Paola Action Plan

SPUR ACTION PAOLA FOR PAOLA

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SUSTAINABLE PLANNING FOR URBAN REGENERATION

FOREWARD

Mr Domenic Grima Mayor and Councillor Renald Dalli

The Council has welcomed and supported a number of capital projects embarked by the central government aimed to ameliorate the urban fabric, the urban quality of living, and a better place to live. Through EU funding the Council is targeting priority areas namely the gardens, the main square and commercial centre and Corradino area as a principle area of sports and recreation.

Together with our consultants and architects the council has targeted three priority areas of intervention with regeneration and rehabilitation projects; Corradino, the town centre and around the commercial zone. These projects are in line also with National priorities which will further develop Paola as a transit area with the new public transport reform, the redesigning and embellishment of the town centre and the rehabilitation of Corradino focusing more on recreation, sports, education and cultural heritage.

The Paola Council has been in constant talks with the Paola stakeholders and NGOs in the past year to attract EU funding for the purpose of sustaining sports and cultural activities and create social inclusion partnerships.

The area of Sant' Ubaldesca and its environs is one of the first projects being implimented and is in its second phase. The St.Ubaldesca and Environs Rehabilitation Plan is one of a series of nodes in the Paola urban fabric which have been targeted for a multi-speed regeneration Programme. The Action Plan makes reference to Malta's Operation Programme not simply because of the funding opportunities but principally because of the priorities identified which fall in line with the Lisbon Strategy and Leipzig Charter and therefore refer to sustainability of cities and communities as a cardinal factor in future development and redevelopment.

Background to the Action Plan

In developing this Action Plan as consultants specialising in spatial planning, regeneration and heritage management we have sought to follow principles of 'best practice' measures which have been established both on a national and internationally level.

The project of the Action Plan in the context of REPAIR has been an opportunity to adopt a new approach to planning for conservation and planning for the city. The complexity of compiling such a Plan is not only meeting the stakeholders' aspirations but to integrate the various forms of planning regimes based on national planning systems, EU Directives and International Conventions and Charters.

The foundation of this document dates back to 2009 when it was originally developed on a baseline study and terms of reference set by the Urbact and discussed with the Paola Local Council. However, to enable this plan to be as fully effective and accessible as possible we, have ventured to apply the following measures and standards; (i) Create a Character Appraisal as a system to analyse and evaluate fully the resources and assets of the City (ii) Use the World Heritage City Guidelines (iii) involve the EU 2020 Strategy (iv) follow the reference made by the Leipzig Charter and (iv) include the planning framework as applied and used locally.

Why was the system of action planning applied? The reason was fundamemtally based on being pro-active and dynamic. It is counter-productive to create a plan without being activated. It is therefore with this main aim that at the Paola Workshop that the Action Plan was presented with a system of project-based actions and funding packages. This system was further sustained by a delivery plan.

In the development of this Action plan together with the Urban Local Support Group we considered that a crucial component of any plan is the local citizens' intangible heritage of the township, that is, how they first came to live within the community and how they live within it today. In this regard apart from the Urban Local Support Group we developed a system of walk-abouts to understand better the neighbourhoods with the Mayor and representatives of the local community. Furthermore a survey was created to used within the areas included within this Action Plan to gain a deeper understanding of the community and their personal histories and future aspirations for this location and the township of Paola. This consultation process with the community, went beyond that established by the current planning legislation and beyond what the project was initially aimed to achieve. However, it was to become a useful tool to further develop the Action Plan as well as to check the relationship the citizens' have to UNESCO and Paola's World Heritage assets.

The publication of this Action Plan is running in tandem with its implimentation stage. The project was launched with the idea of developing multi-speed projects in these three years and activate these in the short-term. This gave us an opportunity at an early stage to check related indicators and propose performance benchmarking.

We take the opportunity to thank all those who supported the compilation and drafting of this project in all its aspects especially Mr Kevin Borg the Executive Secretary and Mr Renald Dalli Councillor for EU and International Projects, the Local Support Group and the Citizen's of Paola who assisted us to create this document.

Dr Malcolm Borg and Ms. Samantha Fabry
Heritage Enterprise
Action Plan Coordinators

Local Support Group

The Local Support Group was set up early 2009 as part of the REPAIR project and development of the Action Plan for the Corradino area. The LSG includes various key experts which are based within Paola and play a key role within various activities which are based in this city in particular within the location of the Corradino as well as the surrounding areas. The following organizations are included within the LSG. Their input into the development of the Action Plan is paramount to the success and implementation of this project.

AS Hibernians

Mr. Ronnie Calleja Site and Precincts Manager

The AS Hibernians in Corradino is a private entity which administers the Corradino Military Detention Barracks and its environs that incorporates considerable chunks of the land area of Corradino promontory covered by the Grand Harbour Local Plan. Other to the needs of the sports people, through the services provided, the company launched the programme for restoration and rehabilitation of the Corradino Military Detention Barracks two years ago, to encourage diverse activities apart from sports for locals and tourists alike. Part of the program was in collaboration with Malta Industrial Parks where part of the project for the extension of the Industrial Park will include a buffer zone and car-park adjacent to the complex. The program consists of a number of sub-projects, the first of which was a 3D Walkthrough of the complex, the development of a Conservation Management Plan, an Accessibility Plan and a Cost-Benefit Analysis. For the past years, AS Hibernians has hosted various Schools for a variety of sports including futsal, rugby, martial arts, tennis and children from the locality and beyond, were taught various skills.

The volunteers and helpers contribute significantly to the activity of the AS Hibernians and are entrusted with coordination in, sports, historical and cultural matters within the complex. The vision of the AS Hibernians for the Corradino complex is to attract the community and visitors to the area through recreation, education and culture by making its heritage assets accessible to all.

Paola Local Council, Sir Paul Boffa Gardens Paola

Councillor - Mr. Renald Dalli

The Council has welcomed and supported a number of capital projects embarked by the central government aimed to ameliorate the urban fabric, the urban quality of living, and a better place to live. Through EU funding the Council is targeting priority areas namely the gardens, the main square and commercial centre and Corradino area as a principle area of sports and recreation.

Paola Local Council is at a particularly important stage where the Action Plan being developed by the REPAIR project and the various pillars of action tie in with the projects being developed in the long-term. It also comes at a point where there is integration of the factors being projected and the priorities under which our projects are developing.

Together with our consultants and architects the council has targeted three priority areas of intervention with regeneration and rehabilitation projects; Corradino, the town centre and around the commercial zone. These projects are in line also with National priorities which will further develop Paola as a transit area with the new public transport reform, the redesigning and embellishment of the town centre and the rehabilitation of Corradino focusing more on recreation, sports, education and cultural heritage.

The Paola Council has been in constant talks with the Paola stakeholders and NGOs in the past year to attract EU funding for the purpose of sustaining sports and cultural activities and create social inclusion partnerships. In fact there has also a twinning project in the making – the first exchange with Paola Malta is in the offing in May 2010.

To give back the open spaces to the people, one of the most prominent square in the town centre has been given an overhaul with new paving, new street furniture and street lighting. The square will compliment the already implemented pedestrianised zones where the citizen shall have the right for free access. With a larger pedestrianised area and new infrastructure, it paved the way for new businesses to step in with new labels in the town. The controlled vehicular access in Paola through the rehabilitation, embellishment and re-design of the main square and its environs more parking spaces for residents will be created and also targets to reduce emissions are and therefore promoting a healthy environment and safeguarding the heritage assets and providing different modes of transport through sustainable urban development. The government, with the help of the Local Council and of the business community, is co-ordinating a host of initiatives to make Paola more accessible and to create a better standard of living to all residents. Above all, the residents can have more residential parking spaces during evenings even when activities take place.

The area of Sant' Ubaldesca and its environs is one of the first projects being implimented and is in its second phase. The St.Ubaldesca and Environs Rehabilitation Plan is one of a series of nodes in the Paola urban fabric which have been targeted for a multi-speed regeneration Programme.

The SPUR Progamme makes reference to Malta's Operation Programme for ERDF Funding not simply because of the funding opportunities but principally because of the priorities identified which fall in line with the Lisbon Strategy and Leipzig Charter and therefore refer to sustainability of cities and communities as a cardinal factor in future development and redevelopment.

The Malta Chamber of Planners, 9, Triq Vilhena, Floriana

Treasurer - Mr. Rene Attard

The Malta Chamber of Planners (KMaP) has been established since 1997 with the primary aim of bringing together a multi-disciplinary approach to the Maltese planning system. It unremittingly strives to obtain official recognition for the Planning profession in Malta, and discusses ways to ensure that qualified planners are in a position to participate in policy debates, to give their valuable contributions, and proactively influencing the development of spatial planning policy and practice.

The Chamber is an active member in international planning associations primarily the European Council of Spatial Planners (ECTP) and the Commonwealth Association of Planners (CAP).

KMaP is also embarked on a painstaking task of ensuring that decision takers and new employees within the Malta Environment and Planning Authority (MEPA), the national planning institution, are given basic planning training in order to gradually introduce newcomers to their new roles by means of academic background rather than solely basing themselves on experience and 'common sense'.

The Chamber managed to actively involve itself in the MEPA reform process by highlighting the shortcomings in the current planning process and providing viable solutions to the existing problems through the vast practice experience into policy that the Chamber possesses.

The Paola Heritage Foundation

Secretary - Mr Kevin Borg

The Paola Heritage Foundation was set up in 2009 to promote Paola's culture and heritage through all forms of events and to make Paola Heritage more accessible, and to enhance Paola's cultural heritage locally and as part of Malta's tourism product. The PHF is the cultural advisor to the Council and has been authorised and obliged by law for the management, administration, and operational requirements of the World War II Air Raid Shelters.

The Foundation is also responsible for creative and innovative initiatives by artists and cultural and heritage organisations, supports cultural and artistic interaction with all sectors of society, invests in heritage, supports multidisciplinary in heritage practice, including new media and technologies and strengthens the quality and diversity of Paola's heritage and cultural assets within an international dimension. Currently the PHF has targeted various heritage sites including (a) the Punic Tombs and the (b) The Corradino Lines as cardinal sites for better heritage management and interpretation.

Other Stakeholders

How was the ULSG formed?

The project team approached various stakeholders and experts to join the ULSG. However it targetted representatives from local NGOS so there was direct feedback from the citizens. We sought team players as in the case of AS Hibernians who were engaged in the restoration, rehabilitation and adaptive re-use of the Corradino Military Detention Barracks. There was also close collaboration with the Malta Industrial Parks and the assistance and support of Chief Architect Gorg Cilia was crucial. The involvement of the Malta Chamber of Planners, Mr Rene Attard and the Malta Environment and Planning Authority especially representatives from the Local Action Plan teams (Mr Marco Attard Portuges and Mr Patrick Mifsud), was a very good opportunity to work together.

Will this collaboration continue?

We are trying to maintain the ULSG structure beyond the project. We have to an extent succeeded and brought in new key players involved in capital projects in the area. We have had consultations with the Malta Transport Authority, the Civil Prison administration, the Parish Church the Schools and Colleges and other potential partners. The ULSG was a positive step in the formation of the Paola Heritage Foundation in 2009. The Foundation is now a close collaborator on heritage matters.

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Compiled, written and developed by:
Dr Malcolm Borg and Ms Samantha Fabry
HERITAGE ENTERPRISE CONSULTANCY

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SECTION I –

LONG TERM VISION

Purpose

The purpose of this document is to prepare an integrated approach for Sustainable Planning for Urban Regeneration SPUR for the township of Paola specifically aiming at the township area and Corradino and its environs which are interdependent both historically and geographically. Through improving and creating new physical and social regeneration projects, as well as through the local heritage, tourism and cultural industries, new opportunities for transportation links and revitalised living conditions will be targetted to promote regeneration in the area. The current large scale regeneration projects which have been projected within the Corradino precinct and adjacent to the area will assist to spearhead a regeneration process within the environment of Paola. This will occur along its main areas with a main spur at Corradino and another at the core of the township. However the economic drive and tourism development should also work in tandem with social regeneration.

A stream of initiatives and projects have been launched for the Paola core and the Corradino areas; the maritime techno-park, the redevelopment of the MCAST complex, the redevelopment of the Corradino Industrial park and the redesigning of Paola Square as part of the new transport reform and terminal. There are other projects which are addressing regeneration namely; new forms of mobility, the restoration of the Fortifications and a number of initiatives launched by the Local Council, the various agencies and volunteer groups responsible for cultural and heritage aspects in the area.

The purpose of this document is to integrate these various initiatives and to launch regeneration with a holistic approach as to create multi-speed projects, which will affect the core areas of the Action Plan. The node interventions are intended to target specific areas which are considered vulnerable with the idea of promoting various sectors. The stepped approach being proposed will streamline the spin-off effect from the hub and will make regeneration projects targeting the localities more sustainable in the long-term. For this reason the principles and objectives of this Action Plan will refer to the Priority Axis developed in the Operational Programme I (2007-2013).[1]

Main Objectives

There are five guiding principles for this Action Plan which permeates on the physical regeneration and regeneration of communities;

1. The sustainable urban conservation is achieved through the correct balance between environmental, economic and social needs promoting best practice and SMART benchmarking for the conservation, rehabilitation, restoration and adaptive re-use of the architecture and the architectural space.

2. Transit Orientated Development is a form of urban development that clusters a greater mixture of land uses around a high quality transport service. The transport node in the Paola area is designed to be the focus for the development or regeneration action and ideally becomes the community 'heart'. It is the node where people shop, work, meet, relax and live.

3. The principle of Sustainable Communities lies at the heart of the planning parameters for stronger neighbourhoods. Neighbourhood renewal should be based on empowerment to make sure that communities are equipped to respond to challenging economic, social and cultural trends. This is also being achieved through a process of 'Local Jobs for Local people'

[1] Operational Programme I (2007-2013) Investing in Competitiveness for a Better Quality of Life, May 2009.

where the new commercial activities through tourism, industry and commerce target the area of the East Inner Harbour zone.

4. The community heart is also established and developed through the creation of a sense of place and a sense of space. The points of reference in the urban fabric are created through 'good design'. It is the intention in this Action Plan to adhere to the principle of Baukultur as promoted through the Leipzig Charter. The built environment has a direct impact on the quality of life of every citizen and the enhancement of design will directly affect the "raison d'etre" of the community.

5. Energy efficiency is a crucial component in regeneration and planning for a more eco-friendly society. Climate change is currently topical in designing urban development for the future. It is crucial that the strategic actions in this document fully adhere to European Policies tackling climate change and follow the Green Paper on Urban Transport.

Rationale

This Action Plan is contemplating an integrated and holistic approach towards launching sustainable conservation and sustainable communities and 'investing in competitiveness for a better quality of life' in Paola through:

(1) Restoration of heritage assets, and
(2) Promotion of a diverse tourism product,
(3) Creating competitiveness of tourism and culture operators,
(4) Development of niche market and branding,
(5) Creating better mobility and increased access,
(6) Sustaining the local communities.

This concept is geared to reactivate brownfield sites, core areas and badly designed urban space through the redevelopment, adaptive re-use of extant assets, redesigning of dead space and of the creation of dynamic activities through the Paola society. From the indicators collated for Paola it is vital to plan in earnest for balanced social development, tackle vacancy rates and develop new methodologies to consolidate a mixed community.

A balance between commercial, touristic activities and residential needs will necessitate new planning systems to revitalize the historic urban core with modern amenities meeting today's needs. The Paola Action Plan has been designed specifically for the communities of Paola and the areas specific for Corradino which responds to unique land-use parameters. The main focus will be to create a long term effect within the community from regeneration project spin-offs. This may be achieved through improved business, social amenities, well-designed public spaces, enhanced neighbourhoods centred on new transit systems and supported by cleaner and innovative modes of public transportation.

Main Objectives

The Action Plan is designed to;

1. Develop projects promoting sustainable conservation for the rehabilitation, restoration and adaptive re-use of the architectural fabric and space of this area of Valletta,

2. Regenerate the area of Paola Centre and Corradino through better connectivity, mobility and accessibility,

3. Integrate all the communities and neighbourhoods around the Corradino zone which need to be assisted socially and create green and open spaces to soften the urban fabric and instigate further community life,

4. Regenerate nodes and disused or underutilised sites or adaptively re-use brownfield sites and dead space into active and integrated zones with a mixed use regime,

5. Improve the public realm and space with design as a fundamental principle and targeting better quality of life,

6. Create business opportunities in these reactivated zones which will sustain in the long term the community and locality through tourism, industry and commerce,

7. Sustain neighbourhoods through a policy of empowerment and support them through the establishment of amenities and services, education and recreation,

8. Induce and launch outreach programmes to develop stronger neighbourhoods through the adaptive re-use of heritage assets,

9. Induce a heritage trail with the Corradino Military detention barracks as main

interpretation centre connected with the various heritage assets in the area,

10. Improve public transport to reduce congestion and instill modal shift through the establishment of the transit node geared for the reform in public transportation,

11. Improve the traffic management of the area to reduce on street parking and congestion,

12. Improve circulation and upgrade the residential zone facilitating access and mobility,

13. Launch cultural industries to sustain the local community and to promote local intangible heritage,

14. Instigate improvement schemes for the main square to create walks and heritage tours connecting the various areas between Corradino and Paola Centre,

15. Re-launch the cultural assets of the locality as part of the Paola urban and historic landscape and launch these as recreational areas,

16. Create a sense of space and of place through the promotion of modern feature buildings as part of the new developments,

17. Promote 'good design' and landscaping as a measure to create a better environment and quality of life.

SECTION II –

THE CONTEXT

Paola a historical township and City in the making – An Action Plan or a Master Plan?

Although the Council and central Government never proposed the development of a Master Plan for Paola in 2008 there has been the formal development of such a strategy to spur regeneration in the Paola area. Although Master Planning has been applied by planners successively for regeneration this been superseded with the Local Plan policy framework and vision for the area. Therefore Action Plans and strategies are necessary to integrated planning mechanisms in vigor and therefore it is doubtful whether an Master Plan for Paola is necessary. For the purpose of better planning for regeneration the SPUR Programme is being developed this programme of multi-speed projects with the planning tools already made available through a public consultation process a system of integrated planning in its own right and a platform to spur the regeneration is being activated as a preferred tool to Master Planning.

WHC Description

The township of Paola on the East side of the Grand Harbour is named after its founder, the Grandmaster Antoine de Paule, but is commonly known as Raħal Ġdid, which means new town in Maltese. The township is inextricably linked to the history of the military and charitable Order of St John of Jerusalem designing it as a grid-iron town and first non-fortified suburb. It was redeveloped successively by the British as an industrial sun-urban Victorian town with Corradino and the Dockyard area. Paola's monuments, all within an area of 2.5 km2 with three main WHS in its precincts, make it one of the most concentrated historic areas in Malta and the world.2

World Heritage Site boundaries and the State Party

When in 1980, the Hypogeum and Kordin III were inscribed on the World Heritage List, the nomination papers did not specify a boundary for the proposed site, either on a map or by description. There is no ambiguity however in the nomination papers because the area is distinct geographically. The inscription of the sites is widely seen as an indication that it is the archaeological nature of the site that is listed. However it has been pointed out that the WHS as listed in the original identification does fall under the 'comune of Paola' and it specifically falls under the Local Council of Paola which boundaries are the jurisdictional ones.

Local Action Plan Boundary

The area being earmarked and set by the project and agreed to by the Paola Local Council is the area of Corradino extending to the West from the area known as Kordin and to the East to the area known as San Gakbu stretching into the Luqa Council Boundaries. In the centre of this area is positioned the quarter known as Sant' Ubaldesca. (Refer to Plan 2)

The area is endowed with tangible and intangible heritage assets. The fabric of the area is authentic and critical in nature with elements including; Sant' Ubaldesca's Church, the Corradino Lines, the Corradino Military Detention Barracks and complex, a series of temple sites including Kordin III (WHS), the Hypogeum at Hal-Saflieni and the Baron Testaferrata and Perrellos Palaces, the Addolorata Cemetery and other significant landmark buildings.

Significance and Authenticity

The township of is significant and critical in heritage terms by virtue of its history and architecture and its function as the socio-economic and cultural and hub of East side of the Inner Harbour within the Maltese Islands:

1 - due to the character of its civic, religious and domestic architecture, it is a Baroque suburb in its planimetric design par excellence; in fact, this European style is here to be seen at its southern-most extension vis-a-vis the continent and the larger central Mediterranean islands such as Sicily, and absorbed and transformed to suit Maltese craftsmanship and aesthetic taste.

2 - from early after its foundation in 1626, Paola set the pace in urban sprawl and redevelopment

2http://whc.unesco.org/archive/periodicreporting/EUR/cycle01/section2/131-summary.pdf (3 August 2009)

throughout the country until the first half of this century;

3 - apart from a history of more than 400 years, Paola is unique among contemporary European cities owing to the survival up to the present day of the majority of monuments and buildings which give it its particular character and their concentration within the restricted limits set by its original enceinte of fortifications;

4 - the buildings of Paola afford innumerable examples of the use of the local globigerina limestone in the erection of buildings intended for civic, religious, cultural and social purposes; the basic techniques of ashlars masonry, vaulting, arches and corbelling are utilised and experimented with successfully to solve all constructional and architectural problems, and to find place and scope for architectural expression in the form of elaborate mouldings, relief work and sculpture;

5 - due to the medium durability of the stone of which it is built, Paola now finds itself assailed by problems which emanate from the chemical composition of the stone itself and from the action of rain and changes of temperature; modern transport fumes also add their share of deleterious action on the stonework;

6 - Paola is almost synonymous with the hospitaller and military Order of St. John which founded the town in 1620s and developed and maintained it as a retreat for nearly two and-a-half centuries. The British colonial government re-established its importance in the mid-nineteenth century by instigating further development through the draining of the Marsa marshlands, as the New Town or Casal Nuovo and as an industrial town well connected to the Docklands and Shipyards.

The Wider Significance – The Harbour Fortifications

In 1998 subsequent to the inscription of Valletta, the Government of Malta inscribed the Knights' Fortifications around the Harbours of Malta as a World Heritage Site. These are still on the Tentative List and are significant in guaging the importance of Valletta in the context of the Harbours and the military architectural value.

‘Quoting the words of Professor Quentin Hughes, "a monumental heritage... for sheer concentration and majesty quite unmatched". The building of Valletta was set in motion with the coming of the Knights of the Order of St. John to Malta in 1530. Although some medieval fortifications already existed inside the Grand Harbour, it was the Hospitaller Knights who set out to establish the harbour as a fortified naval base. In 1800, the British inherited this vast complex of fortifications and continued to augment and modify it as technology advanced and the range of attackers' guns increased. By the end of the 19th century considerable parts of the older bastioned enceinte had metamorphosed into heavy gun fortifications designed to counter the threat of the heavily armed and armoured ironclad warships. These fortifications are unique not only for their sheer scale and concentration (totalling some 25 Km in length) but also because they document the development of the art and science of gunpowder fortifications through nearly four centuries of history. They range from the fronte bastionato of the 16th century, through the opere coronate all'olandese of the late 17th century, on to the French systems established by Vauban and his followers in the 18th century, the emergence of the polygonal style and the influences of the writings of Montalambert, on to the imposition of iron-fronted defences and eventually to the concrete emplacements of the Second World War. Scattered around the whole span of the harbour fortifications are gun emplacements which range from the simple masonry cannoniere, armour-plated embrasures, masonry casemates, concrete pens, Brennan torpedo installations, boom defences, defence electric light positions etc. The nodal point of the harbour area, the City of Valletta, is already designated a World Heritage Site. However, Valletta, as a fortress, only forms the core part of the network of the harbour fortifications - it was the keep, or citadel, of these defences. The other harbour fortifications, although separate fortified entities, were inter-related elements in a larger system - the outerworks, of the fortified city itself.’3

The Kights’ Harbour Fortifications;

1 - Represent a masterpiece of human creative genius;

2 - Exhibit an important interchange of human values, over a span of time or within a cultural area of the world, on developments in architecture or technology, monumental arts, town-planning or landscape design;

3 - Is an outstanding example of a type of building, architectural or technological ensemble or landscape which illustrates (a) significant stage(s) in human history.4

3 Extract from Tentative List Description, http://whc.unesco.org/en/tentativelists/982/ (18 October 2009)
4 The harbour fortifications of Malta: a) constitute inter-related elements within a large fortress system comprising all the

Statement of Significance – The Paola and Corradino Area and its' Environs

The Paola area plays a significant role in the early history of the establishment of the Inner Harbour. As a result of this, the Statement of Significance for the Hypogeum at Hal Saflieni and the megalithic temple site of Kordin III and the tentative status of the Corradino Lines have contributed towards the Statement for the Cooradino and Paola area and is based upon the UNESCO State Party example for World Heritage Sites. By converging these two statements together, the importance of these locations is further strengthened and united in importance.

The archaeology, history and architecture of the Paola and Corradino area and the high level of residential housing, SMEs, ecclesiastical, cultural sites and social activities which occur contributes towards the locations significance through the following:

i) Due to the character of its civic, religious and domestic architecture, the Paola and Corradino area is part of a unique Baroque city plan with Victorian Colonial adaptations which highlights the unique craftsmanship and aesthetic taste of local architectural vernacular and development of town planning systems.

ii) From early after its foundation in the 1620s, the Paola and Corradino area contributed towards setting the pace in architectural and urban development throughout the suburban development of the Island until the first half of this century;

iii) The Paola and Corradino area is unique among contemporary European cities owing to the survival up to the present day of the many monuments and buildings which survived from this period through various Military attacks, the most destructive being the WWII.

harbour area of which the fortress of Valletta was only the inner keep or citadel b) represent important examples of gunpowder fortifications designed by prominent European Engineers - Ferramolino, Laparelli, Floriani. Pagan Valperga, De Tigne etc. - with later important additions made during the British period of the island's history c) document the development of military architecture across a span of 400 years. http://whc.unesco.org/en/tentativelists/982/ (18 October 2009)

Heritage@Risk Assessment

The built fabric of the Paola and Corradino area and its context are in section, currently at 'At Risk' as a result of the current state of urban and industrial impact. Therefore there has been given a Risk Factor of Level 3. A full analysis using ICOMOS parameters for heritage risk assessment indicated that the area is affected mainly by Insufficient Conservation Standards, Maintenance Deficiency and significantly damaged through Risks from Social and Collective Behaviour. The bomb damage and emergency restoration to the buildings over the decades has compromised the Heritage Values of the site.

RISK FACTOR	
NOT AT RISK	LEVEL 1
VULNERABLE	LEVEL 2
AT RISK	LEVEL 3
GRAVE RISK	LEVEL 4
EXTREME RISK	LEVEL 5

The Paola and Corradino area is characteristic of Maltese urban cores especially those in the harbour area which are an agglomerate of large, medium and small properties with problems of adaptive-reuse and sustainable management. However considering the age of many of these buildings within this location and the amount of bomb damage, the location has survived fairly well intact. However many buildings within Paola suffer from fragmented ownership and low rents through Government and private ownership which have been effected by Insufficient Conservation Standards, Maintenance Deficiency. As a result of this, the area has been maintained in a fair condition with only some areas experiencing an overall negative affect towards the fabric through largely incorrect methods of maintenance or lack of maintenance. The location has scored low in the risk level because the processes mentioned above are related to Maintenance Deficiency and Risks arising from Social and Collective Behaviour. The impact on the landscape has been significant through the planting of medium rise buildings which have impacted negatively on adjacent critical heritage assets as in the case of the Addolorata Cemetery and the context of the Paola grid-iron plan set in the promontory.

Aerial photo of the urban fabric of the Eastern Harbour Area. Paola is the major sub-urban development of the nineteenth and twentieth century.

SECTION III – CHARACTER APPRAISAL

Context

Paola is predominantly a residential town. It is served by two arterial roads which link central to South-Eastern Malta and these situated on its periphery of such a town. Smaller towns and villages such as Tarxien and St. Lucija are located in close proximity to Paola. Paola was established during the administration of the Order of St.John by Grand Master De Paola.

Many people decided to move to Valletta when the capital city was built - this created an overpopulation problem. The same had happened in the area surrounding Vittoriosa when this was the capital city – in fact this resulted in the building of Cospicua and Senglea. However this time, for reasons of security to the fortifications, the Order of St.John did not want to issue any permits for settlements in front of Valletta's bastions.

As a solution,G.M. De Paule ordered a new village to be built on the hill known as "Ta L-Gherien" (translated literally – "Of the Caves"). This hill was nearer to the harbour than Tarxien, which was already an established village. It was an ideal place for those people who lived in villages far from their place of work. The G.M. gave this order in 1626 - but his plan did not succeed. The knights arrival to Malta resulted in the cities becoming more protected and so the only way to convince people to move was that their new place would be secured by fortifications. To encourage the people to migrate to Paola the Grand Master built a new church dedicated to St. Ubaldesca. The building of this church started on the 25th August, 1630 by G.M. de Paule himself.

During the British colonization (1800-1964) urban sprawls pushed development outside the established Fortification Lines into the Inner Harbour area. Paola developed into a township with local migration from the Three Cities to Paola. The migrating population was fundamentally connected to the development of the Dockyard and services connected to the Admiralty.

The Corradino Hill area was earmarked fundamentally for the development of a fortified town along the last line of defence; the Corradino Lines. However this project was shelved with the dominance of the Admiralty in the area. The Corradino fortified hill was transformed into a barrack area, naval detention barracks, parade ground and sports grounds (1865). Thus the British admiralty secured dominance on the Eastern part of the Grand Harbour.

Current and past land use

The land use plan for Paola and Corradino has been compiled as part of the Paola Local Plan in the South Local Plan and in the Grand Harbour Local Plan as approved in 2006 and these have undergone successive reviews in 2007 and in 2009.

The Grand Harbour Local Plan is one of five (65) Planning area in which the Maltese Islands are divided; North Harbours Local Plan (NHLP), Northwest Local Plan (NWLP), Grand Harbour Local Plan (GHLP), South Malta Local Plan (SMLP), Central Malta Local Plan (CMLP), Gozo and Comino Local Plan (GCLP). The Local Plan therefore identifies the area of the Grand Harbour with a general policy framework for an integrated system of spatial planning throughout the region. On a local /City-Town level the Grand Harbour Local Plan has area policies. These area policies fall under the diverse localities. Each locality is subdivided further into area policies which target specific areas, quarters or neighbourhoods. Paola and Corradino are in two separate local plans; Corradino being tackled mainly as an industrial site per se. Paola is included in the South Malta Local Plan.

The summary of the Planning Issues in the South Malta Local Plan which target the locality of Paola are based on a strategy which seeks to reverse Paola's population decrease over the past decades through the provision of a planning framework which encourages residents to stay within its environs on securing an improvement to the quality of its environment and an effective utilisation of its remaining land and vacant buildings.

- Upgrading of Ghaddafi Gardens,
- Extension of Addolorata Cemetry,
- Traffic management improvements linked to the redevelopment and of Paola square,
- Relocation of the flea market from Triq il-Foss,
- Redevelopment of the existing street market site,
- Redevelopment of the Pace Grasso site,

• Need for a residential home for the elderly and a day centre,
• Protecting residential quarters in the historical core,
• Mitigating flooding problems around Triq il-Lampuka and part of Triq Sir Paul Boffa.

These actions are integrated with the utilization of dead space and the rationalization or better management of industrial development. In the Grand Harbour Local Plan Corradino (Kordin) is referred to as the industrialised area immediately to the north east of Malta Shipbuilding, including the industrial estate, the waterfront at Ras Hanzir, the Grain Terminal, and parts of Malta Drydocks. The total area is some 93.7ha. In physical terms, the greater part of the area consists of a plateau ending in a steep scarp overlooking the inner part of the Grand Harbour and French Creek. An abrupt change in level of about 38m occurs, with a cliff face forming the landward boundary of the narrow sliver of flat land which is the immediate littoral of the Harbour.

The summary of the actions envisaged for this area are listed as follows;
• the general upgrading of the industrial area as a whole;
• promotion and support for the more efficient use of the waterfront;
• better presentation of the area, to realise its potential as a positive element in the landscape of the Grand Harbour.

The Plan advocates and supports efforts by implementation agencies like MDC to undertake and secure the boundaries of industrial estates and sites, to control access and egress, allow the introduction of landscaping and planting schemes, and prevent the general abuse of the public domain. The waterfront 'strip' is considered to be a valuable resource, and the Planning Authority will work with the Maritime Authority to ensure that this zone is used efficiently in the future, with port related industrial uses being given priority. Most importantly the area policies recognise that although Kordin is overwhelmingly industrial in character there are some historical military assets which are evident, plus limited features of geomorphological interest.

The Paola and Kordin local plan area policies have not envisaged physical facilities building programmes but delineate the upgrading of the infrastructure which are deemed defective or crucial in decongesting the area from traffic.Apart from the arterial and junction upgrades at the Addolorata and Kordin there are also key areas which call for new traffic management regimes. Paola Square, the hub of urban community activity, is a congested area due to a variety of land uses and activities that include retail, housing, religious activity, traffic generation,and the regional Health Centre (that also serves neighbouring localities). Potentially the area could be very pleasant and attractive, but currently the volume of traffic that passes through it prevents this possibility. At peak times around 1,000 vph pass through the Square. About half of this traffic is much localized, accentuating even further the need to undertake complementary traffic management measures on parallel streets to cater for the displaced traffic. The possibility of pedestrianisation or semi-pedestrianisation of this area would ensure to better manage traffic flows into the area, reduce traffic congestion and pollution whilst improving the amenity of this main node in Paola.

A considerable number of route buses pass through Paola Square, and it is vitally important that good public transport accessibility to the town centre is maintained. Consequently, the scheme should continue to allow the movement of route buses in both directions. Good design will ensure that the presence of buses does not compromise the aim of improving public urban open spaces and the overall environment for pedestrians.

The area fronting the clinic is also a prominent public space in the town centre, but currently it is dominated and spoilt by car parking. The relocation of the Health Clinic to the Pace Grasso site (as part of the proposed redevelopment referred to in Policy SMPA 08) is appropriate since the existing clinic at Paola Square has its logistical constraints and would be best vacated for other land uses. The introduction of a CPZ and the construction of a CPPS car park (see Policies SMPA 02 and 08) will moreover allow valuable embellishments (hard and soft landscaping) to be undertaken around this part of Paola Square.

The facilities earmarked in the Grand Harbour Local Plan for Paola are centred mainly on recreational and open space. The priorities include the extension of Gaddafi Gardens and possibly making it more accessible to the public. The relocation of the flea market is also crucial and therefore its further development in relation to market activities in hub. The redevelopment of the local square is in line with the planning priorities for the area. The Pace Grasso or Schreiber development is targeting several needs in the area; the ugrading of the Health Centre,

the development of a Day Care Centre and sheltered housing, the upgrading of the sports facilities which are linked to the local school. In the Corradino area the Local Plan is highlighting the upgrade of the industrial estate and rationalisation of the same.

The summary of the Planning Issues in the South Malta Local Plan which target the locality of Paola are based on a strategy which seeks to reverse Paola's population decrease over the past decades through the provision of a planning framework which encourages residents to stay within its environs on securing an improvement to the quality of its environment and an effective utilisation of its remaining land and vacant buildings. All the Malta College for Arts Science and Technology institutes that are currently spread across the island will be moved to the Main Campus within the next years. The new site will cover both the area where MCAST now stands, Gaddafi Gardens and a stretch of land that leads to the Harbour.

Social and economic background

On a National and regional level On a regional basis, the Island of Malta has 1,517 inhabitants per square kilometre, which is more than three times as much as the Gozitan population density: 452 persons per square kilometre.

Population on the District Scale

Paola statistically forms part of the Southern Harbour District (81, 047) which includes another 14 Councils. These Councils which are nearly interconnected by Harbour Fortifications along the East Waterfront are the following; Birgu, Bormla, Fgura, Floriana, Isla, Kalkara, Luqa, Marsa, Santa Lucija, Tarxien, Valletta, Xgbajra, Zabbar. The Table C5 below above extracted from the Census 2005 refers to a decrease in population in the area of the Southern Harbour District throughout the intercensal period (1995-2005). It also indicated the District as the second most populated area within the Inner Harbour conurbation. The Southern harbour District is the second most densly populated area in Malta.

Population on the Local Scale

Paola has an ageing and declining population, but no home for the elderly or a day centre where senior citizens can socialise. Between 1985 and 1995 the over 60 age group increased by 11.5%. The population growth of Paola has been relatively stable between 1957 and 1985 with only a 2.4% increase over this period. However between 1985 and 1995 the total population registered a decrease of 20% and a further 6% between 1995 and 2005.

Paola is a decreasing population however within the district it still maintains its status as a highly populated township. Together with Tarxien, Santa Lucia and Fgura which are interlinked urban agglomerations through ribbon development form one of the largest populations in the District circa 29,000.

Unemployment Rate – National Statistics

Through the monthly survey 5,861 persons registered unemployment in June 2008. There was a recorded decrease of 476 persons when compared to the same month last year. This News Release provides an overview of registered unemployed persons for the month of June 2008. The source of all data contained within this release is the Employment and Training Corporation (ETC). In June 2008, the number of registered unemployed stood at 5,861. Compared to the corresponding month a year ago, the overall number of unemployed fell by 476 persons. In Malta, the registered unemployed amounted to 5,194 persons, whereas in Gozo the registered unemployed amounted to 667. In the twelve months to June 2008, Malta experienced a decline in unemployment, whereas Gozo has seen a rise on this count (-503 in Malta and 27 in Gozo). The overall increase in the number of registered unemployed in Gozo was the result of an increase of 37 men and a decrease of 10 women on the unemployment register. When it comes to Malta, the registered unemployed, with the exception of the category of persons aged 45 years and over. Both Malta and Gozo reported and increase in the number of registered unemployed aged 45 years and overall decrease in the number of registered unemployed was the result of a decrease of 480 men and 23 women on the unemployment register. In the twelve months to June 2008, all the age groups showed a decline in the number of registered unemployed, with the exception of the category of persons aged 45 years and over. Both Malta and Gozo reported and increase in the number of registered unemployed aged 45 years and over.

Unemployment Rate – District Statistics

The Southern Harbour District has one of the highest records of unemployment in the Maltese Islands. After the North Harbour District the

Southern Harbour District records the highest unemployed and inactive population. Comparatively however when considering population levels and employed the Southern Harbour has the highest unemployment rate.

Average income per household

The Eurostat survey shows that in 2005, Maltese households spent almost a quarter of their budget (24 per cent) on food, beverages and tobacco while a fifth (19.8 per cent) was spent on housing needs including water and electricity, gas, furnishings, household equipment and routine maintenance of the house. According to the EU's statistics office, another sizeable chunk of an average Maltese household budget, 10.1 per cent, went on recreation and culture and 8.3 per cent was allocated to clothing and footwear.The smallest cost for the average Maltese household was education, getting only 1.2 per cent of the budget. This is probably due to free education for all regimes even at tertiary and University level. Despite living in the smallest country in the EU, the Maltese dedicate the largest share of household budgets to transport, according to new statistics issued in Brussels. In 2005 Maltese households allocated 16.6 per cent of their monthly budget to transport, which mainly includes fuel costs for cars and public transport whereas, on average, EU households spend 11.9 per cent of their budgets for the same reasons. The figures, released by Eurostat, compare how EU households spend their money, based on each country's household budgetary survey. The Eurostat officials found that the amount of money spent by Maltese households on transport is surprising, particularly due to the small size of the territory. This is characteristic to small Island States and small states in Europe usually with deficient public transport systems. Overall, the spending patterns of EU households are similar to that of Malta although there are differences between individual countries. On average, in the EU 27 households spend 33.1 per cent of their budget on housing, which includes utilities, followed by 19.4 per cent on food, beverages and tobacco. Another 8.4 per cent is allocated to recreation and culture. Eurostat said that spending patterns vary depending on disposable income. For example, purchases of food, beverages and tobacco made up a quarter of the expenditure for those households with the lowest disposable income and housing gobbled up 37 per cent of spending. In the best-off households, the figures were 15 and 31 per cent respectively. On the other hand, the richest households spent a larger proportion of their expenditure on transport, recreation and culture and restaurants and hotels when compared with those with the lowest disposable income.

A total of 92,046 households or 78.6 per cent of all Maltese households reported having an annual gross income that does not exceed Lm6, 999/ €16,303.28. A good proportion of these, namely 38,157 households or 32.6 per cent of all Maltese households had an annual gross income of up to Lm2, 999/ €6985.79. The number of households falling within the latter income group might be somewhat on the high side due to income understatements. Another 22,360 households or over 19 per cent of all Maltese households reported having an annual gross income in excess of Lm7, 000/€16,305.61.

The National Statistics for the Census of 2005 refers to Paola and the Southern Harbour District as predominantly engaged in manufacturing. The area is actually surrounded by the Malta Shipbuilding, the Malta Dockyards, Marsa Industrial Estate, Bulebel Industrial Estate and the Corradino Industrial Estate. Traditionally those settling in Paola where connected to the Shipbuilding industry. The latter is undergoing through a change and final privatization and early pension scheme. The District has the highest populaton engaged in the sector of manufacturing. The second sector which the population is engaged in is Wholesale and Retail. The numbers in this case are connected to the larger retail hub which is centred around Paola and Fgura predominantly. The other sectors in which the population of the Southern Harbour District is engaged includes; Transport, Storage and Communications and Public Administration and social security.

Paola has also grown as a hub for the South East and in the 80s and 90s developed into an important primary retail centre. The retail activity is situated around the main square, next to the parish church and spreads along the main axis and street which connect the town to Fgura, Tarxien and Santa Lucija. An open air street market is organised in Triq Il-Foss. The retail area and being a major transit hub in the South East creates traffic congestion ("through traffic" to neighbouring localities and other traffic generated specifically by Paola) and parking (including the absence of a public car park) problems that are degrading the overall quality of life around the main square.

Historical Background

Malta historically provided a strategic connection between Sicily and North Africa. It was a vital stop across the Mediterranean. Most antique and early modern shipping hugged the coasts of the Mediterranean to travel from one port to the other. Its strategic significance escalated not only because of the presence of the Order of St. John but also because of power politics in the Mediterranean. It was a maritime fortress against the Ottoman Turk; it offered shelter to the Spanish fleets and provided a quasi-neutral zone for European Princes. The Hospitaller Knights were not just 'border warriors' by the 1600s and 1700s they had established a sovereign independence giving Malta the political clout of a principality. The British in 1800 took the opportunity to exploit Malta's position to extend their influence in the Mediterranean region from Gibraltar, to Minorca through Malta and Egypt. The main interest was, increasing the possibilities of export and import and consolidating the British Empire. The presence of the Mediterranean fleet in the Maltese Islands and concentrated around the harbour created an industrial urbanisation. Today as a European State Malta still maintains a crucial political role in Euro-Mediterranean relations. The several historical strata, its mixed European population, the various influences through colonisation have transformed the Island into a veritable European Nation fusing diverse European culture. These are reflected in the people's customs, their religion, language and politics.

The evolution of the Maltese culture and population is recorded in its urban fabric; in its architecture, styles and grammar, in the urban plans, development and urban fabric and in the social texture. This is more vividly pervaded and portrayed in the Harbour area which from the early 1500s saw the transformation of the Island into a maritime city and fortress.

Malta's population based on the 1995 statistics is of 375, 132. Due to its size it has one of the highest population densities in the world. The census rates published recently are based on local council boundaries and Malta is usually described as predominantly urban. The latest census is also classified by regions: Inner Habour, Outer Harbour, South Eastern, Western, Northern, Gozo and Comino. The largest concentration of population recorded recently is in the outer harbour region. This region has seen the largest population growth between 1985 and 1995 from 98,610 to 112,882, an increase of 14.5 percent. Although this region recorded also an increase in population density in the same period (from 3,301 to 3,389 persons per square kilometre) it is still not the most densely population region of the Island. The Inner Harbour is the region which expanded mostly during the nineteenth and early twentieth centuries. This area still retains the highest population density with 5,258 persons per square kilometre. Nonetheless the localities in the Inner Harbour region registered a decrease in population levels losing 13,202 inhabitants or 12.9 percent in a decade. The region's relative share of the total population dropped substantially to 23.5 percent from 29.5 percent in 1985. The reasons for these recorded shifts especially from the inner to the outer harbour area may be the result of; internal migratory flows, a net inflow of migrants, the emergence of new residential areas, the conversion of residential units into business premises and the further degradation of substandard residential units. The changes in locality boundaries may also have affected the recordings on which the census was based. However the localities forming the inner harbour region may be divided into three groups and all record an urban growth from 1530 to 1950.

Topography, Toponomy and Geography - The Tangible and Intangible Assets

The Emblem of Paola shows three spirals representing the Neotholic period, above three Peacocks that represent the Coat of Arms of Grand Master Antoine de Paule. The sheaves of wheat are a reminder of farming that was the main sector of the region.

The area of Paola is rich in tangible built heritage. The area is characterised by interesting critical assets dating to the Neolithic and Paleo-Christian Period. Within the Local Council boundaries and its environs there are critical assets of International Importance. In Paola there are also archaeological sites which are of critical National importance.

The Archaeological Assets

The date of Inscription of the Hypogeum as a World Heritage Site was 1980. It was inscribed under criteria: (iii). The Hypogeum is an enormous subterranean structure excavated c. 2500 B.C., using cyclopean rigging to lift huge blocks of coralline limestone. Perhaps originally a sanctuary, it became a necropolis in prehistoric times. The Hypogeum consists of halls, chambers and passages hewn out of the living rock and covering

some 500m². The rock-cut chambers are of a diverse shapes and sizes and finished to different standards of workmanship. The complex is grouped in three levels – the upper level (3600-3300 BC), the middle level (3300-3000 BC), and the lower level (3150 -2500 BC). The deepest room in the lower level is 10.6 metres under road surface.

On the Kordin Heights immediately above Grand Harbour once stood 3 temples. The first has disappeared under an industrial estate whilst what scant remains there are of the second are in a restricted area. Only Kordin III survives despite suffering a direct bomb hit in World War II.

The temple, in a very ruinous condition, is of the standard Ggantija phase 3-apse design. It is the only temple whose forecourt, in front of the concave facade, is stone paved as is the entrance passage leading to the central court. Behind the temple and contemporary with it are small rooms possibly used for storerooms or the like, or even an irregular lobed minor temple? The most notable feature on the site is the 2.75 metre long 'trough' lying across the entrance to the left apse. It has seven deep transverse grooves produced by grinding. It is made of hard limestone brought from over 2 kilometres away so it is highly probable that it is for for grinding corn (a multiple quern) and contemporary with the temple rather than for grinding 'deffun', the traditional Maltese roofing material, which would make it considerably more recent. The site is in a walled enclosure next to the Church and is kept locked.

The Maltese paleochristian catacombs are amongst the most important early Christian monuments south of Rome. The islands are rich in these types of burial sites which date to the late Roman and Byzantine period, of which many are found on the Rabat plateau, immediately outside the Mdina ditch. In fact the Abbatija tad Dejr site can be found in the area known as Nigret, on the outskirts of Rabat in the face of a low hill overlooking Gheriexem Valley.

The Maltese ancient Christian tombs form regular and frequently sizeable cemeteries below ground level. Several graves are commonly found within the same hypogeum, access to which is provided through one common entrance. The Abbatija tad-Dejr consists of four hypogea (chambers) tunneled next to each other with the first hypogeum being the largest. It is the latest of all the early Christian catacombs found in Malta being excavated during the shifting phase from underground to above ground burials. Even though these catacombs are smaller than those of Rome, Naples, Syracuse and Sousse, they are very richly decorated. This complex shows evidence of architectural design features such as: sculpted scallop shells, arched pottery shelves, pilasters with pseudo-Corinthian capitals, roundels with the chi-rho monogram (a Christian monogram and symbol formed from the first two letters X and P of the Greek word for Christ), fish-scale decoration, palm fronds, Latin crosses and curled volutes. The Paola Paleo-Christian tombs have been recorded in various visits and description to the Maltese Islands.

The Military Heritage

The built architectural heritage is also of World Heritage importance. The Cottonera and Corradino fortifications were inscribed as part of the Tentative list for UNESCO and have been scheduled by the Malta Environment and Planning Authority as part of an Area of High Landscape Value.

- Corradino Lines
- Cottonera Lines

The Corradino Lines were a reaction to the deficiencies in the Cottonera Lines which were highlighted during the French period. The Maltese garrison used Corradino Heights as a vantage point. Colonel Dickens not only tried to level the heights he also suggested the consolidation of an already existing landward series of defences. The project was amplified with the proposal of a new fortified town. This idea was retracted by the Governor when the Admiralty took over the whole area and designed a naval prison and ancillary grounds.

The Cottonera Lines are a massive line of fortifications surrounding the Three Cities of Vittoriosa, Senglea, and Cospicua, in Malta. They are entirely built on four of the Bormla (Cospicua) hills. Grand Master Cottoner is still linked to Bormla with his surname's coat-of-arms now depicted in the emblem of the Bormla Local Council. They were designed by Italian engineer Antonio Maurizio Valperga in the 17th Century, and named after Grand Master Nicolas Cotoner.

These fortifications are a series in the form of a girdle which make up part of a unique ensemble not only for their sheer scale and concentration (totalling some 25 Km in length) but also because they document the development of the art and science of gunpowder fortifications through nearly four centuries of history. They range from the fronte bastionato of the 16th century, through the opere coronate all'olandese of the late 17th century, on to the French systems established by Vauban and his followers in the 1 8th century, the emergence of the polygonal style and the influences of the writings

of Montalambert, on to the imposition of iron-fronted defences and eventually to the concrete emplacements of the Second World War. Scattered around the whole span of the harbour fortifications are gun emplacements which range from the simple masonry cannoniere, armour-plated embrasures, masonry casemates, concrete pens, Brennan torpedo installations, boom defences, defence electric light positions etc.

The architectural heritage in the area is diverse combining styles from different epochs mainly; Baroque, Colonial Victorian style, the local vernacular extending from the 18th century to early twentieth century.

• Civil Prison

• Corradino Military Detention Barracks

The Corradino Civil Prison was the first regulated prison in the modern prison regulatory system or regime. The Valletta (City) prison was demolished and a new one built on Corradino Heights between the early 30s and late 40s on Georgian and Victorian principles. Richard Lankesheer started works by excavating the site and later William Land Arrowsmith accomplished the project in line with guidelines from panopticon designed prisons or model prisons as in the case of Millbank and Pentonville.

The Corradino Military Detention Barracks are a unique example of 19th century Military Detention architecture. It is the only known example still in existence within Malta that was created during this period. As a result of densification through the development of the township of Paola and the Kordin area, many of the buildings which were once part of the overall complex have since been destroyed. Apart from the married quarters (which were severely redeveloped), it is only the central area of the Barracks which remains to a certain extent intact. This includes the Gate House, Administration Block, boundary walls and a 3-Wing Detention Block system. As a result of this, the importance of the buildings survival is crucial and the complex considered a critical asset. This asset is also highly significant due to the fact that it survived World War II and the heavy bombing which occurred around this area. The monument also survived the post-war period when it was later used as a storage facility. Additionally, the buildings were used as a holding area for both Maltese and foreign soldiers during WWII and internees. For this reasons mentioned here this building is of great historical importance both nationally and internationally.

Cultural Built Heritage

Constructed between 1861 and 1869, the Addolorata cemetery, remains one of the finest examples of mid-19th century architecture which still survives today. Created at a time when controversy existed over extra-mural burials, and when religion directly influenced the style and design of church property, the Addolorata cemetery represented a turning point in Maltese cemetery architecture and funerary monument design.

Church dedicated St.Ubaldesca

On the 25th August 1630, Grand Master Antoine De Paule laid down the first stone of the first parish church in Paola. This was the first proper building built in Paola during those days. This church was dedicated to St. Ubaldesca who was a sister of the Order of St. John. Mass was celebrated during feast days and on the 28th May, the day dedicated to St. Ubaldesca.

Parish Church – Christ the King

The parish church, situated at the heart of this village is dedicated to Christ the King. On the 24th of December 1923, the local government donated a piece of land so that a church big enough to house the ever-growing population of Paola could be built. Guże' D'Amato, a wealthy land owner, also donated a piece of his own land so that the church could have a magnificent vestibule. Guże' D' Amato drew the blueprint of the church in the shape of a large cross nut since D'Amato was not an architect, Philip Tortell lent his signature to the plans. The corner stone to the church was laid exactly two months after, on the 24th of February 1924.

The Palatial Buildings

In the development of the Paola promontory two main palazzos and some palatial villas were constructed as part of the grid iron pattern system of the town design. One of the palaces and estates of Corradino disappeared with the rebuilding of the area and establishment of the Admiralty and the building of the Corradino Military Detention Barracks. The other Palazzo's which both reflect Baroque Maltese stylistic developments are the Palazzo Testaferrata and Palazzo Perellos. The latter was used as retreat for the Grandmaster in an area popular at the time as a hunting ground. Baron Testaferrata has estates in the area and had a commanding view over the Marsa Creek.

Other landmarks

The Mosque was established in 1975 on plans developed by the Libyan Gemaharija and Alfred Balzan was the Engineer responsible for the

works. The complex includes a Cultural Centre, a School a Cemetery and Gaddafi Gardens.

Docomomo MALTA is focusing on the educational buildings from the post-war period, which are the reference point in the socio-political development of the island. The chosen architectural complexes reflect the change in the transition of the Maltese Islands from a colony towards independence. The Corradino Secondary Technical School, Paola, a. Joseph Consiglio, 1958 is a very good example and is in a good condition although at risk of local architecture in the modernist style and how the style was adapted in Maltese stone and transmitted through school design.

Intangible Heritage

There is also characteristic intangible heritage in the locality which is connected to the activities in the town be it socio-cultural, religious or political. The predominant cultural heritage is connected to; (a) Religious Feasts and (b) Sports.

Feast of Christ the King and the Holy Week
The main festas follow the religious calendar with the Holy Week in Easter. During Holy week there are exhibitions and religious displays. A full procession is organised on Our Lady of Sorrows, Good Friday and Easter Sunday. There are two parish churches one is dedicated to Christ the King and the other to Our Lady of Lourdes. The feast of Christ the King is celebrated on the 4th Sunday of July, whereas that of Our Lady of Lourdes is celebrated on the 1st Sunday after the 15th of August. The parish also has a Franciscan church dedicated to Saint Anthony in part of the parish called Għajn Dwieli. St.Ubaldesca Church is the oldest church in Paola in fact it was the first parish church in Paola. Presently it is undergoing restoration.

Fra Antoine De Paule Philharmonic Society.
There are three band clubs in Paola. The most established is Fra Antoine De Paule Philharmonic Society which was founded in A.D. 1898 in the town of Paola, Malta. Since then it has evolved to become one of the best on the island. It now holds an annual concert in autumn as well as a number of home concerts to celebrate special occasions such as Mother's Day and Christmas. Worth mentioning is its participation in the Good Friday and Easter processions and in some typical Maltese village feasts especially that of Christ the King celebrated annually in Paola.

Hibernians FC
Hibernians F.C. is one of the top football teams in Malta. The club was founded back in 1922, but football in Paola, Rahal Gdid in Maltese, dates back to 1894. The origins of Hibernians are traced back to the so-called amateur era of Maltese football. In 1922 a club was formed in Paola representing Gerald Strickland's Constitutional Party. The club participated in the newly established minor Amateur League in the same year. This, however, was their last for a few years until season 1927/28 when the team of Constitutionals FC was reformed to become one of the top in amateur football.

The team has a long successful story in its 85 year-old history. Hibernians have never played in a lower division, making it the only club that has always played in the Maltese top division. Hibernians also were the first team to represent Malta in a UEFA competition, in 1961. Among other important results one can find two of the best ever results Hibs have obtained in the UEFA competitions. These results are both 0-0 draws in Malta, against mighty European football giants Manchester United and Real Madrid.This main football Club led to the organisation of other sports activities centred on the Corradino Pavilion. The Pavilion served for the establishment of nurseries and competitive teams in basketball, hockey and martial arts. AS Hibernians in the past two decades has established itself as a point of reference in National Sports activities these include; national rugby matches, tennis, football and basketball. The area of Kordin all houses the Vittoriosa Lawn Tennis Club. The Vittoriosa Lawn Tennis Club is one of the leading Tennis Clubs in Malta. It is recorded that since its foundation thirty years ago, the number of individuals whoat any time were registered as club members has reached the 10,000 mark. The first International Tennis Tournament was held in 1984 attracting many highly ranked foreign players.

Statutory and non-statutory designations

Listing and Scheduling

Through Chapter 15 of the Structure Plan of the Maltese Islands and as per Section 46 of the Development and Planning Act identifies levels of heritage assets of significance are identified and assigned a level of protection. Once a property is assessed and considered to contain heritage significance it is then ranked according to the degree of protection. These properties published on

the Government Gazzette are referred to as scheduled property. In terms of planning the degree of protection provides guidance regarding what development is considered and not considered acceptable. These are also included in the Malta Scheduled Property registrar. Together with other towns Paola with a considerable number of cultural heritage assets scheduled and protected.

There are currently listed and scheduled assets or properties registered on the Paola locality. These are predominantly archaeological and architectural assets.

The archaeological assets of Paola feature as the most critical not only as Areas of Archaeological Importance in the Paola locality but also as assets per se and in their collective importance.

The other significant site is Kordin III which is also critical assets with a Grade A and a buffer around the site to control further encroachment.

The fortifications of Cottonera were submitted in 1998 for World Heritage listed as part of the Tentative List:
(a) constitute inter-related elements within a large fortress system comprising all the harbour area of which the fortress of Valletta was only the inner keep or citadel,
(b) represent important examples of gunpowder fortifications designed by prominent European Engineers - Ferramolino, Laparelli, Floriani. Pagan Valperga, De Tigne etc. - with later important additions made during the British period of the island's history and (c) document the development of military architecture across a span of 400 years.

Urban Conservation area designation

The Urban Conservation Area of Paola was designated through Government Notice of as contemplated in the Structure Plan for the Maltese Islands. The UCA is not simply a heritage conservation designation but is tightly connected to planning including issues connected to redesign of the fabric and spaces which have to take into account the historical setting. As part of the Structure Plan policies under UCO 7 all assets of historical value are listed.

Local Plan

Paola's Local Plan has been compiled as part of the Grand Harbour Local Plan and South Local Plan. The GHLP SMLP stipulates general policies for the area and specific policies and land-use framework specifically for the township of Paola. The Grand Harbour Local Plan is one of seven for the Maltese Islands. Local Plans set a framework to base decisions on land use and development over the next ten years. Decisions on the use and development of land clearly affect all members of the community including residents, businesses and visitors. The main purpose of the plan is to provide a land use strategy that balances environmental, economic and social issues.
The Plan includes protective policies to safeguard the area's remaining open spaces and historic buildings but also highlights opportunities for development. The plan will be implemented by both Government and the Private Sector. The local plan was approved by the Planning Authority board on 12th July 2006 and endorsed by the Minister for Rural Affairs and the Environment on 3rd August 2006.5
Following the General Policies set out in the Grand Harbour Local Plan it must be noted that according to GH1 the following applies;

GH01	*Urban Conservation Areas*
Urban Conservation Areas are designated, the boundaries of which are shown on the respective maps. Development proposals within Urban Conservation Areas will be required to preserve and enhance the character of the area, and will have to follow the approved guidance 'Development Control within Urban Conservation Areas' (July 1995).	

In the light of specific Sections of the GHLP the suggested interventions have followed closely the guidance set in 'Development Control in Urban Conservation Areas' published by MEPA in 1995. It also refers to the document 'Conservation Philosophy and a new approach to Conservation Issues' published by MEPA in 1998 which looks into the implications of sustainable conservation and the adaptive re-use of critical and constant assets.
More specifically the GHLP refers to Valletta's potential as an Urban Conservation Area and its World Heritage Status.

According to MEPA the strategy adopted seeks to establish an improved attitude towards Cultural Heritage. This implies a better understanding of, and an improved respect for, issues of historical importance, whether relating to an individual object, a building or a line of fortifications. The approach and emphasis is on conservation rather than preservation only; and on reuse for compatible reasons rather than for no use at all or for illegal and/ or uncomplimentary uses. Therefore the Policies try to achieve a sense of balance between the need to safeguard Heritage through adaptively reusing it and the need to protect it from incompatible uses. The Action Plan will thus be applying criteria set for Grade 1/Grade 2 buildings as prescribed in Policy UCO7. The Planning Authority acknowledges the important role of structures considered as national monuments, in the

[5] http://www.mepa.org.mt/ghlp-docs

social and historical spheres of the Local Plan area. No development which adversely affects such monuments will therefore be allowed in their vicinity, or where it will reduce or compete with importance of the monuments of the Plan area.

MEPA policy goes beyond the purpose of re-use and adaptive use. It is realized that restoration work is very expensive to carry out and the responsible organizations should embark on a funding plan rather than carry out works on an adhoc basis. For this reason also, MEPA must ensure that the techniques used restoration are the best ones, and that the quality of restoration will not be affected by the lack of funding. If not done professionally and in the correct manner, restoration techniques can themselves be a threat to the monuments that they are trying to protect. It is imperative that this scenario does not occur. It is also important to emphasize that any preservation work carried out on a listed building needs development approval according to Section 46 (iv) of the Development Planning Act 1992. This will also apply to those structures with a potential for listing.

Development Planning Act, Cap. 356 Section 46

This Act gives MEPA the authority to inventorize and schedule assets falling under the various categories. Apart from the main section the legislation also formulates Emergency Conservation Orders issued to safeguard assets in eminent danger of being destroyed or jeopardized. Scheduling is a discretionary national list which includes properties, sites and assets which are published in the Government Gazette as per Section 46 of the Development Planning Act. Section 46 describes scheduling as "a list of areas, buildings, structures and remains of geological, palaentological, archaeological, Architectural, historical, antiquarian or artistic importance, as well as areas of natural beauty, ecological or scientific value". The list of scheduled property may be revised and the Authority may issue "conservation orders" to regulate their conservation. To fit within these parameters Heritage Enterprise has devised the CMP to act as a Conservation Order geared to conserve the site. The planned re-development falls within the conservation policy parameters and is geared to develop as a conservation project with a Maintenance Plan following international conservation criteria.

Cultural Heritage Act, Cap 445

The Cultural Heritage Act, Cap 445 is administered by the Superintendent of Cultural Heritage. Although the Act falls beyond the responsibility of MEPA, it does give the Superintendent, powers to request a building to be scheduled which it deems fit. The SCH however is an advisor and consulting body together with MEPA and regulates restoration interventions in listed buildings. For the purpose of this Act, and to comply with Part II and Part III of the same this project has been devised to apply 'good practice' and direct the adaptive reuse of this Cultural Heritage resource. In accordance with the principles and objectives of integrated conservation, the Action Plan;

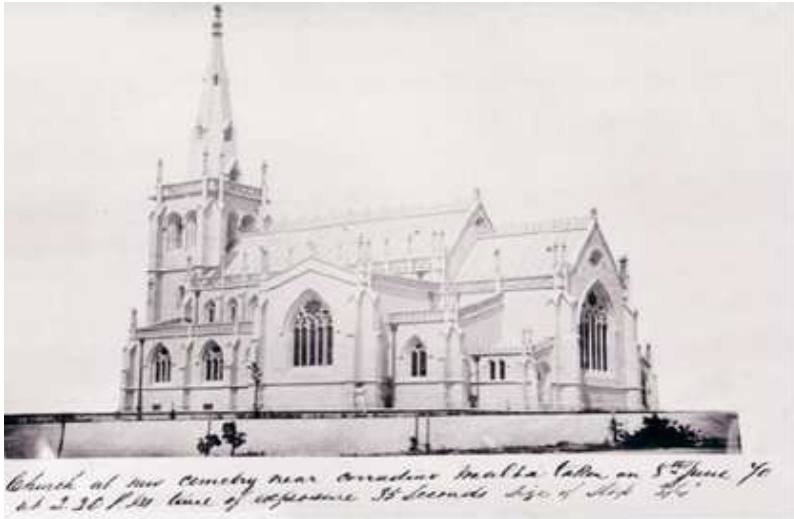
Sustains the integration of conservation and management practices with respect to Cultural Heritage at all levels through private-public partnership.

Ensures that this initiative takes into account policies of social inclusion through education and public awareness.

Ensures that existing local communities benefit directly from the project by creating a better quality of life through environmental upgrade and embellishment.

Directs financial development by encouraging the owners of this asset to maintain, conserve, protect and make good use of such property.

Top to bottom: Old nineteenth century photo of the Neo-Gothic Addolorata Cemetery. Paola Parish Church Cupola one of landmarks of the Grand Harbour and the Mosque and Islamic Centre built in the 1980s.



SECTION IV -

SUSTAINABLE PLANNING FOR URBAN REGENERATION

The main aim of this Action Plan is not to drift away from main stream planning but to create new regeneration planning initiatives within an existing planning context. The Action Plan will harness the knowledge base from existing reports and studies.

This Action Plan is based on an integrated and holistic approach which builds upon valid existing policy and planning frameworks which have been studied and reviewed successively by local stakeholders. Therefore the Action Plan will not only tie in Government priorities and solely on Operational Programme Axis but is identifying a series of planning and policy systems which are legislatively set to direct urban development.

The Structure Plan

The Structure Plan which was drawn up in 1990 provides strategic guidance on land use in the Maltese Islands. It was compiled as a Government initiative through the newly instilled Planning legislation 'to encourage further social and economic development of the Maltese Islands and to ensure as far as possible that sufficient land and support infrastructure are available to accommodate it.' The Structure Plan is directed 'to use land and buildings efficiently and consequently to channel urban development activity into existing built up areas particularly through rehabilitation and upgrading of urban areas thus constraining further inroads into undeveloped land.6 The Structure Plan is also targeting the improvement of the quality of all aspects of the environment. In this case reference will be directed specifically at UCO and ARC policies (refer to Annex).

6 Structure Plan for the Maltese Islands - Draft Final Written Statement and Key Diagram (December 1990) full written statement, http://www.mepa.org.mt/lpg-structureplan, (17 October 2009)

The Local Plan

Local Plan is prepared by the Malta Environment and Planning District for the various localities in the Maltese Islands. These plans in the Maltese context have been integrated into regions one of which is the Grand Harbour Local Plan which encapsulates Corradino and neighbouring Council areas and the SMLP which refers to Paola and its environs. The legislative standing of the Local Plan is pivotal and all development applications must be assessed in the light of the respective policy applicable to the site in question, and not in relation to other commitments (use or height) in the vicinity, unless this is allowed in the specific policy in the Local Plan itself or in another policy document in force.7

Major Developments

In the area known as Pace Grasso or Schreiber the Local Plan earmarks the site of the football pitch as an area for redevelopment and regeneration. The Pace Grasso site (19,390 m2), which is Government owned, currently consists of a garden, bocci pitch, club house and a full sized football pitch. The high walls that surround the site generate considerable adverse visual impacts. The use of the football ground for competitive matches has over the years waned, although the site is nowadays also used by schoolchildren in view of restricted playing pitches within the nearby schools` grounds.

The site is under-utilised and the existing amenities will be extensively improved as a result of the comprehensive development and would provide for added facilities to be enjoyed by the local community. The dominant land use in this comprehensive redevelopment should be sports and recreational facilities and the reinstatement of the full-sized football pitch and improved access for usage by schoolchildren. The overall development should also integrate other displaced facilities (bocci pitch and club house, landscaped environment), whilst provide for the provision of indoor sports facilities (e.g. gymnasium or squash courts).

The Schreiber project is a priority project in the regeneration of the Grand Harbour on a national scale. The Schreiber Project is a €30 million scheme to redevelop an existing football ground land in Paola, the proposed project once completed shall offer the following facilities:

7 Local Plans Interpretation document, December 2007, http://www.mepa.org.mt/LpDocumentDetails?syskey= 671 (17 October 2009)

- New up market residential apartments & penthouses (2-3 bed)
- Day centre for the elderly.
- Fully fledged regional health centre.
- Sheltered apartments for the elderly.
- Social Services Offices.
- Commercial zone.
- Parking facilities and garages.
- Indoor sports facilities.
- Revitalised football ground.
- New bocci club and pitch.
- Revitalised public garden.

Significant transport facilities building programme

The Paola and Kordin local plan area policies have not envisaged physical facilities building programmes but delineate the upgrading of the infrastructure which are deemed defective or crucial in decongesting the area from traffic. Apart from the arterial and junction upgrades at the Addolorata and Kordin there are also key areas which call for new traffic management regimes. Paola Square, the hub of urban community activity, is a congested area due to a variety of land uses and activities that include retail, housing, religious activity, traffic generation,and the regional Health Centre (that also serves neighbouring localities). Potentially the area could be very pleasant and attractive, but currently the volume of traffic that passes through it prevents this possibility. At peak times around 1,000 vph pass through the Square. About half of this traffic is much localized, accentuating even further the need to undertake complementary traffic management measures on parallel streets to cater for the displaced traffic. The possibility of pedestrianisation or semi-pedestrianisation of this area would ensure to better manage traffic flows into the area, reduce traffic congestion and pollution whilst improving the amenity of this main node in Paola.

A considerable number of route buses pass through Paola Square, and it is vitally important that good public transport accessibility to the town centre is maintained. Consequently, the pedestrianisation scheme should continue to allow the movement of route buses in both directions. Good design will ensure that the presence of buses does not compromise the aim of improving public urban open spaces and the overall environment for pedestrians.

The area fronting the clinic is also a prominent public space in the town centre, but currently it is dominated and spoilt by car parking. The relocation of the Health Clinic to the Pace Grasso site (as part of the proposed redevelopment referred to in Policy SMPA 08) is appropriate since the existing clinic at Paola Square has its logistical constraints and would be best vacated for other land uses. The introduction of a CPZ and the construction of a CPPS car park (see Policies SMPA 02 and 08) will moreover allow valuable embellishments (hard and soft landscaping) to be undertaken around this part of Paola Square.

Landmark Projects

All the Malta College for Arts Science and Technology institutes that are currently spread across the island will be moved to the Main Campus within the next years. The new site will cover both the area where MCAST now stands as well as Gaddafi Gardens and a stretch of land that leads to the Grand Harbour.

A Vision for the Grand Harbour

The Government, during December 2007 formally announced the regeneration of the Grand Harbour area along with other projects in the Marsamxett Harbour. An ambitious target has been set to deliver urban renewal projects within this historic but important central port within the Maltese islands by 2015. The document targets under-utilised space to stimulate new levels of investment to turn the harbour into one that is functional all year round. Through the document the Government has committed itself to reopen parts of the Valletta historic landscape and plan a continuous heritage walk.8 The area around the Creek in Corradino at the base of the promontory which is an underutilized industrial site is earmarked for a maritime Institute and maritime techno-park.

Paola Urban Conservation Area

The Urban Conservation Areas (UCAs) are important areas within Maltese cities, towns and villages. These areas represent the identity of the various localities. However, over the years these areas have experienced various changes as a result of a number of interventions which in various instances have transformed the character of the UCAs. UCA Street Categorization Exercise is to establish a streetscape classification hierarchy within Urban Conservation Areas in the localities falling within the South Malta Local Plan, Marsaxlokk Bay Local Plan, Central Malta Local Plan and North West Local Plan. The Valletta UCA

8 https://mitc.gov.mt/page.aspx?pageid=199&printonly=true (17 October 2009)

was established in 1994 (3039/94) together with Floriana and the Three Cities which were set as a priority as part of the Structure Plan. There has been no Street Categorization for Valletta but the value with the landmark buildings and visual connectivity in these streets will definitely put most of Valletta in the Category A scale.

World Heritage Site Management Guidelines

Reference is being made to overarching regulatory or international frameworks which guide World Heritage Sites. According to paragraph 97 of the Operational Guidelines for the implementation of the World Heritage Convention (2005), "All properties inscribed on the World Heritage List must have adequate long-term legislative, regulatory, institutional and/or traditional protection and management to ensure their safeguarding". In the Draft Resolution WHC-07/16.GA/12 'Protection and Management plans, conservation tools and promotion of World Heritage properties' reference is made to the Operational Guidelines which in paragraph 108 state: 'each property should have an appropriate management plan or other documented management system which should specify how the outstanding universal value of a property should be preserved, preferably through participatory means."

The Operational Guidelines provide also general guidelines in terms of protection and management. As stated in paragraph 96, "Protection and management of World Heritage properties should ensure that the Outstanding Universal Value, the conditions of integrity and/or authenticity at the item of inscription are maintained or enhanced in the future".9

The references above to local planning regimes for the area have been made because Operational Guidelines (paragraph 110) recognize that "Management systems may vary according to different cultural perspectives, the resources available and other factors. They may incorporate traditional practices, existing urban and regional planning instruments and other planning control mechanisms both formal and informal".10

Preparation of the Action Plan

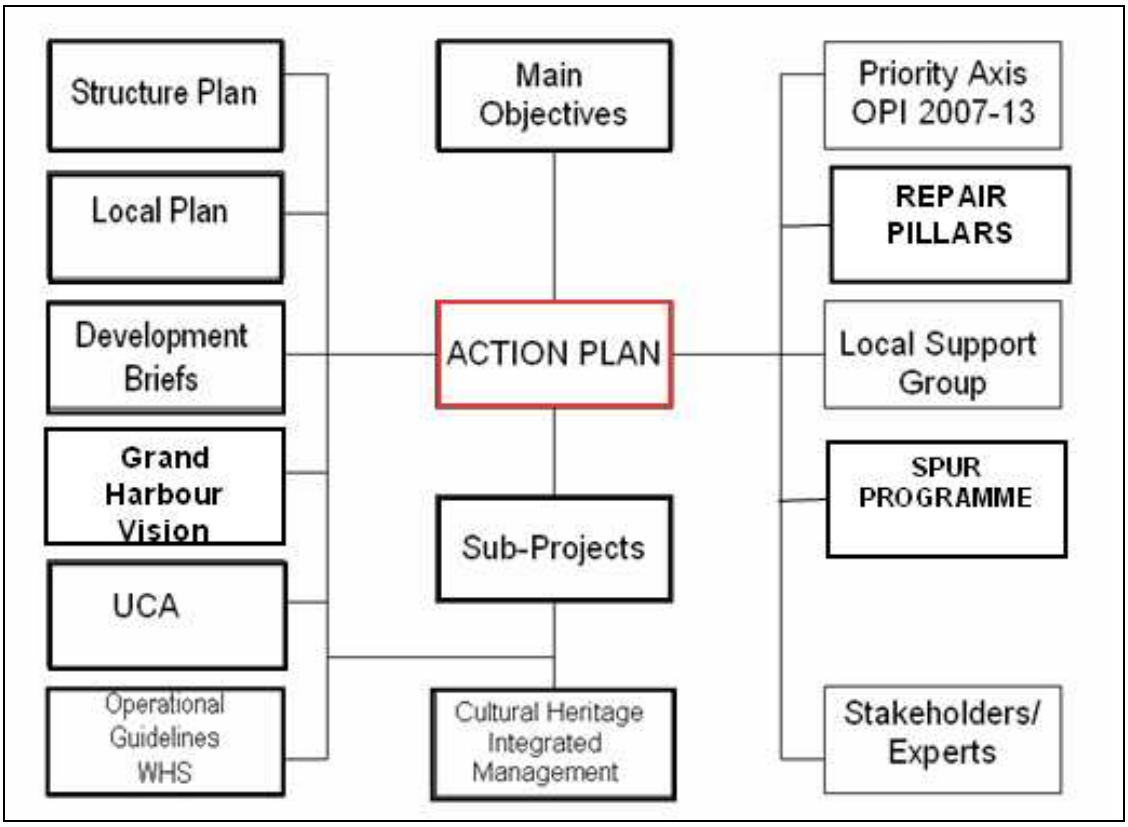
The preparation of the Action Plan has been overseen by the Paola Local Council and the Local Support Group a network of key stakeholders of local and national organisations with management responsibilities, and representatives from various sectors of the township. The Local Support Group has developed ideas and objectives which assisted in compilation and development of the Action Plan by the Co-ordinator and Consultants. Consultations ensued with specific stakeholders and the general public. The stakeholders are a large group of interested local individuals and organisations from different sectors of the City including residents, business, planning, heritage, tourism and education.

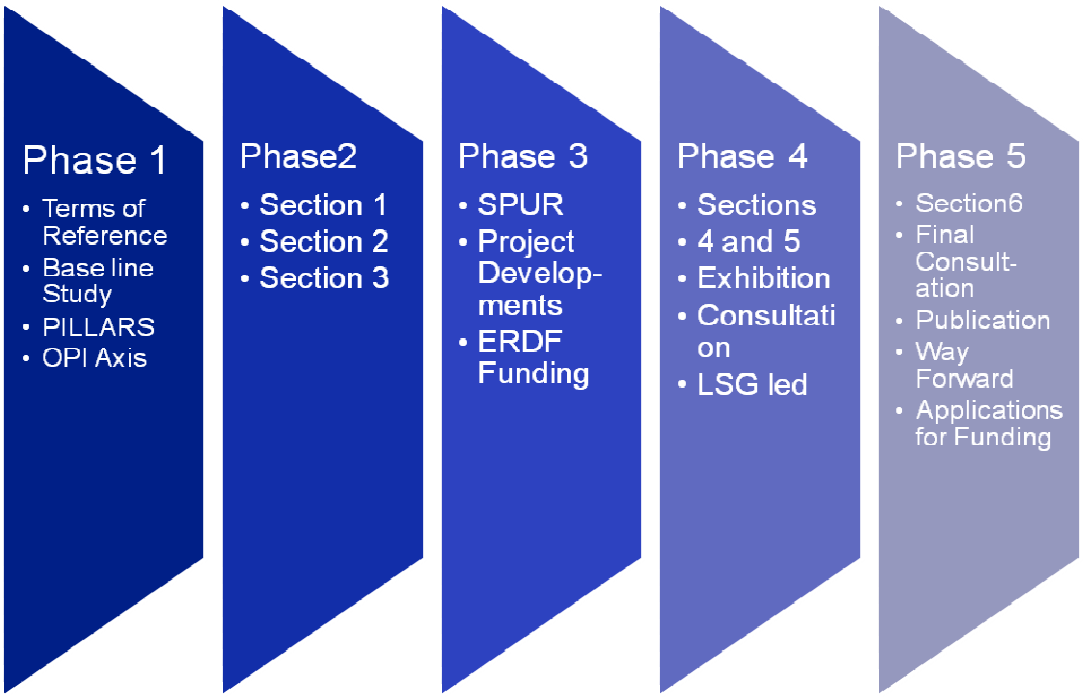
9 https://whc.unesco.org/document/9346 (18 October 2009)

10 https://whc.unesco.org/document/9346 (18 October 2009)

Above : Action Plan Framework.

Below : Action Plan Phasing.





SECTION V -

Management Issues and Objectives

Instilling best practice in sustainable urban regeneration calls for a process driven by Transit Oriented Development and SMART redevelopment. Specifically the policies earmarked for the regeneration of the Grand Harbour and Marsamxett includes the surrounding docks across Marsa, Paola and within Cottonera itself. Policy direction has advocated the conservation of the historical heritage with a 'balanced approach' to the economic, touristic and environmental needs of the local economy.

To coordinate and deliver these projects of national importance, one specific Ministry has been formed to address, Capital Projects, Road Construction, Transport and Communications. There are few examples in Europe, which encompass holistic governance in this sector. The inclusion of Communication gives a further opportunity for the Maltese government to deliver 'Smart Growth' for the Harbour region and the Maltese Islands.

In order to bring these projects to fruition, the Government has adopted a policy as part of its national Operational Framework, known as 'Transit Oriented Development' (TOD). The approach of TOD was developed after benchmarking with international operational practices and applying these to the local Maltese context, it was identified to make the Capital and the Habour a successful economic and political hub centered on a transit-based model, reflecting in line with the proposals within the Grand Harbour and the Port of Marsamxett.

The adaptation of TOD concept as a flexible tool, applied locally has been sought to create a synergy between all the major Capital projects in Malta with land transport, whilst revitalising urban and suburban neighbourhoods, communities and ultimately making the local economy sustainable. Namely, the 'Valletta Vertical Connection', 'Dock No.1', 'Marsascala Transit Village' and the 'Cottonera Action Plan - Social Inclusion through better mobility and accessibility' are all based on these integrated planning mechanisms

The main objectives of these projects is to deliver TOD and Smart Growth through the principle of sustainable communities to make sure that neighbourhoods are equipped to respond to challenging economic, social and cultural trends. The projects and action plans promote social inclusion and subsidiarity through partnerships, which are the vehicle to create better accessibility within the social texture of the areas. The points of reference in the urban fabric are enhanced through 'good design'.

A forecast over the next five-year period shows an increment in regeneration project development with an estimated value of the capital investment set to increase from €385 to €506 Million. The percentage of modal split (private and public transport) has also been raised by 10% in a five year span (stimulated by the Valletta Transport Strategy). New transport modes have been adopted fully with an encouraging response of the public participation of up to 85% willingness to pay.

Smart Growth within Malta is being further fuelled by the 'showcase' project Smart City in the inner harbour, which will convert an industrial estate into a mixed-use regeneration node based on Information and Communication Technology (ICT). The investment of €192 M will spur further 'Smart Island' policy and promote Malta as a leading innovator in the field of IT based activities. Furthermore, the Ministry is also working alongside other European partners in implementing on a national scale the EU's urban development initiatives: the Leipzig Charter & the EU Green Paper on Urban Transport.

The Malta Environment and Planning authority also contributes significantly. The MEPA based Structure Plan Policy for the Maltese Islands has established benchmarks territorially for integrated spatial planning.

The Structure Plan was drawn up in 1990 to provide strategic guidance on land use in the Maltese Islands. It contains 320 policies on settlements, the built environment, housing, social and community facilities, commerce and industry, agriculture, minerals, tourism and recreation, transport, urban and rural conservation and public utilities. The Structure Plan

is a strategic long term plan for the Maltese Islands which, for most purposes, covers the twenty year period to the year 2010. It is concerned with all aspects of social, economic, and physical structure, but it is distinguished by the following characteristics:

It does not attempt an in depth analysis of all sectors of Maltese life (housing, transport, education, etc.) this is essentially the job of the various Ministries and other public agencies. Instead, the objective of the Plan is to be comprehensive and to examine each sector in sufficient detail to ensure that individual sectoral policies are as compatible as possible with those of other sectors. In this sense, it is basically a co-ordinating plan.

As well as being strategic in an analytical sense, it is strategic in a physical sense. It covers the whole territory of the Maltese Islands and, for the most part, is expressed in terms of areas, localities and districts rather than sites. It provides the context for the subsequent more detailed plans. Although many of its analyses and recommended policies are non-physical, its basic concern is with land: essentially what should be developed, where, when, and how.

It is not a plan for the total restructuring of the Islands' fabric and way of life: such a plan does not exist, and probably should not. The Islands are what they are, and the broad disposition of homes and workplaces will remain largely as they are now. Planning has been defined as `co-operation with the inevitable: a structure plan seldom seeks to reverse trends, but rather to divert them where this seems to be beneficial.

It is essentially an enabling plan. The inclusion of some forecast or proposal does not mean that it will happen, particularly if applicable to the private sector. Rather the Plan says `If and when this particular demand arises, this is where and how it should be accommodated'.

Improving Accessibility and Mobility

An efficient City is only possible through well-organized and safe transit. Developing a system calls for (a) inducing modal split, (b) implementing a green transport regime (c) create alternative transport modes and (d) make the fabric and urban fabric permeable permitting safe pedestrian transit. This combination is an essential element for Sustainable Development. In this regard, an integrated transport strategy encompassing sustainable mobility is required which takes into consideration efficiency in transporting people, protection of the environment, promotion of public health and safety and social inclusion are cardinal elements in a TOD project.

Currently the Ministry for Infrastructure, Transport and Communication is coordinating a series of concession based partnership regeneration projects extending along the Cottonera Waterfront aimed at restoration, rehabilitation and development of major heritage assets in mixed-use facilities. These are based on a long-term management plan and will see the regeneration of the whole of the waterfront and reconnection and embellishment of the promenade into a main social venue and space. The Paola Local Council has targeted main nodes along the Corradino fabric to extend the effects of regeneration from the maritime area to the core of the town. The regeneration includes 3 main nodes and the components.

Sustainable Communities

Social sustainability requires intragenerational and intergenerational equity, which in turn calls for recognition and acceptance of differences between social groups and generations. The resolution of such difference through policies and actions aimed at reducing poverty and dismantling social inequalities especially with regard to the most disadvantaged groups, notably women, children and young, old and people with impairment.

Social sustainability also requires human development and empowerment, with education, health and social security playing a central role to improve human capacities. It also calls for social integration and cohesion, involving social support, safety and mutual understanding, and the development of networks and social norms that permit the effective functioning of society.

The geography, morphology and history of the locality have determined the shape of Paola's quarters and the fortified enclaves which detach Paola in separate zones. The peninsular formation with a promontory system has segregated or fragmented Paola's geography where the high gradient of the terrain and density of fabric especially industrial systems has not permitted interlocking space.

The main objectives have been geared specifically at the integration or development of Paola's neighbourhoods without compromising the historical

or socio-cultural characteristics of the area. Festa rivalry, voluntary groups have consolidated the character of the Paola area and any intervention in the texture of the zones named has to consider soft approaches.

Good Design

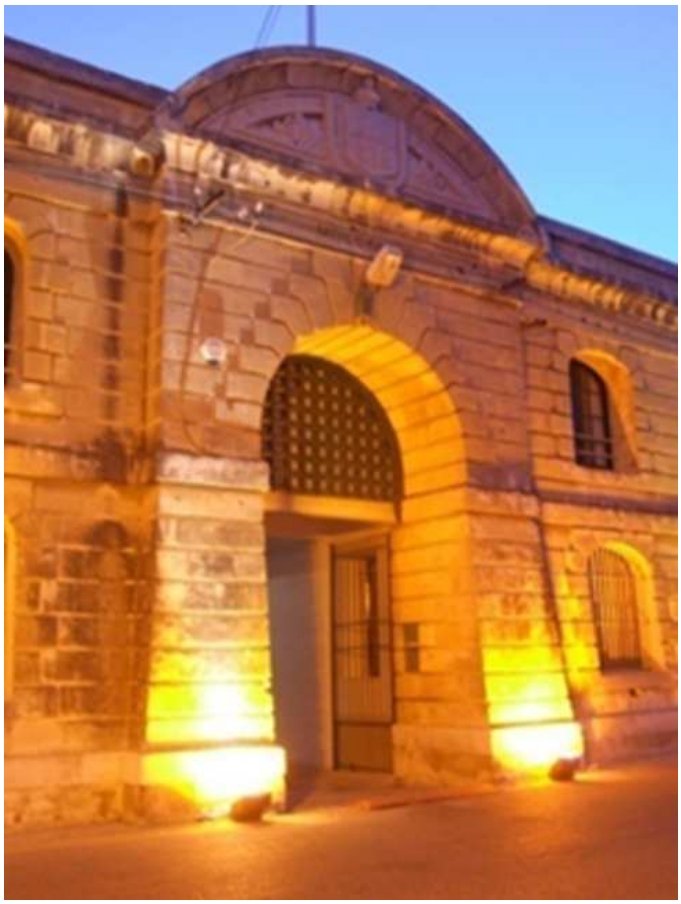
The community heart is also established and developed through the creation of a sense of place and a sense of space. The points of reference in the urban fabric are created through 'good design'. It is the intention in this Action Plan to adhere to the principle of Baukultur as promoted through the Leipzig Charter. The built environment has a direct impact on the quality of life of every citizen and the enhancement of design will directly affect the "raison d'etre" of the community.

Energy Efficiency

The production of energy from fossil fuels is the most obvious source of environmental pressure because of the combustion processes involved. Indeed, this sector contributes to about 63 per cent of Malta's GHG emissions. In this respect, energy efficiency can have a significant impact on the demand for energy and so, it can reduce the country's fuel bill and the release of carbon into the environment.

Energy efficiency is a crucial component in regeneration and planning for a more eco-friendly society. Climate change is currently topical in designing urban development for the future. It is crucial that the strategic actions in this document fully adhere to European Policies tackling climate change and follow the Green Paper on Urban Transport.

More specific measures have to be taken in the restoration, redevelopment and adaptive re-use of the heritage assets and the environment. A policy geared at energy saving devices, the use of renewable energy sources and application of new technologies is fundamental in the physical and social regeneration of the township.



Corradino Detention Barracks Gate

St.Ubaldesca Chapel

SECTION VI -
LOCAL PERCEPTIONS AND ASPIRATIONS

In 2011 as part of the development of this Action Plan, Heritage Enterprise Ltd. together with the Local Council and in collaboration with the Local Council Architect created a survey to understand better the perceptions and aspirations of Paola citizens in the action plan area. This survey was carried over a period of three days and was aimed at the various neighbourhoods and commuters.

The Action Plan has been developed to bring together citizens' aspirations and 'good government' in a democratic environment. The issue was discussed at length at a recent meeting with EU Commission representatives organised by MEDWAY Council in Brussels. The formulation of the Action Plan with the parameters set by the Urbact Programme seeks to promote citizen's participation and addresses fully the concept of subsidiarity. The formation of the ULSG at the start of the project is a case in point.

As part of the development the stakeholders wanted to set a further task which had not been developed locally. We wanted to promote Paola as a new commercial and transit hub but also tap the possibilities created by; industry, education and tourism. However this had to be developed with the citizen's consent and favouring the local's aspirations not only in planning but also in design. The design of public realm is a decision of the people i.e. democracy by design. As an integral part of the design tools and ecosystems-thinking to increase civic participation by making interactions between the local government and its citizens more understandable, efficient and trustworthy a process of direct consultation was developed through a voting system on design. This created a more independent and objective system of choosing design. Democracy in Design created a direct collaboration between the citizens, government planners and architects. This collaboration was expressed in the choice of design and the ultimate result creates consensus with users.

The Local Council wanted the people to vote for design concepts not only planning concepts. If the local government considers and aspires to an environment and context which people feel related to, they have to be directly involved. In one of the node projects the Pjazza Paola and the KONNEKT we set a higher objective which was very successful. People were critical, enthusiastic and extremely collaborative. In three days we had 890 citizens voting for three design schemes prepared by the Local Council Architect Perit Christopher Mintoff. An exhibition was set up to provide a background to the concept and an architect was available to assist voters in understanding the various ideas. There were 566 local citizens and commuters (312) voting for the best scheme. They also had the possibility of commenting not simply choosing so as to gather ideas which may be included in the final design.

Design scheme ballot results

Scheme	SHOP OWNERS	NON-RESIDENTS	RESIDENTS	INVALID VOTES
1	0	1	12	
2	9	309	542	
3	0	2	12	
				3
Total	9	312	566	3
Grand Total				**890**

SECTION VII-
PROGRAMME FOR ACTION

Through the REPAIR partnership the township of Paola is targeting the following goals;

I How to achieve the sustainable re-use of the built heritage and heritage sites, through maximising energy efficiency, the better management of waste production, energy consumption and greater use of renewable energies;

II. How to develop alternative site uses and techniques, which best secure the long term preservation of the military heritage;

III. How to maximise access to military sites by sustainable modes of transport, which minimise car use and decouple transport growth from local GDP growth;

IV. How the socio-economic re-use of the sites can maximise local jobs for local people and therefore sustainable communities and greater social cohesion.

A sustainable regeneration and sustainable conservation policy could enhance the liveability of the town centre. The balance to harmonise sustainable conservation, redevelopment and regeneration in line with the conservation of historic fabric depends on the integration of heritage and redevelopment planning. Sustainable development is also highly dependable on a living and thriving community which may be achieved through an integrated policy which targets the sustainable conservation of the historic landscape.

These long term sustainable initiatives for Paola Local Council are based on National Priorities;

The Operational Programme (2007-2013) is based on the NSRF strategic objectives has the overall principle of Investing in Competitiveness for a Better Quality of Life. This overriding objective aims to develop and generate economic growth based on competitive economic activities, underpinned by adequate physical infrastructure, leading to a better quality of life for the Maltese citizens. This general objective will be achieved through the attainment of a number of specific objectives, clustered in two main strategic objectives of sustaining a growing and knowledge-based competitive economy and improving Malta's attractiveness and quality of life.

Achieving competitiveness for a better quality of life necessitates first and foremost continuous investment in the country's physical infrastructure inter alia, in the areas of enterprise support, RTDi, tourism (including heritage promotion), transport networks, the energy and water sectors, environmental sustainability, risk prevention, as well as urban regeneration, E-society, education and social infrastructure, and health.

Priority Axis 1 – Enhancing Knowledge and Innovation
Priority Axis 2 – Promoting Sustainable Tourism
Priority Axis 3 – Developing the TEN-T
Priority Axis 4 – Upgrading Services of General Economic Interest
Priority Axis 5 – Safeguarding the Environment
Priority Axis 6 - Urban Regeneration and Improving the Quality of Life
Priority Axis 7 - Technical Assistance

The seven Priority Axes are earmarked to provide an enabling socio-economic Environment conducive to the promotion of competitiveness which, in turn, provides for the attainment of a better quality of life for citizens. The technical assistance and administrative capacity Priority Axis aims at facilitating the implementation of this OP by supporting Malta in meeting the requirements emanating from the regulatory package on Cohesion Policy and supporting administrative capacity.

Of relevance to the cultural heritage sector are the objectives defined under Priority Axis 2. The specific objective of Priority Axis 2 is to promote a sustainable and competitive tourism industry able to achieve its potential for growth and re-affirm its central role in Malta's economic activity. The operational objectives of this Priority Axis are:

- To support the upgrading of the tourism product;
- To promote the Maltese Islands as a prime and diverse tourist destination;
- To improve the competitiveness of tourism and culture operators.

According to the OP 1 document research indicates that history and culture are primary motivators for tourists choosing Malta as their tourism destination, over and above weather and recreational considerations. The Maltese archipelago has one of the highest densities of cultural heritage sites in the world. The local landscape has been intensively exploited and reshaped by different civilizations for over 7,000 years, resulting in a rich array of archaeological, architectural and historical

remains from different epochs. The country's cultural heritage resources include the oldest free-standing megalithic buildings in the world and a remarkable concentration of baroque art and architecture, some housing unique collections in the world, which cannot be exhibited and enjoyed due to lack of available/appropriate space. Malta's World Heritage Sites include a series of six megalithic buildings dating from the Neolithic period, the fortified capital city of Valletta, and the underground Hal Saflieni Hypogeum. Within this context, Maltese fortifications offer a unique and extensive wealth of historical significance. No other island in the Mediterranean basin has such a vast array of fortifications and their restoration and revalorization is an integral and focal part of Malta's cultural-tourism product. Priority interventions are required in Valletta, Vittoriosa, Mdina and the Citadella (Gozo) fortifications in order to avoid such heritage from being lost forever.

Under Priority axis 6 the specific objective of is to safeguard and valorise the country's urban heritage and promote an overall improvement in quality of life through better accessibility, enhanced education, social and health systems and increased environmental monitoring capacity. The operational objectives of this Priority Axis are:

• To upgrade the physical environment and visual appeal of urban cores through urban regeneration and integrated local development;
• To improve internal mobility;
• To promote further the use of information society and increase e-services;
• To continue investments in the health, social and education sectors.
• To enhance environmental monitoring capability and awareness of environmental issues.

Integrated urban development projects are vital mechanisms which spur the main industries in the nerve centre of the Maltese Islands, the City and the Harbour region. The regeneration of this area integrates the major sectors of the local economy; maritime, tourism, the building industry, transit and commercial services. A number of local plans and regeneration plans for urban areas focus on an integrated approach to regeneration which aims to reverse the trends within the urban cores which are affected by vacancy in residences (7 to 9 per cent) – the most critical being migration out of the capital and into new schemed areas; improve the quality of life of the citizens and also develop and enhance business opportunities in these areas. Government's strategy in the realm of urban regeneration is directed at an integrated approach to address urban development, land transportation, conservation and social regeneration.

Funding

The financial allocations are a measure or indicator of importance within the objectives of the priority axis. It is of note that both Priority Axis 2,4 and 6 have a comparatively significant budget;

Financial Allocation Priority Axis 2

Operational Programme I - Priority Axis 2 aims to promote a sustainable and competitive tourism industry able to reach its maximum potential for growth and to re-affirm its central role in Malta's economic activity. The total funding for this Priority Axis amounts to € 120,000,000, of which € 102,000,000 represent the Community Funding.

Financial Allocation Priority Axis 4

Priority Axis 4 aims to implement measures that are intended to mitigate the risks brought about by climate change and also measures intended to reduce aerial emissions resulting from electricity generation which is one of the greatest sources of greenhouse emissions. The financial allocation for this Priority Axis amounts to €121,000,000 of which €102,850,000 are Community Funding (European Regional Development Fund).

Financial Allocation Priority Axis 6

Operational Programme I - Priority Axis 6 aims to safeguard and value the country's urban heritage and promote an overall improvement in quality of life through better accessibility, enhanced education, social and health systems and increased environmental monitoring capacity. The total funding for this Priority Axis amounts to € 149,000,000, of which € 126,650,000 are Community Funding.

Other EU funding is being tapped on a project based level through specific programmes as in the case of Interreg IV and Italia-Malta.

Other specific schemes are being tapped which are National allocations for special localities. Paola is a case in point because of these annual budgets is allocated for upgrades.

The Programme for Action has identified through the Local Support Group and the various stakeholders strategic nodes and main components in delivering a sustainable Action Plan with short, medium and long term objectives.

A sustainable development and sustainable conservation policy could enhance the liveability of the city centre. The balance to harmonise

sustainable conservation, redevelopment and regeneration in line with the conservation of historic fabric depends on the integration of heritage and redevelopment planning. Sustainable development is also highly dependable on a living and thriving community which may be achieved through an integrated policy which targets the sustainable conservation of the historic landscape.

The Programme for Action has identified through the Local Support Group and the various stakeholders four (4) strategic nodes and three (3) main strategic components in delivering a sustainable Action Plan with short, medium and long term objectives.

Strategic Components in the SPUR Programme

Managing Change - Spurring Regeneration
SPUR 1 – CORRADINO DETENTION BARRACKS – INTERPRETATION CENTRE – HERITAGE TRAIL

Converting military heritage sites to civilian usage

The project is addressing to socio-cultural elements of the local society with a mission to diversify the local tourism product through culture and sports in one area. The Corradino Military Detention Barracks has been adaptively re-used from the 80s as a Sports Pavilion and centre for different athletic and sports activities. The complex has become a national centre for football, basketball, tennis, hockey and rugby hosting international games.

In the late 1990s AS Hibernians Ltd embarked on a project to restore and adaptively re-use the Military Detention Barracks not only for sport activities but to tap it heritage and cultural potential with possibilities of developing it into a tourism venue. On 21 October 2007 the first phase of the restoration of the East Cell Block and Central Block which will be hosting the Museum and Interpretation centre was inaugurated by the British High Commissioner HE Nick Archer.

The AS Hibernians seek the development of a Museum and Interpretation Centre, Sports Convention Centre with a Sports School and Hostel Complex. The target opening date is late 2012 to attract International and European based sports conventions, educational and cultural activities and related programmes. AS Hibernians broader goals are to transfer the economic benefits of these activities into the running and management of the complex to transform the site into an interesting space under a viable and sustainable economic regime. The redevelopment and sensitive adaptive re-use of the heritage asset including the grafting of related amenities (restaurants, office, etc.) dovetailed with the other uses of the complex i.e. the school, the museum and sports facilities are the main objectives of the full project developed on a phased approach.

- Maximize Impact on Area Economically,
- Maximize Impact on the Social fabric,
- Increase the heritage asset value through sensitive adaptive re-use,
- Launch the complex internationally,
- Create a distinct niche market through the services offered,
- Increase Economic Impact of the Maltese International Convention Center
- Maximize return on investment to make the project sustainable in the long term.

Management mechanisms

The Corradino Military Detention Barracks is currently being run and managed by A.S. Hiberians Ltd. through a temporary emphythutical agreement based on 49 years. The company is currently engaged in promoting Sports activities on a local and National level. It has also been engaged in the past 20 years in sports tourism and exchanges. The Company has been mainly focused on part of the assets within these boundaries namely;

- The Sports Pavilion.
- The Gatehouse.
- The Administration Block.

Although no works have been connected to the Military Detention Barrack Cell Blocks, the Company has strived to maintain the blocks clear from vandalistic acts and to fall in disrepair.

The Company however has in the past five years ventured to diversify its activity. Written approval from the Malta Sports Council has been obtained to diversify this activity and launch a project geared at restoration and eventual re-adaptive use of the whole complex. For this reason there has been an application for a permit from the trade department to develop a Museum.

Land-use planning procedures

This project consists of a restoration and rehabilitation project with adaptive reuse as the ultimate goal. The project is geared at sustainable conservation with the idea of extending the life of this historical asset which is of great value not only on the local scale but internationally. The project consists of the restoration of 3 Cell Blocks (East – West – South) and the eventual installation of a Museum (East) a Parador/Hostel (South). The economic activity as indicated in the CMP is directed at making the complex sustainable. A full development application has been filed with the Malta Environment and Planning Authority in August 2004.

Community consultation requirements

The community consultation requirements for this project fall under the parameters of the Development Planning Act. These have been fulfilled under the consultation period required under the regime for the Grand Harbour Local Plan compilation and also specifically through the development application quoted above. As per Development Planning Act there is a consultation and notification process which precedes planning permission.

ii. Transforming abandoned military built heritage into proven tourism assets

1. Existing value of tourism

In January 2006, the number of tourists departing from Malta decreased by 5.2 per cent when compared to the corresponding month a year earlier, reaching a total of 50,520. Tourist departures by air were estimated at 50,092, a drop of 4.2 per cent when compared to January 2005. Tourist departures by sea declined to 428, a drop of 427 when compared to the same month a year ago. Air tourists from the UK market increased by 5.1 per cent, when compared to same month last year, reaching a share of 46.6 per cent of the total. Other increases in tourist departures by air were recorded from France, Belgium, Denmark, the Netherlands and Norway. On the other hand, the German market registered a decrease of 29.1 per cent when compares to January 2005 reaching a total of 4,596 tourists. Other decreases in tourist departures included those from Austria, Italy, Sweden, Switzerland, Russia, Libya, the USA and a group of 'other' markets.

Research and development

The Museum and the School will both serve as a hub for further research and development. The main driving objective is to create a sports and cultural hub. The Museum is being directed as a cultural interpretation centre and a 'Museum in the Making.' Therefore the main trust is to spur research and development throughout its development phases and an archive for further research into the locality. The Sports School will incentivise attendees and students to take up sports professionally or to extend their potential. The sports convention centre with student exchanges abroad will ultimately promote further this area through foreign students exchange programmes which the club already organises.

Small and medium sized enterprises

The AS Hibernians Ltd. as a small and medium enterprise is proposing a private museum and the development of cultural attractions as a contribution to the further development of a diverse cultural tourism package for Malta. The development of viable management mechanisms,

- Spuring further private sector involvement and investment in socio-economic regeneration,
- Proposing Neigbourhood empowerment as a means of catalyzing sense of belonging and civic pride through heritage (as part of the regeneration process)
- Providing the necessary funding to develop the phases of the Conservation Management Plan,
- Fulfill sectors of the Conservation Management Plan with viable solutions,
- Provide an opportunity for grants which will fuel the projects' further activation.

The project will contribute to catalyse entrepreneurship by;

- Providing the necessary funding to develop the phases of the Conservation Management Plan,
- Fulfill sectors of the Conservation Management Plan with viable solutions,
- Provide an opportunity for grants which will fuel the projects' further activation.

Managing Change - Spurring Regeneration
SPUR 1B – SOLAR PV FARM CORRADINO – ALTERNATIVE ENERGY SOURCES FOR THE LOCALS

Converting military heritage sites and brownfield sites to civilian usage

The project is addressing energy efficiency and renewable energy sources to better the quality of life of the locals and spur SMART growth. The Corradino area has been adaptively re-used from the 80s as a Sports Pavilion and centre for different athletic and sports activities.

The complex has become a national centre for football, basketball, tennis, hockey and rugby hosting international games. In the late 1990s AS Hibernians Ltd embarked on a project to restore and adaptively re-use the Military Detention Barracks and complex not only for sport activities but to tap it heritage and cultural potential with possibilities of developing it into a tourism venue. Other areas which currently are disused have been targeted for their extent to generation of alternative energy. The Council together with AS Hibernians are holding talks to earmark a possible area for redevelopment with a 25 year plan.

The council and AS Hibernians seek the development of a Solar PV Farm. The target opening date is late 2012 to enhance the production of energy through renewable energy sources using Photo-voltaic which has been proved to be one of the most efficient systems due to climatic conditions. AS Hibernians broader goals are to transfer the economic benefits of these activities into the running and management of the area to transform the site into a usable space under a viable and sustainable economic regime. The redevelopment and sensitive adaptive re-use of the vacant area will distribute with lease agreement energy to households lacking space where to fix photovoltaic panels at a lower cost and waiving their annual consumption of electricity through the grid.

- Maximize Impact on Area Economically,
- Maximize Impact on the Social fabric,
- Increase the heritage asset value through alternative energy projects,
- Create a social inclusion partnership scheme through the services offered,
- Maximize return on investment to make the project sustainable in the long term.

Managment mechanisms

The complex is currently being run and managed by A.S. Hiberians Ltd. through a temporary emphythutical agreement based on 49 years. The company is currently engaged in promoting Sports activities on a local and National level. It has also been engaged in the past 20 years in sports tourism and exchanges. The Company has been mainly focused on part of the assets within these boundaries namely;

- The football pitch
- Other areas.

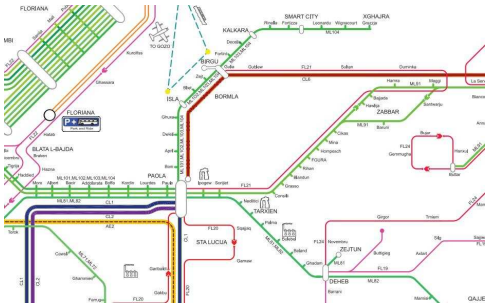
The main capital and works have been connected to the establishment of the site which has been selected for its orientation, the Company together with Council is striving to design and maintain the site and maximize its potential.

The Company however has in the past five years ventured to diversify its activity. Written approval from the Malta Sports Council has been obtained to diversify this activity and launch a project geared at restoration and eventual re-adaptive use of the whole complex.

Benchmarking and Research

Solar photovoltaic cells convert sunlight into electricity and many solar photovoltaic power stations have been built, mainly in Europe. As of October 2009, the largest photovoltaic (PV) power plants in the world are the Olmedilla Photovoltaic Park (Spain, 60 MW), the Strasskirchen Solar Park (Germany, 54 MW), the Lieberose Photovoltaic Park (Germany, 53 MW), the Puertollano Photovoltaic Park (Spain, 50 MW), the Moura Photovoltaic Power Station (Portugal, 46 MW), and the Waldpolenz Solar Park (Germany, 40 MW).[1] Some photovoltaic power stations which are presently proposed will have a capacity of 150 MW or more. Many of these plants are integrated with agriculture and some use innovative tracking systems that follow the sun's daily path across the sky to generate more electricity than conventional fixed-mounted systems. There are no fuel costs or

emissions during operation of the power stations. It is envisaged that area earmarked for the Solar PV Farm at Corradino will generate around 5MW at peak.



Managing Change - Spurring Regeneration
SPUR 2 – PAOLA SQUARE UPGRADE – NEW MARKET & TRANSIT STATION

An efficient City is only possible through well-organized and safe transit. Developing a system calls for (a) inducing modal split, (b) implementing a green transport regime (c) create alternative transport modes and (d) make the fabric and urban fabric permeable permitting safe pedestrian transit. This combination is an essential element for Sustainable Development.

In this regard, an integrated transport strategy encompassing sustainable mobility is required which takes into consideration efficiency in transporting people, protection of the environment, promotion of public health and safety and social inclusion are cardinal elements in a TOD project.

The Government is coordinating a series of concession based partnership regeneration projects extending along the Cottonera waterfront aimed at restoration, rehabilitation and development of major heritage assets in mixed-use facilities. These are based on a long-term management plan and will see the regeneration of the whole of the waterfront and reconnection and embellishment of the promenade into a main social venue and space. The Paola Local Council has targeted main nodes along Paola and Corradino for upgrades to extend the effects of regeneration from the maritime area to the core of the town.

Other important and significant developments include various projects promoting modal split and alternative transport modes namely with the development of the Controlled Vehicular Access and the introduction of electric taxis and sea ferries. The Action Plan promotes these activities and is setting out new approaches to further spur the Transit Oriented Development principle as a strategic priority which has been developed by Central Government.

The specific development objective of this project is to safeguard and valorise the township's urban heritage and promote an overall improvement in quality of life through better accessibility, enhanced education, social and health systems and increased environmental monitoring. The objectives of the project include:

- To upgrade the physical environment and visual appeal of the urban core through urban regeneration and integrated local development;
- To improve internal mobility through new initiatives;
- To upgrade the transit opportunities in line with the public transport reform;
- To enhance the commercial activity in the town centre;
- To decrease traffic congestion.

Managing Change - Spurring Regeneration
SPUR 3 – SANT' UBALDESCA AND ENVIRONS - SUSTAINABLE TOURISM INITIATIVES

Paola is a community with a sense of pride of place as it has been very fortunate to have been able to retain much of its historical built architecture, monuments, including St.Ubaldesca Church. The Church has been from the development of Casal Nuovo and still is a key link within the community and to history of Paola and the township past and origins.

The church continues to be a significant resource both on a spiritual and social level. It provides a service for anybody who lives in, works in or visits Paola and the area. The WWII Air Raid Shelters discovered recently are an intrinsic part Paola's Urban Heritage and the society's survival. As a result of this, the following brief endeavours to maintain and expand these links through the creation of a Brief which will lead it forward into the future in an attempt to further highlight this sites historical significance both nationally and internationally.

Currently the Council is concluding the first phase of the St. Ubaldesca church and environs project. The project consisted of;

- Securing the area around the church,
- Extending the parvis area and redeveloping it with soft landscaping,
- Redevelop parking, traffic management and accessibility amenities,
- Installed new services and surfacing.

In the process 2nd WW were discovered adjacent to the site. This increases the importance of the area and the heritage value of the site not only at a contextual level but also at the valorisation and marketing of Paola's multi-layered history.The air-raid shelters are now under a custodianship deed under the management of the Fondazzjoni Wirt Paola (Paola Heritage Foundation,

- The shelters were cleaned of debris and made accessible,
- A Conservation Management Plan was compiled for the better management of the site in the long term.
- The project second phase considers the maintenance and conservation works to rehabilitate the church itself as a religio-socio-cultural space and fundamentally an important heritage feature of Paola's past and urban and social history.

Specific Driving Principles

Exploring potential links and partnerships with, and determine the needs of, community groups, other heritage attractions, schools, the colleges and volunteers, drawing on previous audience development work that has already been undertaken for other assets in the area.

Through examining existing links, as well as developing further connections both within the community and beyond (through activities) in addition to reviewing the existing research and reports, St.Ubaldesca Church will be able to strengthen future relations and partnerships so that it will continue to not only be a central point of historical reference within the Paola Township but also a significant attraction in its own right for foreign travelers attracted to the WHS and other heritage in Paola and neighbouring areas.

This project seeks to;

- Rehabilitate and Conserve the St.Ubaldesca Church through best-practice,
- Adaptively re-use the church for religio-socio-cultural activities,
- Open the WWII Air-Raid Shelters and present these as part of the area for the heritage trail.
- Develop the church as a point of reference for locals to re-discover the heritage of St.Ubaldesca and the urban development of Paola their township,
- Create social-inclusion activities and act as a community gathering area,
- Develop tourist related activities to enhance the Paola Tourist package,
- Enhance the node of St.Ubaldesca through interpretation and as part of the local heritage trail,
- Through sustainable conservation and interpretation with accessibility to all policy and increased mobility, attract more tourists to Paola and develop ancillary tourist visiting areas thus enhancing the tourist offer with the WHS sites in the locality,
- Enhance the area through the SPUR programme objectives and make the project sustainable through the activation of EE and RES, by triggering better access, creating local jobs through heritage and tourism.

SECTION VIII - PROJECT-BASED ACTIONS AND FUNDING

The Programme of Action as compiled in the previous section targets projects which are measurable, financed and performance based with indicators based on the Operational Guidelines I. The development of such project-based actions grafted within the plan is there to guarantee activation and definite actuation something which previous plans or most Master Plans do not. Therefore project based actions are seeking or have targeted definite results through clear objectives. A further assurance and guarantee is connected to the dovetailing of projects to the larger vision and capital projects. This strategy together with the tapping of possible funding mechanisms would spur the Action Plan.

In fact throughout the life-line in the development and compilation of this Action Plan the Paola Local Council, the A.S. Hibernians and the Parish Church have submitted projects for ERDF funding. Two of these projects have been submitted for funding under Priority Axis 2 and Priority Axis 6 – The Corradino Detention Barracks and Santa Ubaldesca. Both have developed a Conservation Management Plan and a Brief for the projects. The Paola Local Council is seeking other avenues and contributing to part-funding through other programmes or local based funding. This multi-speed action has been initiated with the development of the Action Plan to assess in earnest the possibilities and opportunities that emanate from the development of these project based actions.

The other factor which determines the success of Action Plans apart from appeasing local aspirations is the integrated and holistic approach. The project-based nodes described earlier have all been selected either within the proximity of an already established project or adjacent to a transit area which is either activated or earmarked for activation. Some of these projects are within both areas coordinating and integrating regeneration founded on a transit-oriented development platform; both Peacock Gardens and the Biccerija are set on this template considering that both sites may be new gateways to Valletta. These capital financed projects create spin-offs and the projects grafted in the action plan should act as catalysts to reach the areas further.

Other ancillary projects include the upgrade of the environment and are in unison with the strategic components targeting accessibility and mobility. Several projects initiated by the Council include street upgrades and green space upgrades. These better the public realm and assist in achieving a better quality of life.

SECTION IX – DELIVERY-PLAN 2009-2015

This section has been compiled to create a schema of the projects being delivered through the Action Plan. Schema 1 refers to the main Nodes and related projects horizontal activities. The following schema portrays the capital projects in proximity to the nodes targeted and the relative investment. The third and last schema refers to other projects which are also assisting in the development of the Action Plan and guaranteeing its activation.

Schema 1 – SPUR Projects

Project	Stakeholder	Costs	Funding	Period
SPUR 1 – CORRADINO DETENTION BARRACKS – INTERPRETATION CENTRE – HERITAGE TRAIL	A.S. Hibernians	€ 500,000.00	Submission and Permit Stage	2010-2014
SPUR 1B – SOLAR PV FARM CORRADINO – ALTERNATIVE ENERGY SOURCES FOR THE LOCALS	Paola Local Council and Stakeholder	€ 5M	Brief compiled Targeting Priority Axis 4 ERDF	2014-2018
SPUR 2 – PAOLA SQUARE UPGRADE – NEW MARKET & TRANSIT STATION	Paola Local Council	€ 5M	Targeting Priority Axis 2 ERDF & other funds	2011-2015

SPUR 3 – SANT' UBALDESCA AND ENVIRONS - SUSTAINABLE TOURISM INITIATIVES	Paola Local Council and the Parish Church	€ 400,000.00	Targeting Priority Axis 2 ERDF	2010-2012
KONNEKT – GREEN CORRIDOR FOR TRANSIT INTER-CONNECTIONS AND PEDESTRIAN ACCESS AND MOBILITY	Paola Local Council	€ 2.5 M	Local Council and other allocations	2012-2015

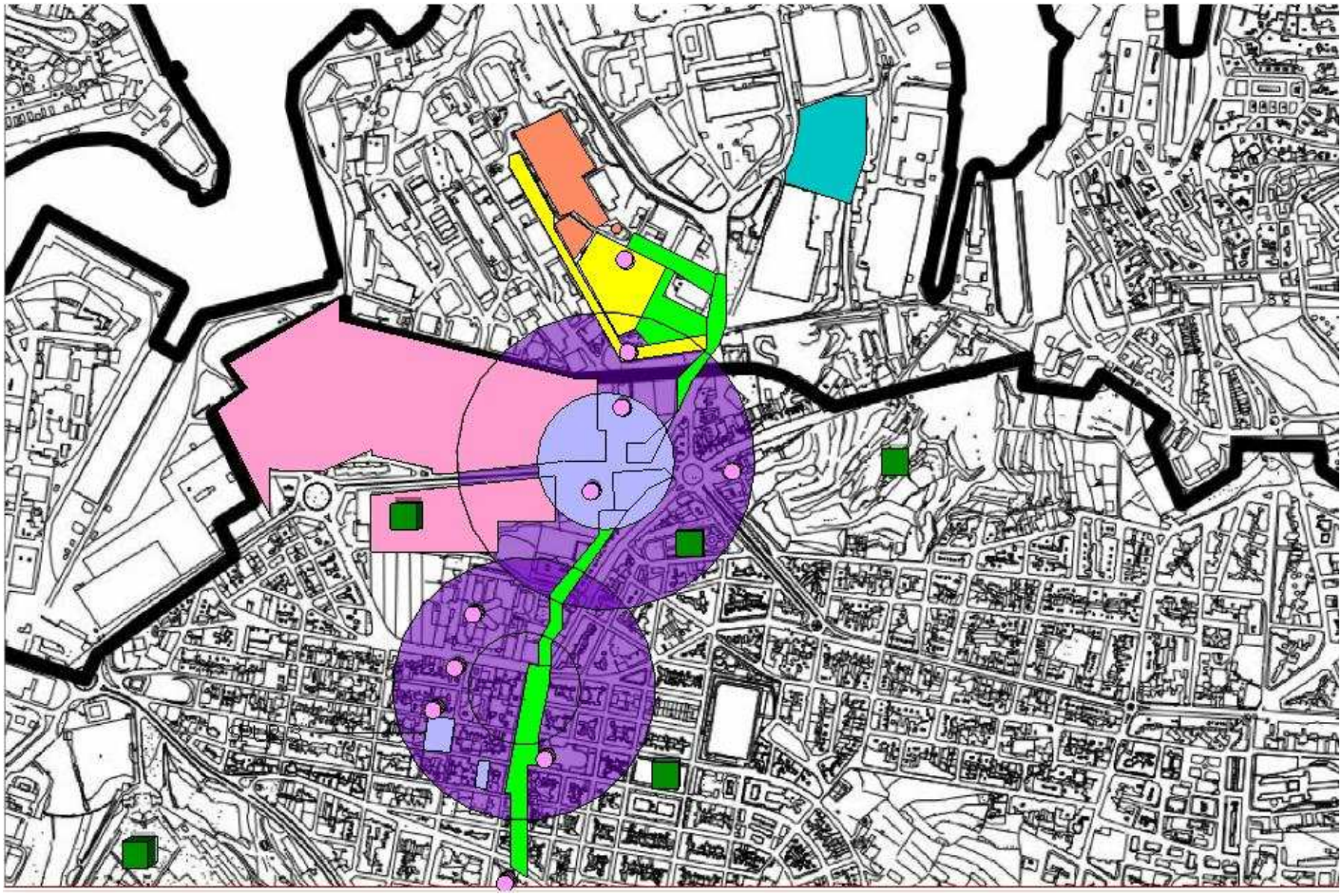
SCHEMA 2 - Cross-Sectoral

Project	Stakeholder	Costs	Funding
Twinning	Citizens in Action	Terminated 2010	Below 10,000 Euros +
Twinning	Citizens in Action	To Terminate 2011	Below 10,000 Euros +
Funding Conference MFEI Initiative	Heritage Management Conference	Positive Result	17,000 Euros +
Gardens	Interreg IV	Awaiting Results (beg.-Year 2012)	215,000 Euros
Fortifications	Interreg IV	Awaiting Results (beg.-Year 2012)	152,000 Euros
Street Theatre	Citizens in Action	Awaiting Results (Mid-Year 2011)	Over 10,000 Euros
GlobeTour	ESPON	Awaiting Results (Mid-Year 2011)	150,000 Euros
Folklore Music	Citizens in Action	Awaiting Results (Mid-Year 2011)	Over 10,000 Euros

Schema 3 – Capital Projects

Project	Stakeholder	Costs	Funding	Period
MCAST CAMPUS REDEVELOPMENT	State	€ 20 M	NATIONAL	2011
CORRADINO MALTA INDUSTRIAL PARKS REDEVELOPMENT	State	€ 10 M	NATIONAL	2011
BUS TRANSIT TERMINAL	State	€ 2 M	NATIONAL	CURRENT

SECTION X – MAPS AND PLANS



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PAOLA ACTION PLAN - NODE PROJECTS

- SPUR 1 —CORRADINO MILITARY DETENTION BARRACKS AND FORTIFICATIONS
- SPUR 1A—CORRADINO SOLAR FARM AND PARK AND RIDE SCHEME
- SPUR 2—PIAZZA PAOLA COMMERCIAL CENTRE AND TRANSIT STATION
- SPUR 3 —SANTA UBALDESCA INTERPRETATION CENTRE
- KONNEKT—GREEN CORRIDOR AND TRANSIT AREA

CAPITAL PROJECTS

- MALTA INDUSTRIAL PARKS UPGRADING PROJECT
- MCAST CAMPUS REDEVELOPMENT
- MARITIME INSTITUTE
- NEW TRANSIT STATION

- HERITAGE SITES AND LANDMARKS
- HERITAGE GARDENS, GREEN SPACES AND PARKS

- WALKABILITY (150-250 metres)

2009-2011

HERITAGE ENTERPRISE

URBACT II

URBACT is a European exchange and learning programme promoting sustainable urban development.

It enables cities to work together to develop solutions to major urban challenges, reaffirming the key role they play in facing increasingly complex societal challenges. It helps them to develop pragmatic solutions that are new and sustainable, and that integrate economic, social and environmental dimensions. It enables cities to share good practices and lessons learned with all professionals involved in urban policy throughout Europe. URBACT is 181 cities, 29 countries, and 5,000 active participants

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European Union
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EUROPEAN PROGRAMME FOR SUSTAINABLE URBAN DEVELOPMENT

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