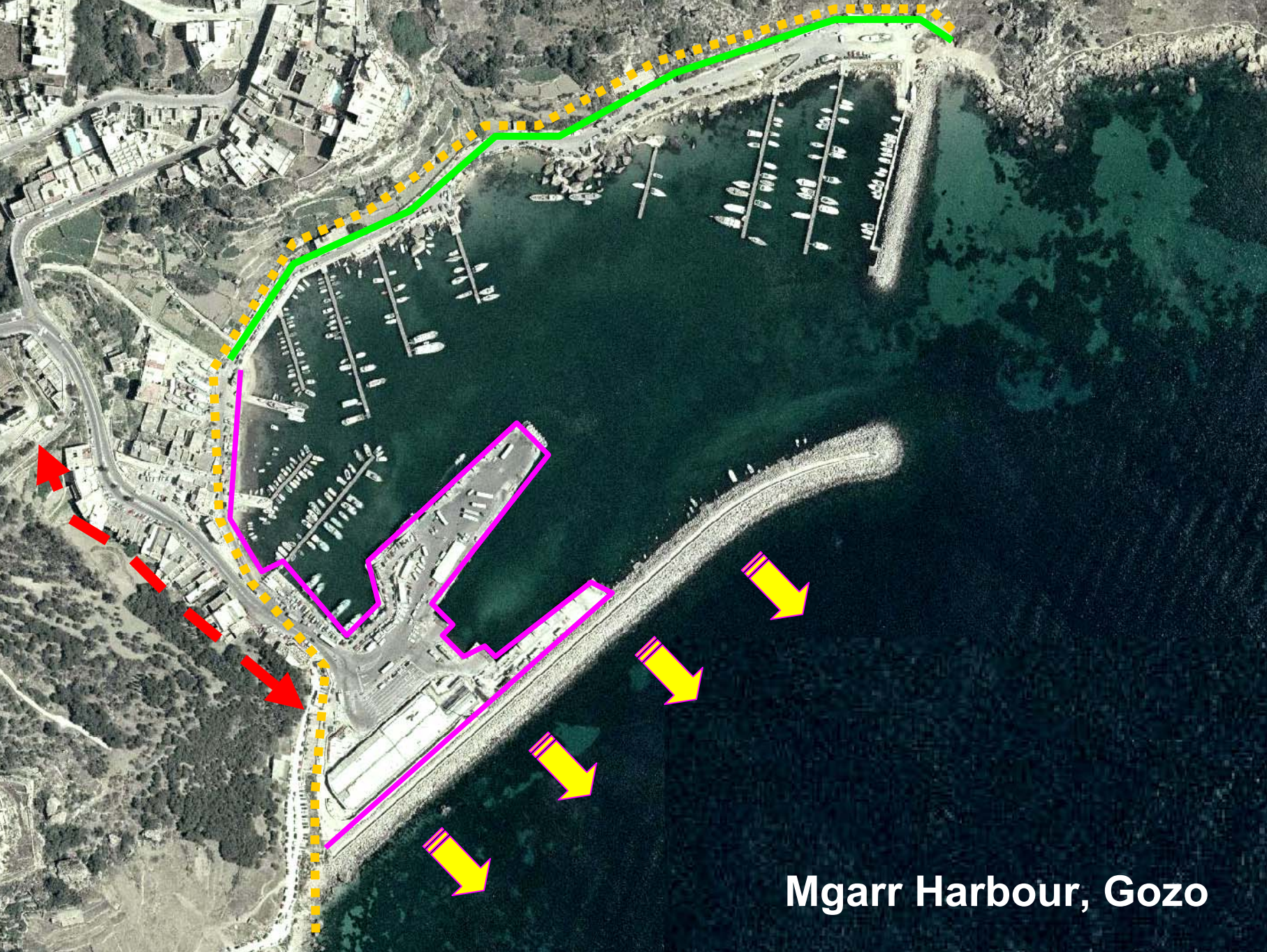
Gozo & Comino Local Plan (2006)

Mgarr Harbour is the main and major connection to the sister Island of Gozo

Main Marine Links: Ferry service from Cirkewwa and Pieta Terminals to Mgarr Harbour

Both Cirkewwa and Mgarr Terminals are being upgraded to improve their function and efficiency

Gozo and Comino Local Plan guides Terminal extension to the south outwards from the berth



Mgarr Harbour, Gozo



Marine Spatial Plan

Malta also has an important regional aspect

It is peripheral from mainland Europe, but central in Mediterranean

Efficient connections are vital to the Islands (ports and airport)

Malta's facilities can fulfill an important role in the southern periphery of Europe

Inter-Island transport connections also important as Gozo suffers from double insularity problem



Malta-South/Central Mediterranean Region



France

Spain

Portugal

Italy

Greece

Malta

Cyprus

INTERREG III C SOUTH

Strategic/Local Planning now covers all land areas

A policy coverage and direction is available and guides investment/development decisions and allows for the management/protection of the environment

What is required is a regional/spatial context for the sea territory following on EU strategies such as the:

EU's Integrated Coastal Zone Management (2002)

Strategy on the Protection and Conservation of the Marine Environment - European Marine Thematic Strategy (2005)

Thus need is evident for a Plan that coordinates and expresses the spatial implications of Marine Areas

Pending Issues associated with Sea Territory around Malta

Used for an ever widening range of purposes

Intensified competition for space/resources with conflict and exploitation

Conflicting activities cover transport, trade, recreation, tourism, fishing, aquaculture, fuel exploration, energy generation (off shore wind farms), pipeline/cable laying etc

Other issues: effects of climate change, oil spills/discharges, introduction of non-native species, eutrophication/algal blooms, litter pollution, dangerous substances contamination, sewage outflow etc

Under threat are habitats for marine biodiversity e.g. *posidonia oceanica* meadows protected by NATURA 2000

General Objectives of Planning for Sea Territory

The continued efficient operation of the international marine transport links with the outside world (Mediterranean, Europe etc.)

Ensuring the efficient/sustainable use of the existing and future marine land and sea resources

Ensuring that the transport network services Ports efficiently

Reducing conflicting use of marine resources through coordination, consultation and mediation processes

Promotion of sustainable management/development of sea resources through integrated holistic planning

Arresting decline in environmental status

What has been achieved so far?

Since MEPA was established in 1992 much groundwork has already been undertaken

Development Control Policy in place for fish farming and aquaculture in early 1994

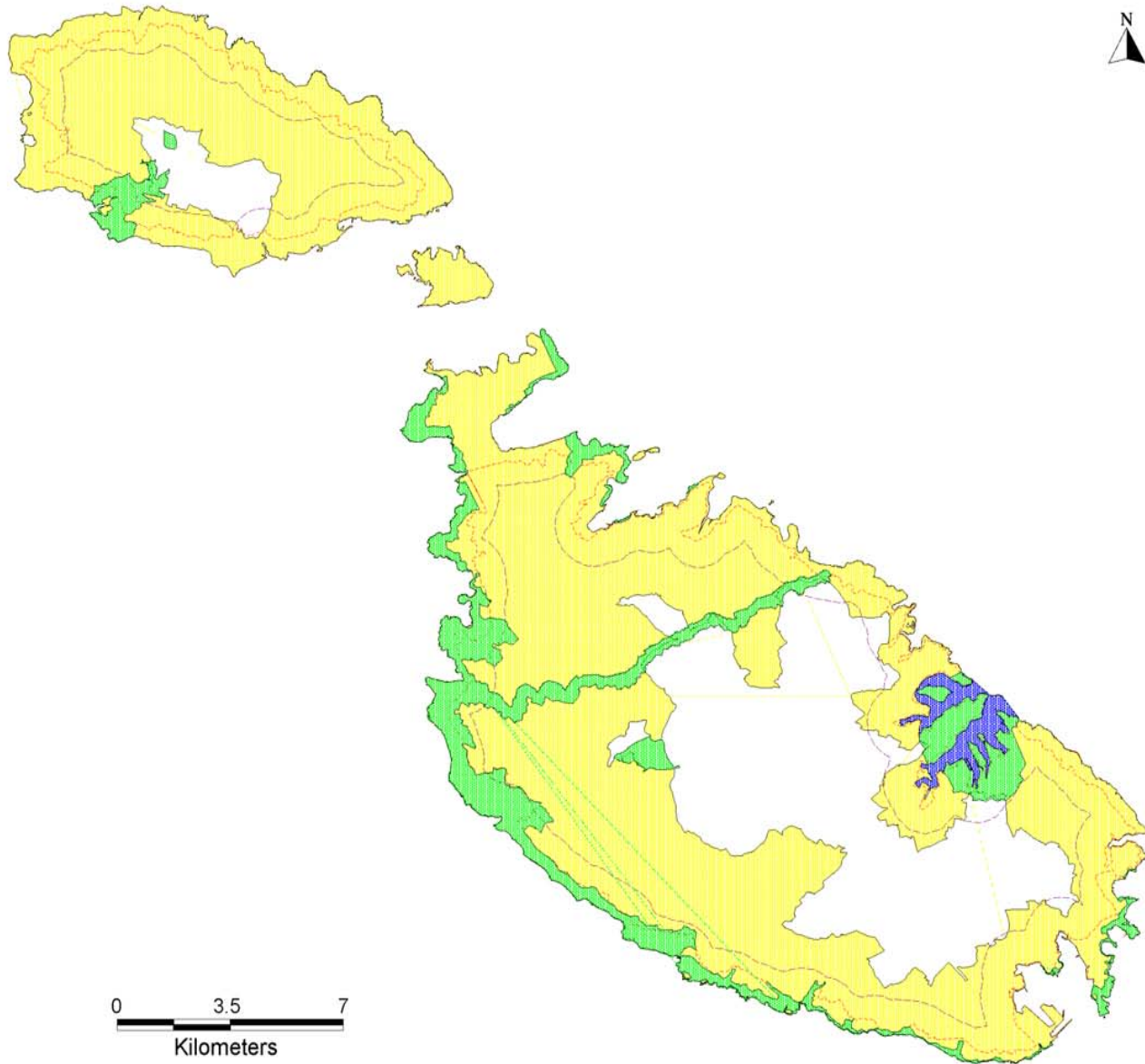
Extension of planning responsibilities to the sea through amendment to Development Planning Act (1997)

Pioneering work in ICZM through Subject Paper for CZM

Data collection on marine environment (ongoing)

GIS based marine database creation (ongoing)

Difficulty remains mainly in the collection of marine data due to higher costs - MSP allows for cost sharing



DEDUCE: Indicator 8



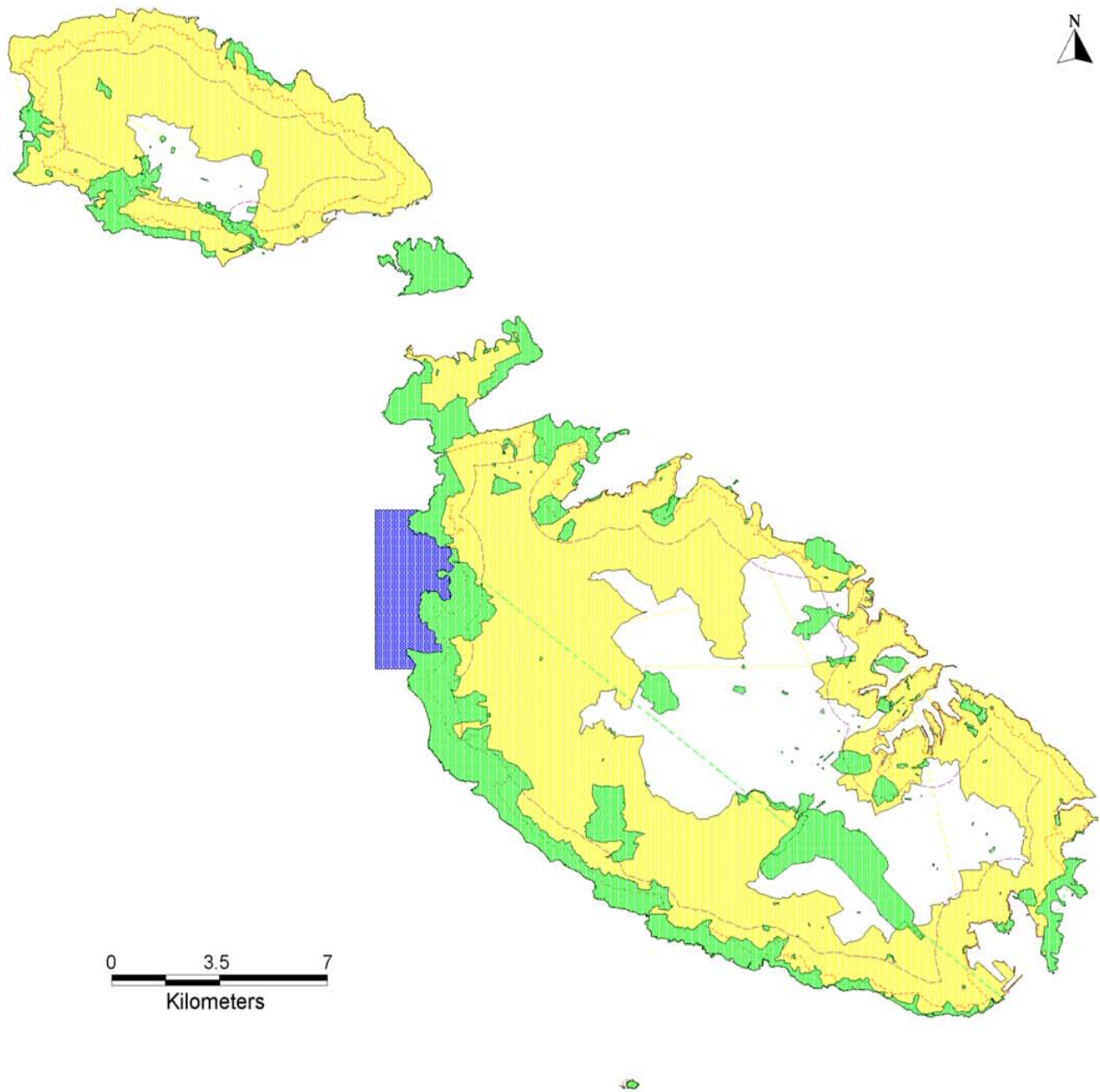
L-AWTORITA' TA' MALTA DWAR L-AMBJENT U L-IPPIANAR
MALTA ENVIRONMENT AND PLANNING AUTHORITY

Key

-  Coastal Zone Boundary
-  1km buffer
-  Coastal NUTS5
-  Protected area
-  Protected area at Sea

Area of land and Sea protected
by statutory designations as per 2005
LANDSCAPE

| | | |
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| Scale : as indicated | Date : December 2005 | Figure : C |
| INDICATIVE ONLY Not to be used for direct interpretation. | | |
| Base Maps - 1988 Survey Sheets Copyright Mapping Unit, Malta Environment and Planning Authority | | |



DEDUCE: Indicator 8



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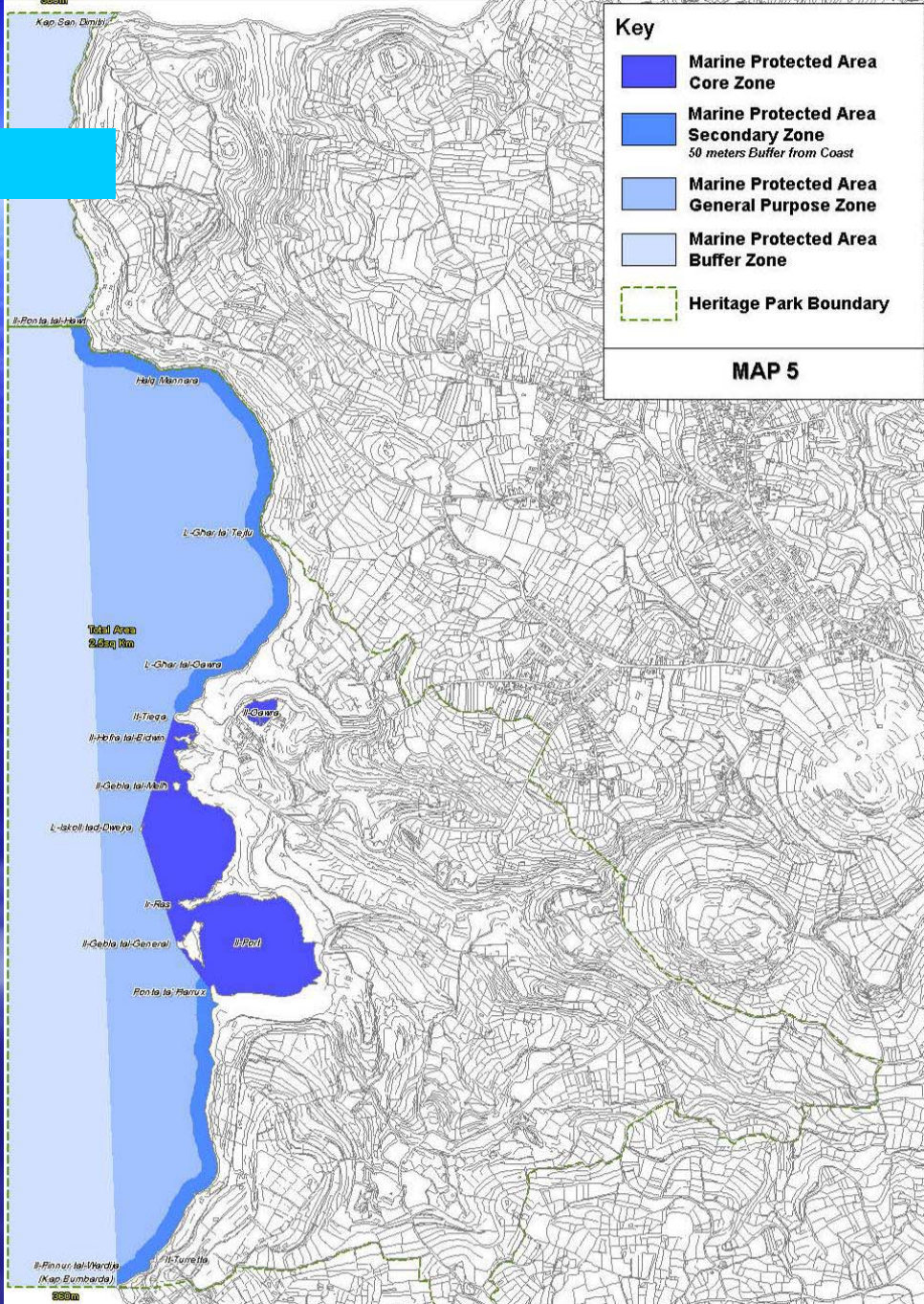
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NATURE CONSERVATION

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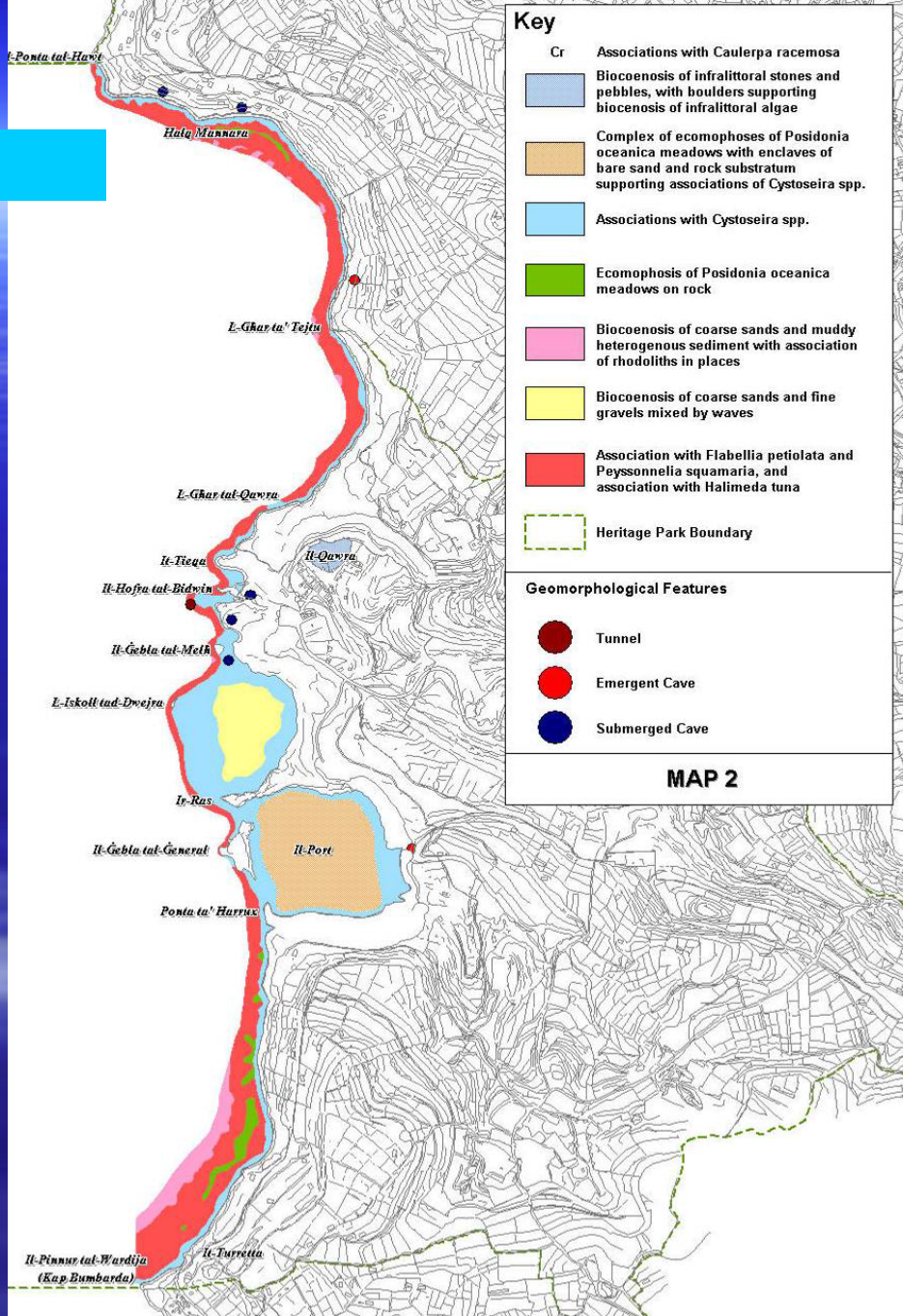
Qawra/Dwejra Heritage Park

marine protected area



Qawra/Dwejra Heritage Park

benthic survey



Need to follow a holistic/long term strategic approach (integrated and cross-sectoral) to deliver sustainable development

Economy is highly linked to Port Activity and Marine Use, so MSP would assist economic efforts.

Multi use of space will remain unavoidable, but may be coordinated better through MSP

A long term MSP covering also the transboundary scale is highly recommended, but not as yet formulated for Malta

Conclusion:

The EU's Corine Land Cover database tool came about through the introduction of the idea of transnational coastal management planning

Marine Spatial Planning increases cross boundary and transnational cooperation efforts that help resolve regional issues e.g. illegal immigration issue is not a local problem, but a transnational EU issue

Malta falls in 2 spatial categories - its **island** status - **ultra peripheral maritime** region – MSP essential to fulfil Malta's EU role and increase its integration with mainland



Grand Harbour

Floriana/Marsa Improvement Areas



Kordin Improvement Area

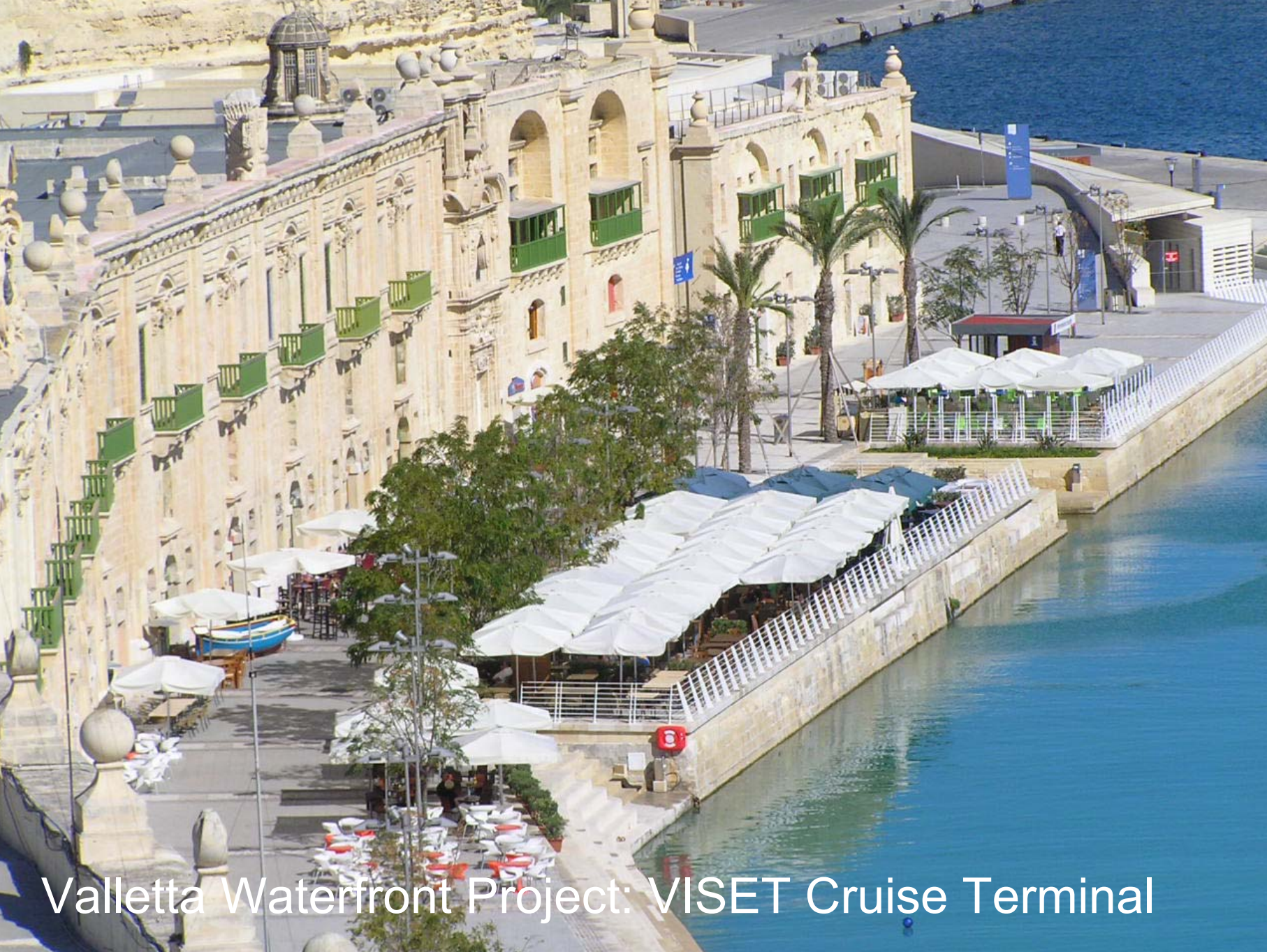


Restricted Hinterland



Marsa Power Station





Valletta Waterfront Project: VISET Cruise Terminal



Port Activity – Limited Hinterland

Restricted Transport Connections/Links





Cruise Liner Activity – Growth Area





**Grand Harbour Marina Project
Cottonera Waterfront Regeneration**







Yachting Facilities: Cottonera Waterfront

Visual Intrusions: Conflict with Historical Heritage



Gozo Ferry: Mgarr Harbour/Cirkewwa/Pieta'



Cirkezza Terminal



Mgarr Harbour



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End