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# SOCIAL IMPACT ASSESSMENT

## Triq it-Tiġrija, Marsa

**10 January 2020**

## A MISCO CONSULTING REPORT

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## Contents

# 1 EXECUTIVE SUMMARY

This document reports the social impact assessment of the urban development project proposed in Triq it-Tiġrija in the outskirts of Albert Town (Marsa). The proposal called for a full development application and proposed the construction of a tall building of sixteen floors with three underground parking floors (total 137 vehicle parking spaces).

Research informing the social impact assessment of this proposed development was carried out between September 2019 and December 2019 using a documentary analysis of secondary sources to develop a community profile and to identify stakeholders; a quantitative questionnaire administered to a sample of 151 residents living in the identified area of interest using random sampling; and qualitative elite structured interviews with the Mayor and the Minority Leader of the Marsa Local Council. Only the Mayor sent in his reply although he noted that the project was discussed during a Local Council meeting.

The headline findings of the social impact assessment included that the vast majority (84.8%) of questionnaire respondents were not aware of the proposed development project. When informed about the project proposal and its main components, 23.8% of (36) questionnaire respondents replied that, overall, they totally approved, 32.5% (49) stated they somewhat approved, 23.2% (35) stated it did not make a difference to them, 7.9% (12) stated they somewhat disapproved and 12.6% (19) stated they totally disapproved of the proposal. Qualitative data corroborated with reference to the desired vitality that the proposed development is likely to generate in the locality.

Embellishment of the locality was the most popular main reason justifying approval (21.9% - 33 respondents) as well as the most frequently mentioned most positive impact of the proposed development (22.5% - 34 respondents). The best-liked component of the proposed project was the cafeteria (53.0% - 80 respondents), followed by the underground parking component (50.3% - 76 respondents).

Having a tall building of 16 over ground levels was the component that attracted the highest rates of dislike (38.4% - 58 participants), although a higher 47.7% (72 respondents) stated this component did not make a difference to them. Notably, however, 44.4% (67) of the respondents stated there would be no positive impact and 12.6% (19) stated they did not know. Qualitative data made reference to how multi-storey green landscaping could pave best practice in the tall building development sector.

Nearly half of the respondents (46.4% - 70) stated they had no concerns during the construction phase and a majority of 59.6% of (90) respondents stated they had no concerns about the operational phase of the proposed project. Among those that expressed concerns, 14.6% (22) respondents stated traffic was their greatest concern during the construction phase and 17.9% (27) stated their greatest concern during the operational phase was having a tall building in the locality. Traffic was referenced as a principal concern in a number of qualitative data excerpts.

Consequently, regeneration and - to a significantly smaller degree - demographic changes, commuting, pollution and concerns related to urban development and construction were the main social impacts identified. It transpired that components associated with economic activity such as the offices and the cafeteria were particularly welcomed.

Headline findings of the stakeholder analysis included that regeneration was primarily understood as enhanced economic and social vitality and both aspects were associated with the proposed development. Males were prevalent among those expecting increased economic vitality and females prevailed among those expecting enhanced social vitality and embellishment of the locality. Since different cohorts understood regeneration in different ways, tolerance levels and incidence are likely to be inconsistent. Social isolation or moving out were among the identified stakeholder responses.

CCTV (23.8% - 36 respondents) and planting of trees (20.5% - 31 respondents) were the most frequently mentioned components that respondents would like to see included in the development. Qualitative data identified the need for consultation and cooperation between the developer and the Marsa Local Council. In sum, environmental protection and social vitality emerged as key to mitigate negative impacts and maximize the potential of positive impacts. Technology, quality assurance and research were identified as recurrent components of effective monitoring and evaluation.

# 2 SOMMARJU EŻEKUTTIV

Dan id-dokument jirrapporta l-valutazzjoni tal-impatt soċjali tal-proġett ta' żvilupp urban propost fi Triq it-Tiġrija, fil-periferija ta' Albert Town (Marsa). Il-proposta talbet applikazzjoni għal żvilupp sħiħ u pproponiet il-kostruzzjoni ta' bini għoli ta' sittax-il sular bi tliet sulari taħt l-art għall-parkeġġ (total ta' 137 spazju għall-parkeġġ tal-vetturi).

Riċerka li tagħti informazzjoni dwar il-valutazzjoni tal-impatt soċjali fuq dan l-iżvilupp propost saret bejn Settembru 2019 u Diċembru 2019 bl-użu ta' analiżi dokumentarja ta' sorsi sekondarji sabiex jiżviluppaw profil ta' komunità u sabiex jiġu identifikati l-partijiet interessati; kwestjonarju kwantitattiv ġie mogħti lill-kampjun ta' 151 resident li jgħixu fiż-żona ta' interess identifikata bl-użu ta' kampjuni aleatorji; u intervisti strutturati kwalitattivi tal-ogħla kwalità mas-Sindku u l-Kap tal-Minoranza tal-Kunsill Lokali tal-Marsa. Is-Sindku biss bagħat it-tweġibiet tiegħu għalkemm irrimarka li l-proġett ġie diskuss waqt laqgħa tal-Kunsill Lokali.

Is-sejbiet ewlenin tal-valutazzjoni tal-impatt soċjali inkludew li l-maġġoranza l-kbira (84.8%) ta' dawk li wieġbu l-kwestjonarju ma kinux jafu bil-proġett ta' żvilupp propost. Meta ġew infurmati dwar il-proposta tal-proġett u l-komponenti ewlenin tagħha, 23.8% (36) ta' dawk li wieġbu l-kwestjonarju wieġbu li, b'mod ġenerali, huma approvaw totalment, 32.5% (49) iddikjaraw li huma japprovaw xi ftit, 23.2% (35) iddikjaraw li l-proposta ma tagħmillhom l-ebda differenza, 7.9% (12) iddikjaraw li jiddiżapprovaw xi ftit u 12.6% (19) iddikjaraw li ma japprovawx totalment mill-proposta.

It-tisbieħ tal-lokalità kienet l-iktar raġuni ewlenija popolari li tiġġustifika l-approvazzjoni (21.9% - 33 minn dawk li wieġbu) kif ukoll issemmiet frekwentament bħala l-iżjed impatt pożittiv tal-iżvilupp propost (22.5% - 34 minn dawk li wieġbu). L-aktar li ntogħġob mill-komponenti tal-proġett proposti kienet il-kafetterija (53.0% - 80 minn dawk li wieġbu), segwit mill-komponent tal-parkeġġ taħt l-art (50.3% - 76 minn dawk li wieġbu).

Li jkollu bini għoli ta' 16-il livell l'fuq mill-livell tal-art kien il-komponent li l-aktar li ma ntogħġobx u ġab l-ogħla rata (38.4% - 58 parteċipant), għalkemm rata ogħla ta' 47.7% (72 minn dawk li wieġbu) iddikjaraw li dan il-komponent ma għamilx differenza għalihom. Madanakollu, ta' min wieħed jinnota li 44.4% (67) ta' dawk li wieġbu qalu li mhux ha jkun hemm l-ebda impatt pożittiv u 12.6% (19) qalu li ma jafux. Dejta kwalitattiva għamlet referenza għal kif pajsaġġ sostenibbli b'ħafna sulari jista' jwitti l-aħjar prattika fis-settur tal-iżvilupp tal-bini għoli.

Kważi nofs ta' dawk li wieġbu ddikkjaraw li ma kellhom l-ebda tħassib fuq il-fażi tal-kostruzzjoni u maġġoranza ta' 59.6% (90) ta' dawk li wieġbu qalu li ma kellhom l-ebda tħassib fuq il-fażi operattiva tal-proġett propost. Fost dawk li esprimew tħassib, 14.6% (22) minn dawk li wieġbu ddikkjaraw li t-traffiku waqt il-fażi tal-kostruzzjoni jinkwetahom l-iżjed u 17.9% (27) qalu li l-akbar tħassib tagħhom waqt il-fażi operattiva huwa li ser ikollhom bini ogħli fil-lokalità. It-traffiku kien imsemmi bħala t-tħassib ewlieni f'numru ta' siltiet ta' dejta kwalitattiva.

Kawża ta' dan, ir-riġenerazzjoni u – sa ċertu punt – bidliet demografiku, l-ivvjaġġar, it-tniġġis u t-tħassib relatat mal-iżvilupp urban u l-kostruzzjoni kienu l-impatti soċjali ewlenin identifikati. Ġara li l-komponenti assoċjati mal-attività ekonomika bħalma huma l-uffiċċji u l-kafetterija ntlaqgħu b'mod partikolari.

Sejbiet ewlenin tal-analiżi tal-partijiet interessati żvelaw li r-riġenerezzjoni kienet primarjament mifhuma bħala vitalità ekonomika u soċjali msaħħa u ż-żewġ aspetti kienu assoċjati mal-iżvilupp propost. L-irġiel spikkaw fost dawk li jistennew żieda fil-vitalità ekonomika u n-nisa spikkaw fost dawk li jistennew vitalità soċjali msaħħa u tisbieħ tal-lokalità. Peress li koorti differenti fehmu r-riġenerazzjoni b'modi differenti, il-livelli ta' tolleranza u l-inċidenza x'aktarx ikunu inkonsistenti. L-iżolament soċjali jew it-tluq kienu fost ir-reazzjonijiet tal-partijiet interessati identifikati.

L-installazzjoni ta' CCTV (23.8% - 36 ta' dawk li wieġbu) u t-tħawwil ta' siġar (20.5% - 31 ta' dawk li wieġbu) kienu l-aktar komponenti li ssemmew b'mod frekwenti li l-parteċipanti jixtiequ li jidhru fl-iżvilupp. Dejta kwalitattiva identifikat il-ħtieġa għal konsultazzjoni u kooperazzjoni bejn l-iżviluppatur u l-Kunsill Lokali tal-Marsa. Fil-qosor, il-protezzjoni ambjentali u l-vitalità soċjali ħarġu bħala fatturi importanti biex jitnaqqsu l-impatti negattivi u jiġi massimizzat il-potenzjal ta' impatti pożittivi. It-teknoloġija, l-assigurazzjoni tal-kwalità u r-riċerka ġew identifikati bħala komponenti rikorrenti ta' monitoraġġ u evalwazzjoni effettivi.

# 3 THE PROPOSED DEVELOPMENT PROJECT

## 3.1 Introduction

This chapter introduces the proposed development project as informed by the Project Description Statement (PDS) that pre-validated the impacts expected from this proposed development (referred to as the 'scheme' in the PDS) (AIS Environment Limited, 2019). This chapter is organized as follows: first, it overviews the type, scale, location and timing of the proposed development. Subsequently, the chapter lists proposed interventions for the public realm and proposals to safeguard natural and cultural assets. Finally, the chapter also lists main changes that are likely to result in the area as a result of this project during both the construction and operational phases.

## 3.2 Type, scale and location

The proposed development project involves the construction of a tall building of sixteen floor in Marsa in Triq it-Tiġrija in the outskirts of Albert town. The proposal called for a full development application (AIS Environment Limited, 2019, pp. 16-26).

The proposed scheme includes the construction of three storeys below ground level. These sub-terrain levels will be used to provide parking facilities for people working in and visiting the complex. The three storeys will accommodate a total of 137 vehicles, divided between the levels as follows:

» 46 spaces on Level -3
» 55 spaces on Level -2
» 36 spaces on Level -1

Two parking spaces on each floor will be reserved for persons with physical disabilities. Therefore, the total number of car parking spaces for persons with physical disabilities will be equal to six for the entire building.

Level -3 will also house a reservoir that will be used for the harvesting of rainwater onsite. Three separate lifts and two staircases will be situated in the centre of each floor and will serve to connect the car park to the upper levels of the building (AIS Environment Limited, 2019, pp. 16-26).

The ground level of the proposed development will be divided into two main areas. An area covering 186m² will provide space for a showroom. An adjacent office and lobby area (occupying 35m²) will be located at the front of the tower block. This lobby area will include two staircases and three lifts that provide direct access to the other levels. The remaining area of the ground level will be used to house a cafeteria (Class 4C/4D, with an area of 166m²), toilet facilities and kitchen (AIS Environment Limited, 2019, pp. 16-26).

A landscaped open area will surround the tower block on its eastern and southern sides. This area will be planted with vegetation. The Scheme will also involve the construction of a new section of road to the north east/east/south east of the development (AIS Environment Limited,

2019, pp. 16-26).

Level 1 will be an intermediate level, with a floor area of only 258m². This will provide the underlying showroom with a double height ceiling giving the space a sense of openness and improved natural illumination. The level will accommodate a Class 4A office space. There will be no toilets or other facilities on this level (AIS Environment Limited, 2019, pp. 16-26).

The rest of the levels in the tall building will be dedicated for Class 4A offices, providing a total area of 6,215m² high-class office space. Levels 2 to 9 will have a larger ground floor area than the overlying floors. The aforementioned levels have a ground floor area of 479m² (each), compared to Levels 10 to 15, which will have an area of 333m² (each). Balconies across all floors will occupy a total area of 87m². These will enable office workers to enjoy some fresh air during their breaks. The balconies, which are situated on the northeastern corner of the tall building, will be particularly attractive as they provide spectacular views of the Grand Harbour (AIS Environment Limited, 2019, pp. 16-26).

Facilities such as a kitchenette and toilet facilities (including provisions for disabled persons) will be set up at each floor to accommodate the office employees. As previously described, access across different levels will be provided by three lifts and two staircases (AIS Environment Limited, 2019, pp. 16-26).

The roof level will not be accessible to the office tenants. It will be used to house services such as air-conditioning units, water tanks, pipes etc. (AIS Environment Limited, 2019, pp. 16-26).

### 3.3 Timing

The construction of the Scheme will be divided into four main phases that have been planned over a total period of 104 weeks (i.e. c. 26 months), namely: excavation (4 weeks); construction of the sub-structure (20 weeks); construction of the frame and envelope (40 weeks); fit out and finishes (40 weeks) (AIS Environment Limited, 2019, p. 27).

### 3.4 Interventions for the public realm

Interventions for the public realm identified by the Project Description Statement (PDS) include:

- The conversion of the site into a commercial facility is considered a major beneficial impact in terms of land use;
- The provision of a landscaped public open space is considered a major beneficial impact in terms of land use and provide an improved aesthetic appeal to the area;
- The proposed underground parking facility will support the locality when hosting private car commuters visiting the locality and the tall building outlets in particular;
- The proposed underground parking will include parking spaces reserved for persons with disability; and

- Since the site is already excavated, its development will remove an eye-sore and, once complete, obliterate or significantly control negative experiences associated with excavated sites, such as swamps, mosquitoes, rats, roaches and other pests (AIS Environment Limited, 2019).

### 3.5 Proposals to safeguard natural and cultural assets

Proposals to safeguard natural and cultural assets identified by the Project Description Statement (PDS) include that:

- Dust suppression techniques should be used to prevent or minimize dust settling in the adjacent fields to mitigate negative effects on the vegetation's ability to respire and photosynthesize effectively;
- The tall building should be designed and constructed using appropriate materials to help it blend in with the surrounding environment as much as possible;
- A traffic study should be carried out to calculate the Annual Average Daily Traffic (AADT) values;
- A traffic plan for the area should be developed to minimize the traffic impacts on the roads surrounding the site;
- An air quality study should be carried out;
- Office employees should be encouraged to use car sharing schemes and alternative green modes of transport;
- The building should be fitted with double glazed windows to insulate the building as an energy saving measure[1];
- The 3 Rs (Reduce, Reuse and Recycle) will apply to all recyclable material;
- Unrecyclable waste will be disposed of accordingly in authorized landfills or waste disposal facilities.
- A waste management plan should be implemented to ensure that all office tenants adopt sustainable and environmentally friendly actions;
- The inclusion of a landscaped public area will also benefit the residents of the area, as there are currently no such spaces within close proximity to the site;
- Should any artifacts be discovered during the excavation phase, monitoring should be carried out according to the guidance provided by the Superintendence of Cultural Heritage (SCH);

[1] Although in the PDS double-glazing is mentioned as measure to mitigate noise pollution (AIS Environment Limited, 2019, p. 47).

- The proposed development is expected to support the overall regeneration of the Marsa Park Area. The high-quality facilities will attract new businesses to the area, which in turn stimulates the growth of other local businesses; and

- The applicant should also regularly consult local council, residents and businesses to address any complaints raised by locals (AIS Environment Limited, 2019, pp. 45-48).

### 3.6 Main changes during construction phase

Main changes during construction phase identified by the Project Description Statement (PDS) include increased traffic and vehicular emissions, increased dust and noise pollution, impoverished air quality, presence of heavy machinery, presence of construction and urban development workers and waste generation that includes an expected 4,185m$^3$ of waste generated from excavation (AIS Environment Limited, 2019, pp. 45-48).

### 3.7 Main changes during the operational phase

Main changes during operational phase informed by the Project Description Statement (PDS) include increased traffic and vehicular emissions, increased noise pollution, impoverished air quality, workers commuting to and fro the tall building's outlets, waste generation (domestic waste in particular) (AIS Environment Limited, 2019, pp. 45-48).

On a more positive note, changes are likely to include elimination / reduction of pests and undesirable ecologies associated with excavated sites, increased economic and social activity, as well as regeneration of the area as a result of the development, its potential for diverse outlet types and the landscaping component (AIS Environment Limited, 2019, pp. 45-48).

### 3.8 Conclusion

This chapter overviewed the proposed construction of a tall building in Marsa as informed by the Project Description Statement (PDS) (AIS Environment Limited, 2019). The chapter accounted for type, scale, location and timing of the proposed development; proposed interventions for the public realm and proposals to safeguard natural and cultural assets; as well as the main changes that are likely to result in the area as a result of this project during both the construction and operational phases.

The next chapter lays out the legislative framework relevant to the proposed development through a review of pertinent legislation, regulations and policies.

# 4 LEGISLATIVE FRAMEWORK

## 4.1 Introduction

This chapter reviews relevant national legislation, regulations and policies pertinent to the proposed development with special attention to tall buildings in view of the nature of the proposed development. Attention will also be given to how legislations, regulations and policies inform town planning that enables public participation, basic human rights and protection of vulnerable groups.

## 4.2 Tall buildings

The distinctive and higher quality architecture of iconic parish churches purposely reaching significantly above than their surroundings in lived spaces of Maltese towns and villages yielded the added qualitative social values of meaning, belonging and identity in a by and large uncontested manner for many years. Other iconic and relatively long-standing high dwellings include clock towers from the British period and residential blocks of the early 20th century (e.g. Balluta) (Malta Environmental and Planning Authority (MEPA), 2014). In Malta the first block-buildings that challenged the relative rise to the sky for reasons other than cultural-spiritual were limited to St George's Park and Residential Point Blocks in Qawra.

Town Planning Schemes dated 1960s show that control of building heights was key to controlling townscapes. With specific building heights of mostly two floors above ground level for specific blocks towns developed with predominantly low-lying, compact urban form. The pressure to increase building heights to more than two floors to accommodate the ever-increasing demand for floor space for different uses is evident in the increased building heights in St. Paul's Bay, Msida, Gżira, San Gwann, Marsascala, Marsalforn and Xlendi, and especially in Sliema and St. Julian's. The Town Planning Schemes of 1988 specified statutory building heights, varying from one floor in bungalow areas, two floors in most urban areas and four floors in exceptional cases. Yet, they included six storey- and eight storey-building heights for Sliema and St. Julian's (MEPA, 2014).

MEPA's (2014) policy document titled *A planning policy guide on the use and applicability of the floor area ratio* notes how the Structure Plan of 1990 introduced a new tool for control of building heights - namely the Floor Area Ratio (FAR) - that was endorsed in the *Development Control Policy and Design Guidance 2000*. In 1993, a revision to the building heights policy allowed an additional floor in areas outside Urban Conservation Areas with a height limitation of two floors, subject to certain conditions. In these areas, as well as areas that already had a height limitation of three floors in the Town Planning Schemes, the *Development Control Policy and Design Guidance 2005* permitted an additional setback floor at third floor level, subsequently termed as a penthouse. These statutory building heights were taken on board, reviewed and amended where necessary in succeeding Local Plans. It is noteworthy that the *Structure Plan* of 1990 did not contain any policy guidance on tall buildings, and it was the introduction of the FAR by this *Structure Plan* that sought to achieve the construction of higher buildings in line with the urban surroundings and sustainability principles. However, paragraph 7.12 of the Explanatory Memorandum warned that the inappropriate use of the FAR could

result in buildings that are too high, and thus recommended criteria to regulate building height in conjunction with the FAR.

Consequently, in 2006 MEPA embarked on developing a policy on the use, design and spatial location of tall buildings to supplement the *Development Control Policy and Design Guidance 2005* policy on the adoption of the FAR, although lack of market interest led to loss of momentum in the policy approval process. Thus, the *Development Control Policy and Design Guidance 2007* policy, which revised the previous *2005* document, comprised for the first time a range of policy guidance on the use of the FAR. Most importantly, it prohibited the application of the FAR on sites smaller than 3,000m$^2$, on Scheduled Property, in Outside Development Zones, in Urban Conservation Areas, in areas zoned for detached/semi-detached dwellings, and in other urban areas where it is important that the height limitation is not exceeded or the urban fabric is such that development of a mass or height which would be permissible using the FAR would be out of character with the existing area, or would lead to overshadowing, overlooking or loss of privacy (MEPA, 2014).

### 4.3 The Floor Area Ratio (FAR) Planning Policy Guide

In 2014, a policy on the FAR was deemed as required since development applications were still pending and decisions needed to be taken as part of a wider strategy on city image and regeneration. The FAR policy document was

> …aimed at providing clear, positive and material guidance to developers, land owners, the general public and MEPA on the use and design of tall buildings in appropriate strategic locations where there may be opportunities for such buildings (MEPA, 2014, p. 12)

The document noted that as long as no detailed urban design study / character appraisal of the identified locations, it was not appropriate or practicable to develop a policy, which delineated detailed boundaries for the appropriate strategic locations or prescribed which specific sites within the identified strategic locations were, or were not suitable for tall buildings, nor indicated a maximum number of such buildings permitted in any specific strategic location, nor a maximum height (MEPA, 2014).

Instead, the policy set out a framework within which a clear, comprehensive evaluation could be made for each submitted proposal (MEPA, 2014). The resulting FAR policy targeted revival of public debate on the issues of location, use and design of higher buildings; gauging interest in higher buildings following a pause of over six years; reviewing site eligibility criteria, development and design parameters and information required with submission of development applications (MEPA, 2014).

As regards the final point, the FAR policy specifically underlined that sites (i) must be surrounded by streets on 4 sides; (ii) will not be eligible if located in Gozo, urban conservation areas, protected areas, ridges, outside development zones and residential priority areas; and (iii), include a minimum of 50% as open space once developed. Technically, the proposal specified:

- That scale of public open space should never be equal to or more than 50% of the site area;

- Preferred uses for tall buildings with special reference to how offices for single and multiple occupiers, hotels and commercial uses should prevail, usually at street level and also at the top, together with residential uses;

- That tall buildings should comply with the land use framework identified in an approved development plan (Structure Plan or subsidiary plan), and should not compromise the objectives of an emerging development plan, for the specific zone in which it is located (MEPA, 2014);

- Appropriate strategic locations, for instance tall buildings can support public transport if located along main movement corridors (MEPA, 2014; MEPA, 2003);

- Criteria for evaluation of proposals for tall buildings;

- Information required for an appropriate tall building proposal assessment; and

- Proposal's contribution towards sustainable development and improvement of the quality of life (MEPA, 2014).

Thus, the policy placed the onus on developers to make a case for the construction of a tall building in the context of an urban design study/character appraisal contained in the Environmental Impact Assessment, Transport Assessment and Social Impact Assessment. It stipulated the need to justify the sustainability of the development in the broadest sense, whilst taking into account its environmental, social and economic impacts, based on costs and benefits throughout the whole life of the building, in terms of the building's relationship to the context (topography and urban structure, e.g. design of the lower floors of the building should reflect the character of the street); the relationship to the infrastructure (transport, historic areas, effect on the skyline); the architectural quality; as well as the microclimate and the contribution to the public realm (MEPA, 2006).

### 4.4 Criteria of a Tall Building

According to FAR (MEPA, 2014), a building is considered tall if it is higher than 10 floors. The same height threshold also applies to extensions to existing buildings. Any additional plant/equipment or structural projection normally allowed beyond the top floor (e.g. penthouses or other architectural features) are not taken into account when determining if a building is tall. Where the building height limitation for the locality allows additional levels below the ground floor but above street (basement or semi-basement) are not be taken into account when determining if a building is tall. Buildings that are not determined to be tall as they are equal to or less than ten floors are considered as medium-rise buildings. The FAR documents also asserted that

> "Buildings, achievable through the application of policy 2.5 in DC 2007 on sites bounded by streets on different levels, which when measured from the lowest street level would be more than 10 floors will be defined as tall but considered acceptable in their context. The maximum building height achievable on such sites would be restricted to the same overall height achievable through the application of policy 2.5 in DC 2007. 4.3 Buildings that are higher than 10 floors will only be considered favourably in the locations deemed

> appropriate for tall buildings by this policy…The maximum allowable built floor space and built volume, the requirement for open space, the maximum height, use and design and other impacts of the tall buildings will be determined, on a case by case basis…For proposals for buildings that are in locations deemed appropriate for medium-rise buildings by this policy…MEPA will apply the relevant provisions of this document, the provisions of the guidelines on the methodology for the use of the FAR included with this document, and prevalent zoning conditions and land designations set out in Local Plan policies. These provisions allow the flexibility of the use of the FAR outside the appropriate locations for tall buildings but cap the resultant building heights and limit their proliferation" (MEPA, 2014, p. 20).

According to the same document, the designated appropriate locations for tall buildings include the "general area surrounding and including the Marsa Park and Gżira employment node predominantly for office uses" and the "Qawra peninsula, Paceville and Tigné peninsula predominantly for tourism/leisure uses" (MEPA, 2014, p. 39).

Outside the strategic search area, there could also be scope for the application of the FAR on specific sites for medium-rise buildings to achieve other planning objectives such as significant employment opportunities, urban regeneration or provision of open space, subject to all the relevant safeguards provided in this policy document and in Local Plans. Such sites and applicable development criteria can be identified: (a) in the relevant Local Plan, provided that the sites are surrounded by existing or planned streets and at least 50% of the site area is allocated for open space and are not located within the excluded areas identified by para 2.1(b)(ii) of the FAR policy; or (b) through applications for development briefs provided they cover a site area of at least 4,000sqm, the sites are surrounded by existing or planned streets, at least 50% of the site area is allocated for open space and are not located within the excluded areas identified by para 2.1(b)(ii) of the FAR policy. Any other relevant provisions in the FAR policy document and in the Local Plans also apply.

### 4.5 The *Grand Harbour Local Plan*

Planning concerning the site in Marsa considered for the proposed development assessed by this SIA references the *Grand Harbour Local Plan (GHLP)* (MEPA, 2002a). Since the *GHLP* deals with an area considered important in strategic as well as local terms, it was necessary to adopt a twofold approach, preparing a strategy for wider issues of importance in the whole of the Harbour area and bringing forward more detailed policies and proposals for individual localities (p. 5).

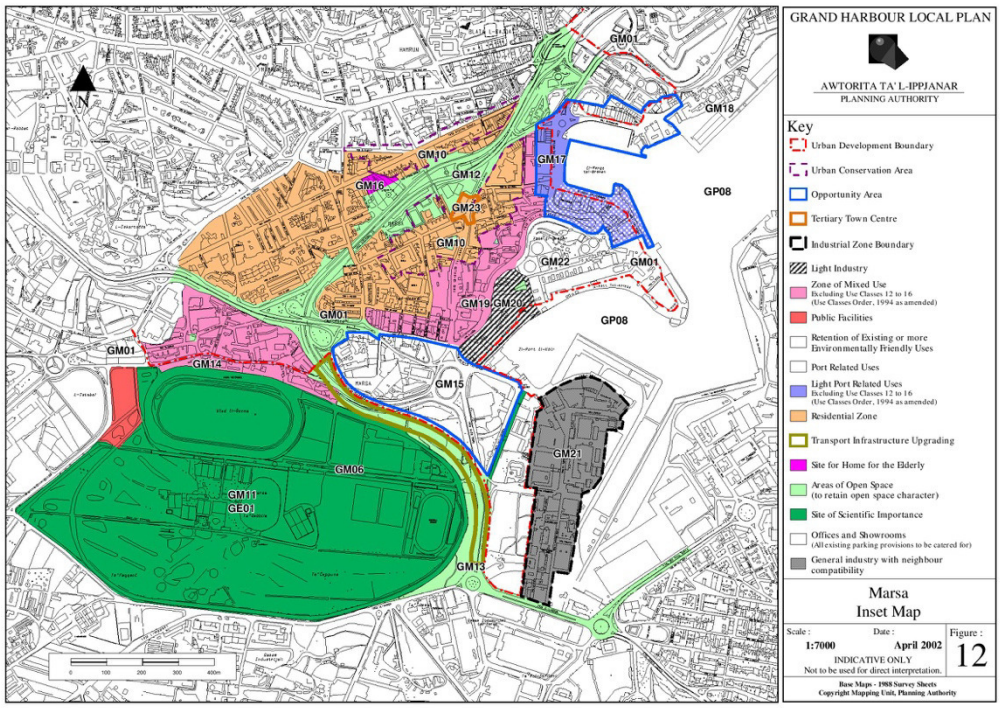
Problems that the *GHLP* identified in the area were associated with "basic 'structural' changes linked to the evolution of Maltese economy and society ...as well as pressures peculiar to individual localities" (MEPA, 2002a, p. 9). These include a decline in the local resident population, coupled with an ageing population structure; deterioration in the fabric of many urban areas, symptomatic of inadequate investment; traffic and access difficulties; inadequate provision for the pedestrian and the cyclist; lack of adequate community facilities, especially open space and play provision; poor maintenance and presentation of historic buildings and artefacts; the presence of pollution and threats to natural assets; pockets of deprivation - poor quality housing, residents with social problems; the overlooked potential for tourism development; and a general tendency towards poorly prepared development proposals, giving

insufficient or no consideration at the outset to matters such as contextual design, access for people with special needs, parking, landscaping and planting, and energy efficiency (p. 9).

In response, the *GHLP* principally advocates containment and more efficient use of the urban areas in the context of a settlement hierarchy; reversing population decline mainly by rehabilitation and redevelopment; maintaining and enhancing the positive characteristics - especially heritage and urban design; enabling the port function of the Grand Harbour to flourish; reducing the impact of industry generally and on residential areas in particular; improving access and public transport facilities; provision of social and community facilities; strengthening the retail hierarchy, in the interests of consumer service; assisting industry through the supply of land and sites and expanding upon Structure Plan policies in respect of Marsa Park (among other tenets) (pp. 13-15).

## 4.6 Marsa in the *Grand Harbour Local Plan*

**Figure 1: Marsa Inset Map**



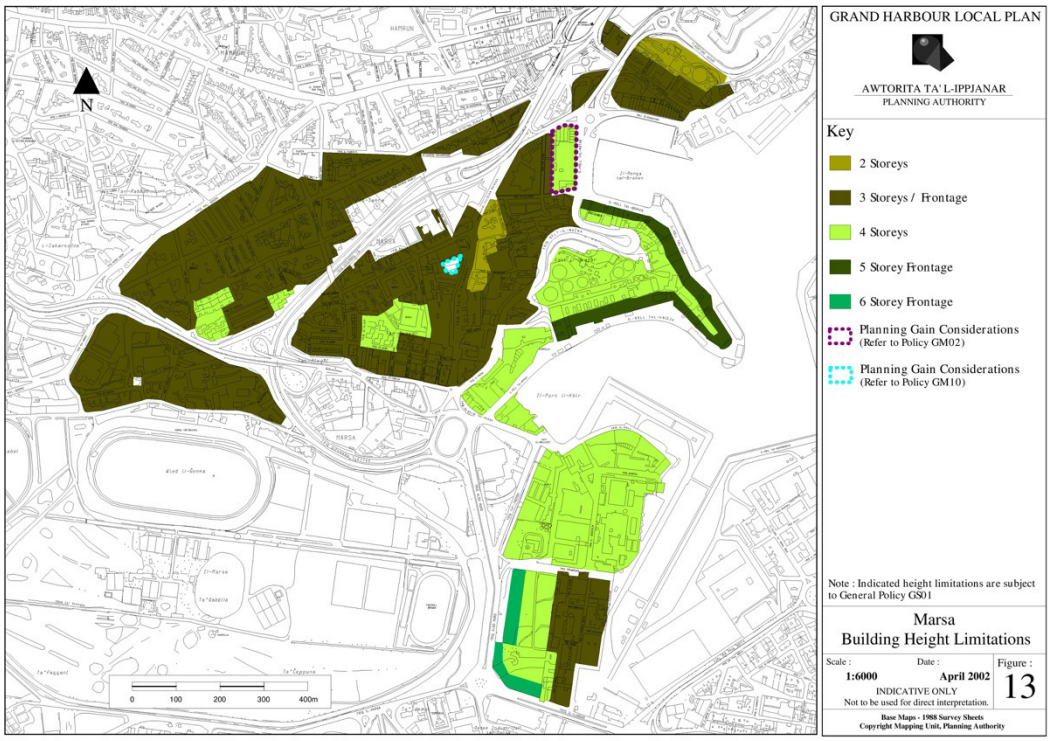

(MEPA, 2002b)

The *GHLP* designates Marsa as having the status of tertiary town centre, which "has a significant non-food shopping centre[2] but serving a smaller number of people than a secondary centre" (MEPA, 2002a, p. 71). The *GHLP* notes that the Planning Authority established new maximum building heights for Marsa (together with Kalkara). The Plan gives consideration to the size, scale of surrounding buildings and the likely effect on strategic and local views (p. 23). Notably, the Marsa Inset Map (MEPA, 2002b, Figure 1) of the *GHLP* (MEPA, 2002A) designates the location of the site proposed for the development assessed by this SIA (in Triq it-Tiġrija) as Opportunity Area; while the Marsa Building Heights Limitations Map (MEPA,

[2] Non-food shopping includes clothing, footwear, furniture, household textiles, electrical goods, hardware, chemists goods, jewellery, recreational and other miscellaneous goods (MEPA, 2016, p. 72).

2002c, Figure 2) of the *GHLP* (MEPA, 2002A) does not restrict height in the location of the site proposed for the development assessed by this SIA.

**Figure 2: Marsa Building Heights Limitations Map**




(MEPA, 2002c)

The *GHLP* notes that the Marsa Park was identified in the Structure Plan COM 4 as a Primary Development Area. The *GHLP* details an obligation to take this further. Marsa Park is dealt with at length in the Local Plan and it is considered that there is a clear opportunity for a development of a high standard, which would satisfy both Structure Plan aspirations and local concerns (MEPA, 2002a, p. 12) and improve the overall attractiveness of the landward end of the Grand Harbour (p. 15). The Plan specifies that the Planning Authority

> "will promote the development of a recreational footpath system based on routes on the north and south sides of the Harbour linking to Marsa and thence to the more rural areas further west. Where appropriate these routes will incorporate tree planting schemes and picnic areas" (p. 58).

The *GHLP* also acknowledges that a number of arterial routes pass through Marsa, with most of the 'regional' traffic between the north and south of the Island (p. 14). It notes that the Structure Plan draws particular attention to the route from the Airport to Valletta via Marsa and the related need to improve the visual corridor. The Plan notes this can be achieved with tree and shrub planting; maintaining open spaces alongside roads and conserving existing vegetation (except those with destructive roots); ensuring signs and advertisements are erected only where appropriate and are carefully designed; assessing any development proposal against its visual impact on the corridor, and refusing to allow development where its effect would be detrimental; or alternatively, requiring modifications to the design (p. 51).

## 4.7 Conclusion

This chapter reviewed relevant national legislation, regulations and policies pertinent to the proposed development particularly the *Floor Area Ratio (FAR) Planning Policy Guide* and the *Grand Harbour Local Plan* - with special attention to tall buildings in the national context and the context of Marsa and to Marsa as addressed in the *Grand Harbour Local Plan*.

The next chapter presents the baseline of the situation at the time of the study to provide a community profile that engages with the relevant and diverse community stakeholders.

# 5 METHODOLOGY

## 5.1 Introduction

This social assessment of the proposed tall building in Marsa was carried out between September 2019 and December 2019. This chapter accounts for the design and research mixed-methods methodology adopted giving due justification for the methods adopted. The chapter also accounts for research ethics' considerations, limitations of the research design and related mitigating measures.

## 5.2 The Social Impact Assessment

This Social Impact Assessment's (SIA) Work Programme (WP) is informed by the International Association for Impact Assessment (IAIA)'s (Vanclay, Esteves, Aucamp, & Franks, 2015) *Social Impact Assessment: Guidance for assessing and managing the social impacts of a project*. For this reason, this SIA gave relevance to effectively engaging the community of Marsa in identifying, assessing and managing social impacts (Vanclay et al., 2015).

Indisputably, in development projects the assessment of social impacts is as important, if not more, than the assessment of the biophysical and economic aspects of these projects (Ahmadvand et al., 2009). Among different kinds of assessment, the SIA is recognized as a useful and increasingly popular method.

Vanclay (1999) identified three primary reasons for undertaking SIA: (1) SIA is a part of the democratic process that can assist in ensuring equity and transparency of decision-making; (2) SIA is a form of assessment whereby the identification of the likely impact of development is assessed to ensure that future benefits will outweigh the costs of a proposed project; and (3) by using a participatory process, SIA can lead to better decision-making by accessing and incorporating local knowledge. There are also other reasons to use SIA. It assists in giving social aspects equal weight in sustainable development and renders development more socially sound (Barrow, 2000).

## 5.3 Research Design

This SIA deployed a mixed-methods research design to triangulate the assessment of the proposed development in terms of social impacts and affected stakeholders. To this end, the research design comprised documentary analysis, a quantitative questionnaire and elite structured interviewing. These are discussed in the following subsections.

### 5.3.1 Documentary Analysis

Documentary analysis of existing information, i.e. secondary quantitative and qualitative sources is an identified method for use in an assessment to provide a descriptive explanation of existing issues, aspects, problems or assets (Lawson, 2018). In the case of this SIA academic and grey literature related to Marsa as a locality and a community included statistics, academic

books, papers, dissertations and theses, newspaper articles and policy reports. Documentary analysis informed the review of these sources to inform a baseline discussion of the situation at the time of the study that comprises a community profile that engages with the relevant and diverse community stakeholders. This baseline is discussed in Chapter 4 of this SIA.

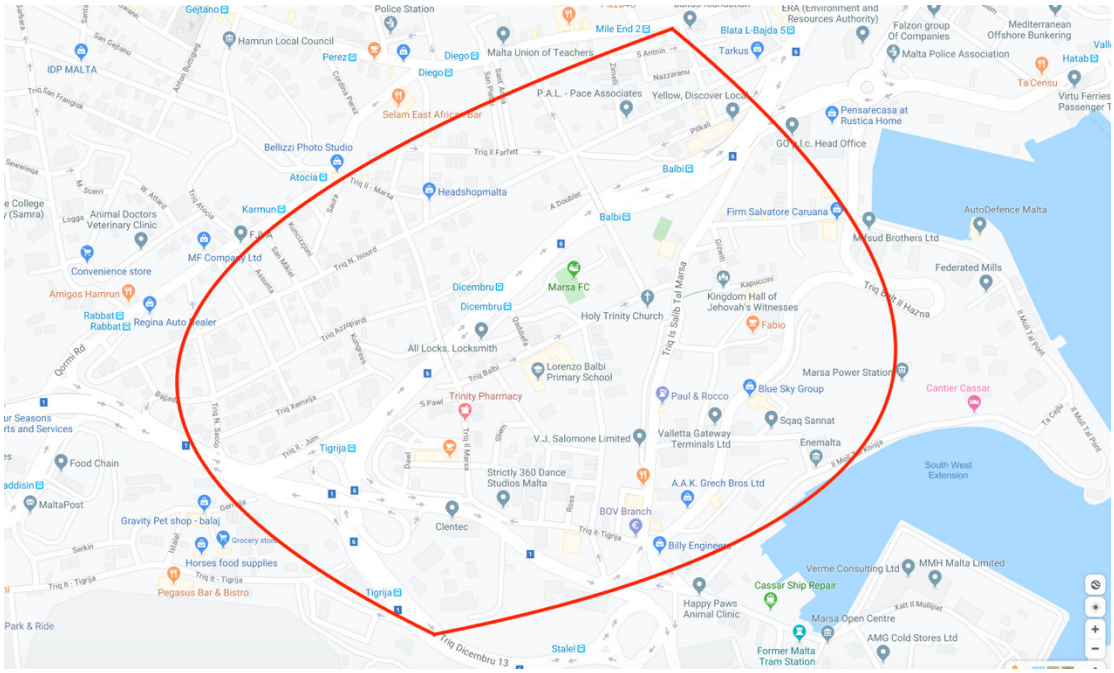
As per terms of reference of the Planning Authority active at the time of this study (Appendix 1), the analysis of relevant documents (hence documentary analysis) targeted a timely and rigorous:

- Stakeholder analysis;
- Discussion of the socio-cultural setting and trends happening in the affected community;
- Assessment of the differing needs, interests, values and aspirations of the various community subgroups (including gender groups);
- Assessment of the impact history, i.e. experience of past projects and other historical events;
- Discussion of the assets, strengths and weaknesses of the affected community; and a
- Description of socio-cultural role the site plays within the local and national context.

### 5.3.2 Quantitative questionnaire

The questionnaire (Appendix 2) was administered to a representative sample of residents of Marsa. Probability sampling was used to administer the questionnaire face-to-face by trained interviewers to the available resident aged 16 years or more of a total number of 151 residents sampled, using the random walk method, at an interval of three residences in all the streets of Marsa covered by the area of interest illustrated in Figure 3. Maltese and English language options were offered to respondents. The area of interest (Figure 3) was identified further to reviewing secondary sources, most of which are discussed in Chapter 3 (baseline) of this SIA. The first 20 responses were used to pilot the questionnaire for user-friendliness, reliability and validity.

**Figure 3: Area of Interest**




The questionnaire combined a number of close-ended questions targeting standardized responses to enable quantitative analysis and external validity. The responses provided as options were informed by related literature (e.g. Eurostat, 2019, Dalli Gonzi, 2015, National Statistics Office (NSO), 2011), including grey literature on the proposed development (AIS Environment Ltd, 2019). Likert scale statements were used to gauge the intensity of specific responses. Open-ended questions were used to enhance internal validity by allowing a certain degree of freedom of expression to respondents and were also informed by literature, particularly literature on assessing social impacts (e.g. Vanclay et al., 2015).

In terms of content questions solicited respondent's general views on the proposed development, as well as their views on specific components of the proposed development. Furthermore, some questions solicited socio-demographic data to inform the stakeholder analysis required for this SIA.

Questionnaire development and administration observed anonymity, confidentiality and general data protection regulations (GDPR).

Questionnaire data was cleaned, standardised and (when needed) coded to enable quantitative analysis. Descriptive and bivariate analyses were used to identify the social impacts of the proposed developments and how such impacts vary according to socio-demographics such as gender, age cohort, work and employment status and education level.

When considering that at the end 2018 (most recent data available at the time of the study), the total resident population of Marsa stood at 5,454 (NSO, 2019) the sample of 151 respondents yielded an overall margin of error[3] of ±7.865%. When the sample of error was worked out to

[3] The Margin of Error (MOE) is calculated according to the formula:
MOE = z * √p * (1 - p) / √(N - 1) * n / (N - n);
Where: z = 1.96 for a confidence level (α) of 95%, p = proportion (expressed as a decimal),

factor in a gender analysis of the Marsa population where - according to the most recent data available at the time of the study - 2,917 were males and 2,537 were females, the margin of error for male representation stood at ±11.096 and the margin of error for female representation stood at ±11.150.

### 5.3.3 Elite structured interviews

Elite structured interviewing involves non-probability sampling to identify key persons that may inform on the social impacts of the proposed development and inviting them to participate in a structured qualitative interview. This means that questions are asked in a standard manner, using exactly the same wording and order, which also allows comparative analysis. The criteria for interviewee selection may include the interviewee's role in an organisation that is deemed of interest, their experience and commitments. This means that elite interviewing is characterised by a situation in which the respondents are chosen because of their knowledge of the subject matter under discussion or their general intellectual or expressive abilities (Burnham et al., 2004). Elite interviewing can be used whenever it is appropriate to treat a respondent as an expert about the topic in hand (Leech, 2002 as cited in Burnham et al., 2004).

One of the advantages of elite interviewing is that elites tend to respond well to inquiries about broad areas of content and to a high proportion of provocative, open-ended questions that allow them the freedom to use their knowledge, experience and imagination (Marshall & Rossman, 1999 as cited in Zammit, 2002). Risks associated with elite interviewing include cases when informants may be difficult to contact because of their busy schedules, or refuse to be interviewed, or assume control during the interview because of their position and their experience in public life (Marshall & Rossman, 1999, as cited in Zammit, 2002).

Informed by the above and the timeframes assigned for this SIA, the research team invited the Mayor of Marsa Local Council and the Minority Leader of the same council to participate in the SIA using the emailed structured interview appended in Appendix 3. Questions solicited information about the impact of the proposed development and relevant mitigation measures.

Elite structured interviews development and administration observed confidentiality and general data protection regulations (GDPR). In the cover email (Appendix 3) elite interviewees were given the essential information including how the information they provided would be associated with their identity and their role in the Local Council of Marsa.

Further to a reminder, the Mayor of Marsa (only) responded to the elite structured interview, although he added in the cover email accompanying the response that the subject had been discussed during a Local Council meeting (see Appendix 3 and Chapter 5).
The qualitative data was analysed using thematic analysis whereby data was coded at the themes relevant to assess the social impacts of the proposed project as per the terms of reference provided by the Planning Authority at the time of the study (Appendix 1). Consequently salient themes included:

- Components likely to cause impacts;
- Significance of potential impacts during construction phase;

N = population size and n = sample size.

- Significance of potential impacts during the operational phase;
- Impacts on the social fabric;
- Affected stakeholders; and
- Stakeholders' potential responses.

## 5.4 Limitations and mitigating measures

SIA runs parallel with, overlaps, or is used by: environmental impact assessment (EIA) (Slootweg et al., 2001); risk and hazard assessment (Dreyer et al., 2010); technology assessment (Russell et al., 2010); project programming and policy monitoring and evaluation; triple bottom line assessment (Vanclay, 2004); as well as a number of other subfields within planning and management (Barrow, 2000). In this regard, Vanclay (2004) suggested that an increasing focus on integrative approaches was one of the current trends in impact assessment. Without a good exchange of information between the various forms of impact assessment, SIA and other forms will be less effective, and sustainable development will be more difficult to achieve. Consequently, in engaging with this SIA it is important to consider that it is not the one and only tool informing approval, development and operations of the urban development project under scrutiny.

Moreover, it is to be noted that research response rates and participation are increasingly challenged by the concurrent knowledge-society context where people's views are continuously sought in their roles as citizens, consumers, parents, employees, students and other roles or stakes they hold. Consequently, the mixed-methods research design of this SIA targeted a comprehensive assessment by combining different methods to elicit quantitative and qualitative primary and secondary data.

## 5.5 Conclusion

This chapter detailed the methodology of the social impact assessment of the proposed development by accounting for the data collection instruments (documentary analysis, quantitative questionnaire and elite structured interviews), the data analysis and the ethical considerations that featured in the SIA's research design. The chapter also considered principal limitations of the research design and mitigating measures. The next chapter presents the baseline of the situation at the time of the study to provide a community profile that engages with the relevant and diverse community stakeholders.

# 6 BASELINE OF THE CURRENT SITUATION

## 6.1 Introduction

As per terms of reference of the Planning Authority active at the time of this study (Appendix 1) and as anticipated in Chapter 3 (Methodology) of this SIA, this chapter discusses salient findings of documentary analysis targeting a timely and rigorous community profile of Marsa that factors in a stakeholder analysis; a discussion of the socio-cultural setting and trends happening in the affected community; an assessment of the differing needs, interests, values and aspirations of the various community subgroups (including gender groups); and assessment of the impact history, i.e. experience of past projects and other historical events; a discussion of the assets, strengths and weaknesses of the affected community; and a description of socio-cultural role the site plays within the local and national context.

## 6.2 Stakeholder analysis

The review of academic and grey literature related to Marsa illuminated that the locality's Maltese population is associated with ageing trends (National Statistics Office (NSO), 2011; Xuereb, 2015) and lack of education (Xuereb, 2015); as well as with immigrants residing at the Open Centre or visiting the locality for social reasons or to seek work, often in the underground economy (Xuereb, 2015).

At the end 2018, the total resident population of Marsa stood at 5,454, of which 2,917 were males and 2,537 were females (National Statistics Office, 2019). This marked an overall population rise of 13.9% since 2011. In the interim, the number of females increased by 6.0%, whilst the number of males increased by 21.4% (Table 1 adapted from NSO, 2011, p. 46).

**Table 1 Marsa population – gender & age groups**

| Age group | Males | Females | Total |
|---|---|---|---|
| 0-9 | 206 | 211 | 417 |
| 10-19 | 248 | 194 | 442 |
| 20-29 | 318 | 307 | 625 |
| 30-39 | 353 | 256 | 609 |
| 40-49 | 220 | 184 | 404 |
| 50-59 | 348 | 363 | 711 |
| 60-69 | 389 | 421 | 810 |
| 70-79 | 234 | 307 | 541 |
| 80-89 | 82 | 132 | 214 |
| 90-99 | 5 | 10 | 15 |
| **Totals** | **2,403** | **2,385** | **4,788** |

(adapted from NSO, 2011, p. 46)

Up to 2011, or every 1000 households, less than 40 are non-Maltese, though this was one of the highest rates in the Southern Harbour regions, together with Valletta, Floriana and Vittoriosa (NSO, 2011, p. 113). Already in 2011, 47.9% of residents of were aged 50 years and

over, indicating a considerable older adult resident population. A slight majority (53.8%) of these were females. The average age of the person of reference person was 58.4 years, older than the average national counterpart (55.6 years). In relation to this, the average age of the Maltese population of Marsa was 45 years, higher than the average age of the Maltese population at the time (40.5 years). Conversely, while the average age of the Marsa non-Maltese population was 31.8 years, the counterpart in the Maltese Islands stood at 40.6 years. In 2011, the main age group minorities in the Marsa population were those aged 80-89 years (214 residents – 4.5%) and 90-99 years (15 residents – 0.3%).

Other stakeholders identifiable through secondary sources on Marsa include rights-holders and/or commercial and/or industrial investors and/or employers; different categories of employees based in the Marsa area including full-time, part-time, project-based (e.g. construction workers); self-employed persons / professionals rendering services in the area (e.g. family doctors, building contractors); representatives of community-based state organisations (e.g. local council, wardens, police station); commuters and consumers (Formosa, 2015; Xuereb, 2015; General Retailers and Traders Union (GRTU), 2008).

At the time of the study, broader stakeholders holding a stake in Marsa or in its development included representatives of civil society organisations, particularly human rights organisation such as the Integra Foundation, but also trade unions, employers' associations, environmental non-governmental organisations (ENGOs); representatives of broader state organisations, e.g. ministries, government entities and police corps (Formosa, 2015; Pisani, 2009; Fsadni & Pisani, 2012).

### 6.3 Socio-cultural setting and trends

Marsa is a town in the East of Malta with an area of 2.8km$^2$. According to the most recent Census (NSO, 2011), Marsa's population density[4] (1,737 persons / km$^2$) was already higher than the average of the Maltese Islands (1,325 persons / km$^2$), which – at the same time was (and to date is) - already the highest in the EU28 (Eurostat, 2019). As to the last Census (NSO, 2011), Marsa featured 2,545 residential dwellings, of which 1,936 had a kitchen/ette, a bath or shower, toilet and water supply system (pp. 227, 282). Most dwellings were maisonettes or ground floor tenements (1,198, of which 966 were occupied) and terraced houses or townhouses (885, of which 586 were occupied) (pp. 227, 235). Less than 10% of the dwellings were recorded as in need of serious repairs or dilapidated, though this was quite high compared to the rest of localities in Malta and Gozo (p. 231). 864 (44.6%) of the occupied dwellings had Internet (p. 292), 866 (44.7%) were owned freehold, 252 (13.0%) owned with ground rent and 54 (2.8%) used free of charge (p. 246). The rest were rented or held by emphyteusis (p. 246) – albeit rented properties is likely to have gone up since the last Census in view of national developments.

The resident population primarily features two membered-families – a trend that prevails in the rest of the country (NSO, 2011, pp. 203-207). The literacy rate (83.7%) is lower than the average of the Maltese Islands (93.6%), thus the last census indicated that 4,317 Marsa residents (16.3%) are illiterate (NSO, 2011, p. 146). The employment rate was one of the lowest

[4] The population density is the "ratio of the Census population of a region to the (land) area of the region. Total area is defined by the Malta Environment and Planning Authority (MEPA) in terms of local council boundaries" (NSO, 2011, p. xiii).

in the country (c. 45%, together with Cospicua and Luqa and after Valletta), whilst the unemployment rate was one of the highest (p. 166).

Over the past decade an influx of migrants started residing at the Open Centre or visiting the area "in search of social or work possibilities" (Xuereb, 2015, p. iii). In relation to this Marsa has been discussed as "a no-go area to be avoided by the local population" and " a ghetto by the media" (p. iii). However, it might also be "serving the purpose of the migrants' unofficial capital city in Malta, since it caters to their needs including employment, shopping and recreation" (p. iii). Fsadni and Pisani (2012) concluded that migrants do not "choose" to live in areas such as Marsa, Birzebbugia, St. Paul's Bay and Msida, because when people are grouped as "Muslim, Arab and African" (p. 79) racial discrimination and ethnic marginalization are more likely to take place when social class "intersects with ethnicity and racialization processes" (p. 80).

Close to the Open Centre there is a roundabout where every morning, many migrants wait for possible employers to offer labour, often in exchange of irregular conditions (Xuereb, 2015). Among other stakeholders, the General Retailers and Traders Union (GRTU) (2008) was critical on how this situation disadvantaged employers as well. Migrants sometimes refused to work for the standard wage rate and the employers had to go back to Marsa to pick-up other migrants instead. The Mayor of the time added that when people stop their cars next to the Open Centre, immigrants surround them. Many of them are in search of a job, but some others may be violent. He also pointed out that in Marsa there are not only the migrants who live in the Open Centre but others who come from Ħal Far and other places (Pisani, 2009). This was confirmed by Bezzina's (2009) study with immigrants residing at the Ħal Far Open Centre (located a few minutes' walk away from the (then) Employment and Training Corporation's (ETC) headquarters (today, jobsplus) who were unfamiliar with the services offered by the ETC and they used to go to Marsa to seek employment anyway.

Secondary sources flagged residents' concerns about the immigrant community in their town, of which practical manifestations include reluctance to roam the streets after sunset (Pisani, 2009). Notwithstanding, residents manifested awareness that media's negative depiction of migrants and general Maltese lack of tolerance towards people from different cultures inform such concerns (Pisani, 2009). The same study also illuminated that residents acknowledged that the majority of immigrants were peaceful and not dangerous. Only a minority were identified as engaging in deviant behaviour. The Mayor of commented that burden sharing idea should start locally since many of the migrants allocated to Marsa could be also accommodated in other councils (Pisani, 2009).

## 6.4 Impact history

### 6.4.1 Maritime and harbour development

The name 'Marsa' means 'port'. The Romans had already seen great potential in Marsa, and they built a pier that was 1,500 feet long which was used for the same purposes as those of today. This pier was also used in 1565 when the Ottoman Empire attacked Malta with 30,000 soldiers. They set up tents in Marsa due to its proximity to two strategic locations, which were Birgu (another port) and Fort St. Elmo (Guillaumier, 2002). By the end of the 19th century, Portunovu, Malta's latest port was to be built in Marsa. Various changes were made before the area was suited to this enterprise. After the opening of the Suez Canal, Malta's strategic

position became very important, and the significance of its ports increased considerably. Many people found employment in Marsa and a dock was built. Tents for merchants were also set and warehouses to store coal were also built. Even though this was a modern project, it still impacted this area negatively due to coal and dust pollution (Guillaumier, 2002). In the 1950s, a plan was developed to create The Grand Harbour and a new pier of 1,600 feet was built to receive bigger ships such as tankers (Guillaumier, 2002). This led to the formation of concentrations of residences around dock area creating a "rust-belt community" in Marsa (Formosa, 2007, p. 95). This was followed by another outlay pertaining to the Marsa Shipbuilding built in 1975 (Guillaumier, 2002) and increased in capacity by 1979 (King, 1978). Albert town is the part of Marsa initially meant as a training site for people who would be working in the port. This part of Marsa was named after Prince Albert (Guillaumier, 2002).

### 6.4.2 Power station

For many years, Marsa hosted a fossil fuel-based power station, associated with severe pollution (Xuereb, 2015; Formosa, Azzopardi, Scicluna & Willis, 2013). More than 60 years ago, when the construction of the power station commenced, the plans were for an underground structure; but in time it was extended to above the ground with the installation of several extensions including boilers and turbines. This power station produced electricity by burning coal until 1995 when it was converted to oil. This station has been a source of debate for many years due to the pollution it caused. On the 15th February 2015 the station was switched off, although a ceremony was held on the 9th March 2014 to officially close this controversial chapter (Xuereb, 2015; Farrugia, n.d.).

### 6.4.3 Road infrastructure

Ongoing at the time of this social impact assessment, the Marsa Junction Project includes widening of a number of different points of the Marsa main artery, as well as the building of seven flyover structures, leading to seven different directions. The Project targets considerable reduction in time lost in traffic for all those who drive to or from the south of Malta. The new infrastructure of this junction will also include facilities for road users who make use of alternative means – cyclists, public transport users, and pedestrians. The Project will also provide parking for over 350 vehicles with a park and ride system. Air pollution in the area is expected to go considerably down, whilst energy efficient lighting will also be used (Transport Malta, 2017).

### 6.4.4 Industrial and commercial developments

Another important investment during the 1959-1964 period was the £480,000 sum allocated for the Marsa Industrial Estate (Caruana, 1992, p. 38). The Marsa Industrial Estate is located only a couple of kilometres away from both the Malta International Airport and the port facilities around the Grand Harbour. With almost 500,000m$^2$ of industrial space, it is one of the larger estates in Malta and houses a significant number of companies operating in a wide variety of sectors, including automotive components, clothing, food and beverages, engineering services, furniture, metal fabrications, pharmaceuticals and medical devices, plastics and products thereof and printing (Malta Industrial Parks Ltd. (MIP), n.d.).

More recently, private investment in relatively large scale or specialized shopping complexes (e.g. sports gear, supermarket, ICT, furniture and household) enhanced the commercial

portfolio of the locality.

In 2009, an attempt was made to diversify the economic activities in the town with the launch of the Marsa Menqa Regeneration Project. The proposal included the development of a 170-berth yacht marina and accompanying 1.5km pedestrianized promenade. However, this project never came to fruition. Recently, interest in the regeneration of the area resumed and the Government launched an expression of interest for the regeneration of the Menqa area in July 2017 in response to which 16 entities placed a bid (Macdonald, 2017).

### 6.4.5 Marsa Open Centre

The centre is managed by the Foundation for Shelter and Support to Migrants, an NGO directed by a Ghanaian lawyer and operated by a mixed team of European and African employees, the majority of whom are Maltese (Lewis, 2014). This centre is used to accommodate single adult male migrants. It provides various services such as social workers, care workers and medical assistance including the services of a psychiatrist. The Open Centre also offers information support that includes a variety of services such as educational tools to help migrants integrate better within the society (Fondazzjoni Suret il-Bniedem, 2010).

## 6.5 Assets, strengths and weaknesses

### 6.5.1 Natural assets

Marsa's valleys have been documented as important since they provided an essential source of water to irrigate the fields (Marsa Local Council, n.d.). There is record of several wells that provided potable water to people from the neighbouring villages. During the 15th and 16th centuries Marsa's fief was sequentially sold to various Barons, nobles, vice-kings and Grandmasters of various Mediterranean countries. Value was attributed to supply, fertility and relative distance from the capital city of Malta, Valletta (Guillaumier, 2002). In the late 1800s the water supply in Marsa was contaminated, causing frequent bouts of malaria to the inhabitants. Portunovu and the lack of potable water instigated some people to leave Marsa. However, when the New Grand Harbour was built, the problem of stagnant water in the area was eliminated (Guillaumier, 2002).

There is little information on concurrent possibilities of water supply in Marsa. Secondary sources document it is the site that watersheds Rabat, Żebbuġ and Siġġiewi valleys (Kullħadd, 2018). In 2011 the (then) Malta Environment and Planning Authority's (2011) identified the 'Marsa Plain' as one of the only two examples in the Maltese Islands of an extensive flood plain. It is of scientific significance in terms of hydrology, geomorphology and Quaternary paleontology, and is classified as Level 2 under policy RCO 2 of the Structure Plan. In 2011, MEPA documented that development applications will be examined against the scientific importance of the site.

Also in 2011, the lands on either side of Triq Nazzjonali, the lands in the vicinity of the centre of Marsa (except for the aged persons' home site); the lands at the eastern end of Triq il-Kapuċċini and at Spencer Hill were designated as areas of open space. Consequently development of these areas for any purpose in conflict with the enjoyment by the general public for outdoor recreation on a non-commercial basis should not be permitted (MEPA, 2011).

### 6.5.2 Cultural assets

Used as a port since the times of the Phoenicians, various Punic, Greek, Roman and Medieval remains including catacombs were found in Marsa; although it is also documented that nothing remains of Ġan Franġisk Abela's (St. John's Order's Vice-Chancellor and also first historian of Malta) 17th century Villa San Giacomo (Kullħadd, 2018). The locality also hosts harbor fotifications scheduled as Grade 1 by the Planning Authority that may include bastions, fortified lines, battery, ramparts, entrenchment, cavaliers, ditches, countermine galleries, vedette, shields, gates, glacis and escutcheon (Planning Authroity, n.d.). Details of scheduled property that forms part of the Planning Authority's register at the time of this SIA may be found in Table 2.

When the British came to Malta at the beginning of the 19th century, they sought out suitable areas where they could practise their favourite sporting activities. Most of these are practised on turf and so their automatic choice was Marsa due to the availability of water for irrigation from the surrounding areas, and this was the main consideration why the colonial power chose this area for building a Sports Centre. Marsa was one of the first places in Europe where football was played (*Il-Marsa matul iż-Żminijiet*, 2006). Whilst serving in the Mediterranean Fleet, King George V used to play polo in the Marsa Sports grounds (Nicolson, 1952). In 1958, the British converted an area in Marsa into an Athletics track. They also built two Rugby and two Hockey grounds. Apart from these, they also developed the facilities needed for these pitches such as "dressing-rooms, canteens and car-parks" (*Il-Marsa matul iż-Żminijiet*, 2006, p. 151).

**Table 2: Marsa – Scheduled Property Register**

| Category | Heritage Item | Property Name/Address | Locality | Legislation | Feature | Degree |
|---|---|---|---|---|---|---|
| Cultural Landscape | Marsa Urban Conservation Area | Refer to Map | Il-Marsa | 'GHLP' - Grand Harbour Local Plan - Valletta, Floriana, Marsa, Kordin, Cospicua (Bormla), Senglea (Isla), Vittoriosa (Birgu), Kalkara. | Not Applicable | Not applicable |
| Engineering | Wall Post Box (George V) | Triq il-Prince Albert | Il-Marsa | G.N. 0829 of 2007 - Development Planning Act (CAP. 356) - Scheduling of Property | Post Box | Grade 1 |
| Engineering | Pillar Post Box (Elizabeth II) | Triq Hal Qormi | Il-Marsa | G.N. 0829 of 2007 - Development Planning Act (CAP. 356) - Scheduling of Property | Post Box | Grade 2 |
| Engineering | Telephone Booth (Elizabeth II) | Ix-Xatt ta' Pinto | Il-Marsa | G.N. 0829 of 2007 - Development Planning Act (CAP. 356) - Scheduling of Property | Telephone Booth | Grade 2 |
| Engineering | Wall Post Box (George VI - Elizabeth II) | Triq Isouard | Il-Marsa | G.N. 0829 of 2007 - Development Planning Act (CAP. 356) - Scheduling of Property | Post Box | Grade 2 |
| Engineering | Telephone Booth (pre 1953) | Triq is-Salib tal-Marsa | Il-Marsa | G.N. 0829 of 2007 - Development Planning Act (CAP. 356) - Scheduling of Property | Telephone Booth | Grade 2 |
| Engineering | Wall Post Box (George VI - Elizabeth II) | Triq is-Salib tal-Marsa | Il-Marsa | G.N. 0829 of 2007 - Development Planning Act (CAP. 356) - Scheduling of Property | Post Box | Grade 2 |
| Architecture | Villa Violette and Rock Cut Features | Triq is-Salib tal-Marsa | Il-Marsa | G.N. 0628 of 2008 - Development Planning Act, 1992 (Section 46) - Scheduling of Property | Villa / Rock Cut Features | Grade 2 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Architecture | Underground bombproof power station | Triq Fra Diegu | Il-Marsa | G.N. 0022 of 2012 - Environment and Development Planning Act, 2010 (Article 81) Scheduling of Property - Miscellaneous. | Powerstation | Grade 2 |
| Architecture | Marsa Bus Shelter | Triq Dicembru Tlettax | Il-Marsa | G.N. 0522 of 2012 - Environment and Development Planning Act (Cap. 504, Article 81) Scheduling of Property - 20th Century Modernist Architecture and Monuments in Valletta and Floriana | Bus Shelter | Grade 2 |
| Architecture | Turkish Military Cemetery | Triq il-Marsa | Il-Marsa | G.N. 0839 of 2006 - Scheduling of Property - Development Planning Act, 1992 (Section 46) | Cemetery | Grade 1 |
| Architecture | Jewish Cemetery | Triq il-Marsa | Il-Marsa | G.N. 0839 of 2006 - Scheduling of Property - Development Planning Act, 1992 (Section 46) | Cemetery | Grade 1 |

(Planning Authority, n.d.).

These sports grounds were further enhanced in the 1970's as the government wanted to prioritize sports. At the time, the sports centre was a relatively impressive development including various stadiums and pitches for different sports. In 1993, the government decided to build a new athletic stadium (Guillaumier, 2002). In the early 20th century, the Malta Royal Golf Club moved to its current location in Marsa "which is essentially flat parkland on the silted up remains of the ancient harbour and river estuary" (Royalmaltagolfclub, 2013).

Marsa is also famous for the equestrian racecourse. A committee was established in 1868 by the British to discuss the building of a racecourse. The first races in Marsa were held on the 2nd and 13th April 1869. This racecourse created more work in Marsa as stables and houses for those who took care of the horses needed to be built, apart from related crafts necessary for this type of sports (*Il-Marsa matul iż-Żminijiet*, 2006). Today, the area of land north of the existing grand stand of the racing track, bounded by the Tad-Dwieli stretch of the Marsa-Ħamrun by-pass and Triq Diċembru 13 accommodates horse racing related facilities such as stables, maintenance and repair of racing equipment, betting shops and some general retail outlets (MEPA, 2011). MEPA (2011) policy supported this primary use and prohibited industrial uses, in principle and did not exclude further horse racing related activities.

The locality is also known for the two kinder and primary schools Theresa Nuzzo and San Ġorg Preca College Marsa Primary. There are also two churches in Marsa dedicated to different patrons. The Holy Trinity parish church was built for the residents in Marsa who had previously been obliged to go to the neighbouring suburb of Ħamrun for mass. Construction commenced in 1909 and was inaugurated in 1913. The second parish church dedicated to the Queenship of Mary was built between 1958 and 1961. Previously this church was named Our Lady of Tears (Guillaumier, 2002). There are other churches and small chapels in Marsa (Guillaumier, 2002) including two churches dedicated to the Assumption of St. Mary (Santa Marija ta' Ċeppuna) and Our Lady of Divine Grace (ta' Ċelju) and two chapels dedicated to the Sacred Heart of Jesus and Our Lady of the Sorrows (Quddies.com.mt, n.d.).

Other landmarks of spiritual nature include the a garden of remembrance for the Jewish community in Malta (*Il-Marsa matul iż-Żminijiet,* 2006) and the Ottoman Muslim Cemetry. The cemetery was designed by the well known Maltese architect and civil engineer, Emanuele Luigi Galizia. It was commissioned by the (then) Sultan of the Ottoman Empire, Abdülaziz I, as a final resting place for members of the Turkish military under the permission of the British colonial authorities inhabiting the island (Petroni, 2016). The graves in this cemetery were all

laid out facing Mecca (Xuereb, 2015). Political and ideological complications are associated to date. Socio-political memory, identity and healing could compromise, overlook and underestimate the cultural and artistic significance of this masterpiece. A broader definition of heritage illuminates the site's value in terms of Ottoman heritage and representation, history of Maltese architecture, Europe's search for the exotic during the nineteenth century and visual cultures within the Islamic world (Petroni, 2016).

### 6.5.3 Strengths

Due to its geographical position, Marsa is considered key in communications infrastructure because it connects the southern and northern parts of Malta (Xuereb, 2015). More recently, the park and ride added a public transport hub feature to the town's portfolio and Transport Malta; whilst the three-phased Marsa Junction Project (ongoing at the time of this social impact assessment) targets servicing a total of around 8,000 vehicles per hour on a daily basis. Research explored the possibility that Marsa may well be "serving the purpose of the migrants' unofficial capital city in Malta, since it caters to their needs including employment, shopping and recreation" (p. iii). Furthermore, the waterside location not only bears the historic and contemporary maritime (industry and commercial) value synthesised in this chapter, but also potential for economic and social development related to entertainment, education and community development (Dalli Gonzi, 2015).

### 6.5.4 Weaknesses

The most recent Census recorded a dependency ratio[5] of 60.0% in Marsa and an old age-dependency ratio[6] of 38.9%. These are significantly higher form the average equivalents of the Maltese Islands (45.2% and 23.7%, respectively) (NSO, 2011). Research about the locality identified "urban decay, areas of social disorganisation and the presence of migrant segregation in this town" (Xuereb, 2015, p. iii).

In particular, the area surrounding the Open Centre mainly inhabited by migrants, was "socially disorganised and deteriorated" (p. iii). Cultural conflict and racism identified among the non-immigrant portion of the Marsa population may be the reasons why this area is avoided, particularly after sunset (p. iii). Research suggested that "according to criminological literature" (p. iii) Marsa can be "referred to as a transitional multi-ethnic slum" (p. iii). A spatial study of Marsa divided the town into Zone A (mainly Queenship of Mary Parish area) and Zone B (Holy Trinity Parish area). Over 70% of male respondents and 50% of women in Area B expressed feelings of fear towards immigrants; while in area A the results showed that the residents were slightly less preoccupied. The study also found that 77% of Maltese residents in Marsa also believed that immigrants would influence traditional Maltese culture (Herrera, 2007).

Notably, another type of ethnic / cultural conflict identified in Marsa involves rivalry between the residents of Maltese origins who reside in the different parish areas (Xuereb, 2015; Formosa et al., 2013). Goodwin (2002) stated that Marsa was one of the only four localities in Malta

[5] The dependency ratio is the ratio "of non-active persons (aged 14 or less and others aged 65 or more) to active (persons aged 15 to 64) in a given population" (NSO, 2011, p. xxxvi).

[6] The old age-dependency ratio refers to the "proportion of persons aged 65 and over divided by the working-age population of persons aged 15 to 64" (NSO, 2011, p. xii).

divided into two parishes, apart from Sliema, which is divided into three. He added that this gave the town an "unusual status" (p. 72) and this "structural pluralism" (p. 72) makes "social organization" (p. 72) more difficult.

The Maltese Islands are divided into six districts and Marsa is part of the Southern Harbour district. In this district, the risk of theft from residences was found to be 0.7 times the national rate; while the risk of vehicular theft was found to be 1.3 times the national rate (Formosa, 2015). Notwithstanding, the risk factor of grand total offences in the Southern Harbour district was similar to the national rate. Particularly in Marsa, the risk factor of residential and vehicular crime was found to be 1.6 times the national rate and the grand total offence risk factor stood at 2.1 times the national rate (Formosa, 2015). Since 1998, the national risk rate of grand total crimes in Marsa was already high; but in 2014, this town joined Sliema, Floriana, Msida and Valletta in the group of the very high risk factor with a risk rate of 2 to 5 the national risk rate in Malta (Formosa, 2015). In September 2014, after several police warnings, nine Maltese women were taken to court and accused of loitering for prostitution while found to be carrying cash and contraceptives. Five of these nine were arrested while soliciting in the streets of Marsa (Mizzi, 2014).

Prostitution around Albert Town was described as "at an all-time high" with problems "getting worse" (The Malta Independent, 2011):

> Men and women can be seen loitering with intent as soon as dusk descends and people who work in this industrial part of Marsa often make sure to end their day's work well before night falls. The majority of those who work throughout the night shut their garage doors, because they are embarrassed and offended by others' unruly behaviour. Residents, especially the elderly, lock themselves indoors at night and hardly ever go out…Such is the high number of prostitutes roaming around Albert Town's streets that, rather worryingly, the more desperate among prostitutes have even started loitering closer to the centre of Marsa in the hope of attracting more clients. The problem is spreading rapidly. No wonder much of the property in Marsa has devalued drastically over the past 10 years (The Malta Independent, 2011).

### 6.6 Needs, interests, values and aspirations

In recent years, the Mayor emphasised the importance of "the police" presence and he acknowledged that they "do have their work cut out in controlling the area and the number of prostitutes who were charged in court last year for loitering with intent in Albert Town proves that police patrols are constant and on-going" (The Malta Independent, 2011). The Mayor believed that more could be done, arguing for "a stronger police presence".

Needs flagged by secondary sources include an alternative to the Open Centre, more competent Open Centre security personnel and educational initiatives (Xuereb, 2015, p. iii). Community stakeholders aspire to drastically reform human rights practices in the locality as exploitation of immigrants through irregular work was flagged by a number of sources and NGOs and compared to slavery (Pisani, 2015; Formosa et al., 2013).

On a more positive note, on the initiative of the Marigold Foundation and using funds from the European Union an abandoned area at Marsa was regenerated into a building for non-governmental organizations as a meeting place for NGO members. The building includes a

relaxation / recreational area and halls. The centre is run by Aġenzija Sapport (Demicoli, 2015).

Looking ahead, the literature documents that past derelict sites, abandoned warehouses, shifting communities, shipping waste, and ships in disrepair flag that "Marsa's true beauty awaits emergence—a port city with enormous potential. But can we predict what this place should offer by 2050?" (Dalli Gonzi, 2015, p. 23). Final year Master's students at the Faculty for the Built Environment of the University of Malta were asked to produce their vision for debilitated Marsa. The "unravelled quayside" (p. 23) was compared to Canary Wharf (London) - today a major business district, or the Port of Leith (Edinburgh) – today deindustrialised and refreshed. Similarly, the literature documents aspirations that by 2050 Marsa will slowly

> "unravel a younger waterside district by peeling layers of grime built up over the years…The new spaces are meant to help trade emerge, embrace education, use multiple levels of land, build pedestrian links, and rethink derelict sites to turn them into new architectural masterpieces. Marsa is a calling card for architects and planners to define new uses for spaces to produce their full value for Malta" (p. 23).

### 6.7 Socio-cultural role of the site plays within the local and national context

The location for the proposed tall building is situated on Triq it-Tiġrija in the outskirts of Albert town. The site lies approximately 200m from Marsa Creek (straight-line distance). At the time of this assessment, the proposed site was abandoned and had already been partly excavated. The busy Marsa-Ħamrun Bypass lies to the south of the site. On the other hand, the areas located to the north, east and west of the proposed site are quieter and characterised by a mixture of residential property and commercial activities (AIS Environment Ltd., 2019).

Appreciation of the site needs to be contextualized in national developments. Economic growth, an increasing diverse labour market at national level and the need for regeneration, population decrease, ageing population, low educational levels and integration challenge contribute to a local context (in Marsa) that potentially benefitting from tall building urban development with diverse retail and business spaces, as well as open spaces and modern parking facilities.

### 6.8 Conclusion

This chapter has shown that development in Marsa, including the Malta Shipbuilding, the industrial estate, the power station and the open centre, left an impact on the urban ecology of the town. The literature suggests that since Marsa has historically operated as a harbour, it has always hosted foreigners; but, as to the time of this social impact assessment, the influx of immigrants is presenting new challenges for both the residents and the area. The residents in Marsa are ageing and many lack basic education. This impinges on acceptance of integration and community cohesion.

# 7 RESEARCH RESULTS

## 7.1 Introduction

This chapter presents the main findings of the mixed-methods research carried out between September 2019 and December 2019 to extract primary data from a quantitative questionnaire (Appendix 2) administered to a representative sample of residents and elite structured interviewing of stakeholders from the Marsa Local Council (Appendix 3) to inform the social impact assessment of the proposed tall building in Marsa. Further to an overview of research participants, the chapter presents the primary quantitative findings and then the primary qualitative findings.

## 7.2 Research participants

### 7.2.1 Questionnaire respondents

A total of one hundred and fifty-one 151 residents of Marsa accepted to respond to the questionnaire detailed in Appendix 2. As detailed in Chapter 3 (Methodology) the overall margin of error of the findings of the questionnaire component of this SIA was found to be ±7.865%.

The following tables detail salient socio-demographic distributions of the questionnaire respondents:

**Table 3: Sex**

| Sex | Total | Total |
|---|---|---|
| Female | 75 | 49.7% |
| Male | 76 | 50.3% |
| Base (all participants) | 151 | 100.0% |

**Table 4: Age cohort**

| Cohorts | Total | Total |
|---|---|---|
| 16-17 | 3 | 2.0% |
| 18-29 | 27 | 17.9% |
| 30-49 | 48 | 31.8% |
| 50-69 | 45 | 29.8% |
| 70+ | 28 | 18.5% |
| Base (all participants) | 151 | 100.0% |

**Table 5: Level of education**

| Level | Total | Total |
|---|---|---|
| No formal education / did not complete primary education | 5 | 3.3% |
| Primary education | 47 | 31.1% |
| Secondary education | 71 | 47.0% |

| | | |
|---|---|---|
| Post-secondary eduation | 13 | 8.6% |
| Tertiary education | 15 | 9.9% |
| Base (all participants) | 151 | 100.0% |

**Table 6: Work and employment status**

| Category | Total | Total |
|---|---|---|
| Student | 9 | 6.0% |
| Pensioner | 56 | 37.1% |
| Employee | 51 | 33.8% |
| Self-employed | 4 | 2.6% |
| Unemployed | 8 | 5.3% |
| 'Home worker | 21 | 13.9% |
| Do not wish to reply | 2 | 1.3% |
| Base (all participants) | 151 | 100.0% |

### 7.2.2 Elite structured interviewees

As detailed in Chapter 3 (Methodology) the elite structured interview was emailed to the Mayor of Marsa Local Council and the Minority Leader of the same local council. Only the Mayor replied as detailed later in this chapter, stating the matter had been discussed during a Local Council meeting (see also Appendix 3).

## 7.3 Quantitative Questionnaire Responses

**Table 7: Knowledge / awareness of the proposed development**

| Response | Total | Total |
|---|---|---|
| Yes | 23 | 15.2% |
| No | 128 | 84.8% |
| Base (all participants) | 151 | 100.0% |

**Table 8: Qualified knowledge / awareness of the proposed development**

| Response | Total | Total |
|---|---|---|
| Development including offices | 5 | 21.7% |
| Tall building | 4 | 17.4% |
| Retail outlets | 3 | 13.0% |
| Bigger race course | 1 | 4.3% |
| Complex instead of the Park & Ride | 1 | 4.3% |
| Fly over | 1 | 4.3% |
| Hotel | 1 | 4.3% |
| New roads | 1 | 4.3% |
| Showroom | 1 | 4.3% |
| Tunnel | 1 | 4.3% |
| Don't know | 7 | 30.4% |
| Base (Respondents aware of the project – some respondents gave more than one response) | 23 | 113.0% |

**Table 9: Overall do you agree that the proposed project should be developed?**

| Response | Total | Total |
|---|---|---|
| Totally against | 19 | 12.6% |
| Somewhat against | 12 | 7.9% |
| It does not make a difference to me | 35 | 23.2% |
| Somewhat in favour | 49 | 32.5% |
| Totally in favour | 36 | 23.8% |
| Base (all participants) | 151 | 100.0% |

**Table 10: What is the main reason for your dis/agreement?**

| Main reason | Total | Total |
|---|---|---|
| Embellishment of the locality | 33 | 21.9% |
| Tall building | 25 | 16.6% |
| No difference for the respondent | 22 | 14.6% |
| Useful project | 11 | 7.3% |
| Creates job opportunities | 9 | 6.0% |
| Disagree with the project | 5 | 3.3% |
| Increase in traffic | 4 | 2.6% |
| Pollution | 3 | 2.0% |
| Residents will have a recreational area | 3 | 2.0% |
| Too many construction going on | 3 | 2.0% |
| Age problem - elderly person | 2 | 1.3% |
| Accessible for the residents | 1 | 0.7% |
| Cafeteria / offices - attracts visitors | 1 | 0.7% |
| High property rents | 1 | 0.7% |
| Illegal immigrants live in the vicinity | 1 | 0.7% |
| Impact on the environment - building waste material | 1 | 0.7% |
| Noise pollution | 1 | 0.7% |
| Will compliment the fly-over | 1 | 0.7% |
| Don't know | 24 | 15.9% |
| Base (all participants) | 151 | 100.0% |

**Table 11: Overall, what would be the most positive impact of the proposed project (if any)?**

| Most positive impact | Total | Total |
|---|---|---|
| Embellishment of the locality | 34 | 22.5% |
| Increase in job opportunities | 12 | 7.9% |
| Increase business in the locality | 4 | 2.6% |
| A place to entertain / more activity | 3 | 2.0% |
| Government offices / Post office | 3 | 2.0% |
| Increase in parking spaces | 2 | 1.3% |
| Increase in residents | 2 | 1.3% |
| Reduce in the number of immigrants | 2 | 1.3% |
| Cafeteria | 1 | 0.7% |
| If a day centre for the elderly is included in the building | 1 | 0.7% |
| Increase in residential apartments (housing ) | 1 | 0.7% |

| | | |
|---|---|---|
| None | 67 | 44.4% |
| Don't know | 19 | 12.6% |
| Base (all participants) | 151 | 100.0% |

**Table 12: What would be your greatest concern during the development / construction phase (if any)?**

| Greatest concern | Total | Total |
|---|---|---|
| Traffic | 22 | 14.6% |
| Dirt / pollutiion | 17 | 11.3% |
| Tall building | 13 | 8.6% |
| Road diversions | 8 | 5.3% |
| Illegal immigrants | 4 | 2.6% |
| Noise pollution | 4 | 2.6% |
| Parking problems | 4 | 2.6% |
| No access to the bank | 2 | 1.3% |
| The presence of construction vehicles | 2 | 1.3% |
| An inconvenience | 1 | 0.7% |
| Health & safety issues | 1 | 0.7% |
| Too many construction going on | 1 | 0.7% |
| None | 70 | 46.4% |
| Don't know | 2 | 1.3% |
| Base (all participants) | 151 | 100.0% |

**Table 13: What would be your biggest concern during the operational phase (if any)?**

| Greatest concern | Total | Total |
|---|---|---|
| Tall building | 27 | 17.9% |
| Parking | 8 | 5.3% |
| Traffic | 6 | 4.0% |
| Pollution / bad environment | 4 | 2.6% |
| Illegal immigrants | 3 | 2.0% |
| Against the development | 2 | 1.3% |
| Attracts certain type of people | 2 | 1.3% |
| Health and safety issues | 1 | 0.7% |
| No access to his private garage | 1 | 0.7% |
| Over populated | 1 | 0.7% |
| None | 90 | 59.6% |
| Don't know | 6 | 4.0% |
| Base (all participants) | 151 | 100.0% |

**Table 14: What would you like this kind of development to include?**

| Would like it to include: | Total | Total |
|---|---|---|
| CCTV | 36 | 23.8% |
| Planting of trees | 31 | 20.5% |
| Play ground / public garden | 26 | 17.2% |
| Improve the environment | 5 | 3.3% |
| Benches | 4 | 2.6% |

| | | |
|---|---|---|
| Free wifi | 3 | 2.0% |
| Government offices | 3 | 2.0% |
| Affordable retail outlets | 2 | 1.3% |
| Police patrol | 2 | 1.3% |
| Public square | 2 | 1.3% |
| Accessibility to the bank | 1 | 0.7% |
| Day centre for the elderly | 1 | 0.7% |
| Elderly home | 1 | 0.7% |
| Good planning | 1 | 0.7% |
| Housing | 1 | 0.7% |
| Kids play area | 1 | 0.7% |
| Post office | 1 | 0.7% |
| Sensor lights / solar panels | 1 | 0.7% |
| Water fountains | 1 | 0.7% |
| None | 10 | 6.6% |
| Don't know | 18 | 11.9% |
| Base (all participants) | 151 | 100.0% |

**Table 15: Specific project component evaluation: Tall building - 16 storeys over ground**

| Evaluation | Total | Total |
|---|---|---|
| I like this component | 21 | 13.9% |
| I don't like this component | 72 | 47.7% |
| This component does not make a difference to me | 58 | 38.4% |
| Base (all participants) | 151 | 100.0% |

**Table 16: Specific project component evaluation: Offices**

| Evaluation | Total | Total |
|---|---|---|
| I like this component | 35 | 23.2% |
| I don't like this component | 24 | 15.9% |
| This component does not make a difference to me | 92 | 60.9% |
| Base (all participants) | 151 | 100.0% |

**Table 17: Specific project component evaluation: Ground floor showroom**

| Evaluation | Total | Total |
|---|---|---|
| I like this component | 43 | 28.5% |
| I don't like this component | 17 | 11.3% |
| This component does not make a difference to me | 91 | 60.3% |
| Base (all participants) | 151 | 100.0% |

**Table 18: Specific project component evaluation: Cafeteria**

| Evaluation | Total | Total |
|---|---|---|
| I like this component | 80 | 53.0% |

| | | |
|---|---|---|
| I don't like this component | 13 | 8.6% |
| This component does not make a difference to me | 58 | 38.4% |
| Base (all participants) | 151 | 100.0% |

**Table 19: Specific project component evaluation: 3-storey / 137 parking spaces underground garage for clients**

| Evaluation | Total | Total |
|---|---|---|
| I like this component | 76 | 50.3% |
| I don't like this component | 17 | 11.3% |
| This component does not make a difference to me | 58 | 38.4% |
| Base (all participants) | 151 | 100.0% |

## 7.4 Qualitative Elite Structured Interview Data

The following is the only response received: from the Mayor of the Marsa Local Council:

*How do you feel about past and ongoing urban and construction developments in Marsa?*
Il-Kunsill mhux se jkun kontra żvilupp li jagħti l-ħajja lil-lokal. Xi ħaġa li tant ilna nisħqu fuqha.

*What is your general opinion about a development in Triq it-Tiġrija (outskirts of Albert Town Marsa) comprising 16 storeys to be used for retail and offices and an additional underground car park of 3 levels? Please give reasons for your answer.*
Dik il-ħofra hija eyesore għalina. Nixtieq li l-binja proposta tkun monument sabiħ, fis-sens li tajjeb li estetikament dan it-torri għandu jkun mibni b'ġonna f'sulari differenti. Ikun uniku għall-Malta u xempju ta' kif isiru high rise buildings f'Malta.

*Should such a development take place, what would you be mostly concerned and anxious about **during the development / construction phase**?*
Żgur mhux forsi li għandu jsir ippjanar sew minħabba l-ammont ta' traffiku li jgħaddi mill-inħawi. Importanti li x-xogħol jibda, u jibqa' għaddej. Nitlob ukoll li jsir tindif kontinwu u kultant anki li tinħasel l-art kemm -il darba jkun hemm bżonn minħabba d-debris tal-kostruzzjoni.

*Should such a development take place, what would be mostly concerned and anxious about **once the development is completed, i.e. during the operational phase**?*
Wara li jinbena żgur li se naraw żieda ta' numru kbir ta' vetturi. Iż-żona fejn qiegħed hija diġà problematika fis-sens li fi Triq it-Tiġrija jgħaddi ammont ta' traffiku li jispiċċa jeħel fi Triq il-Marsa, fil-qalba tal-lokal.

*What can be done by the authorities and/or the developer to mitigate these concerns?*
Diġà llum hemm problema minħabba li l-aċċess għal Marsa-Ħamrun Bypass ġie magħluq minn Infrastructure Malta. Hemm bżonn organizzazzjoni tat-traffiku.

*Can you list any expected **positive changes** in Marsa's community lifestyle as a result of this kind of development?*
Pożittiv – Nemmen li hemm bżonn sinjal li l-Marsa qed tibda l-iżvilupp tant meħtieġ. Is-sinjal irid ikun wieħed pożittiv, fejn jinbena bini li jagħmel ġieh. Nħares b'ottimiżmu għall-fatt li tinfetaħ kafetterija f'żona li hija nieqsa minn dan.

*Can you list any expected **negative changes** in Marsa's community lifestyle as a result of this kind of development?*
Negattiv – Żgur mhux forsi li jagħlaq parti kbira mill-veduta ta' bosta residenti. Se jiżdied b'ammont kbir l-iskart. U bla dubbju ta' xejn l-ammont ta' traffiku li se jiżdied u n-nuqqas ta' parking spaces. Nifhem li se jkun hemm parkeġġ però nemmen li se jkun hemm bżonn aktar minn hekk.

*What could be done by the authorities and/or the developer to minimize the possibility that such negative changes take place?*
Inħalli f'idejn l-awtoritajiet ikkonċernati biex jsegwu dak mitlub mil-liġi.

*Would you like to add anything else?*
Nitlob lill-iżviluppatur li jagħti kumpens ambjentali jew soċjali jew kulturali lill-poplu Marsi. Xi ħaġa li wieħed jista' jitkellimha magħna fil-Kunsill.

Notably, there are a number of textual references implying that the views expressed reflect the opinion of the respondent in his role as Mayor (e.g. "nemmen" (I believe),"Nħares" (I look)). However, it is also important to remark that in the cover email containing this response the Mayor stated the matter was discussed during a Local Council meeting.

## 7.5 Main findings

This presented the main findings obtained from primary quantitative and qualitative research informing this SIA. The headline findings include that the vast majority (84.8%) of questionnaire respondents were not aware of the proposed development project. Among the minority (15.2%) who had some awareness / knowledge, five (5) participants manifested awareness / knowledge of the office component, four (4) participants manifested knowledge of the tall building, three (3) participants manifested awareness / knowledge of retail outlets and seven (7) participants could not elaborate on any component. Prior to sending a response to the elite structured intervew questions, the Mayor also requested further details about the exact location of the proposed development (see Appendix 3).

When informed about the project proposal and its main components, 23.8% of (36) questionnaire respondents replied that, overall, they totally approved, 32.5% (49) stated they somewhat approved, 23.2% (35) stated it did not make a difference to them, 7.9% (12) stated they somewhat disapproved and 12.6% (19) stated they totally disapproved of the proposal. Qualitative data corroborated with reference to the desired vitality that the proposed development is likely to generate in the locality.

Embellishment of the locality was the most popular main reason justifying approval (21.9% - 33 respondents) as well as the most frequently mentioned most positive impact of the proposed development (22.5% - 34 respondents). The best-liked component of the proposed project was the cafeteria (53.0% - 80 respondents), followed by the underground parking component (50.3% - 76 respondents).

Having a tall building of 16 over ground levels was the component that attracted the highest rates of dislike (38.4% - 58 participants), albeit a higher 47.7% (72 respondents) stated this component did not make a difference to them. Notably, however, 44.4% (67) of the respondents state there would be no positive impact and 12.6% (19) stated they did not know. Qualitative data made reference to how multi-storey green landscaping could pave best practice in the tall building development sector.

Nearly half of the respondents (46.4% - 70) stated they had no concerns during the construction phase and a majority of 59.6% of (90) respondents stated they had no concerns about the operational phase of the proposed project. Among those that expressed concerns, 14.6% (22) respondents stated traffic was their greatest concern during the construction phase and 17.9% (27) stated their greatest concern during the operational phase was having a tall building in the locality. Traffic was referenced as a principal concern in a number of qualitative data excerpts.

Finally, CCTV (23.8% - 36 respondents) and planting of trees (20.5% - 31 respondents) were the most frequently mentioned components that respondents would like to see included in the development. Qualitative data identified the need for consultation and cooperation between the developer and the Marsa Local Council.

## 7.6 Conclusion

This chapter presented the quantitative and qualitative findings of research carried out to inform this SIA. The next chapter delves into an in-depth analysis of these findings to identify and assess the likely social impacts, the affected stakeholders, the significance of likely impacts during construction and operational phases and the likely responses.

# 8 IDENTIFICATION AND ANALYSIS OF LIKELY IMPACTS

## 8.1 Introduction

On the basis of primary data collected as part of the work programme of this social impact assessment and informed by the secondary sources reviewed in this SIA (primarily in Chapter 3 (baseline)), this chapter identifies and describes the components of the proposed development that are likely to cause impacts and the respective affected stakeholders. The discussion will also delve into a stakeholder analysis, with special attention to a gender analysis and – when relevant – a scrutiny of how impacts may also vary with age cohort, education level and work and employment status. Attention will also be given to the significance of potential impacts during both the construction and operational phases and their impact on the social fabric of the community of Marsa. For each identified impact, the discussion will also account for how impacted stakeholders are likely to respond.

## 8.2 Regeneration

Albeit not a majority, a significant percentage (41%) of (62) questionnaire respondents associated the development under assessment with a broad variety of positive impacts for the community of Marsa that can be synthesised as inferring regeneration of the locality. Data from the elite structured interview with the Mayor corroborate:

> *"Il-Kunsill mhux se jkun kontra żvilupp li jagħti l-ħajja lil-lokal. Xi ħaġa li tant ilna nisħqu fuqha… Dik il-ħofra hija eyesore għalina… Nemmen li hemm bżonn sinjal li l-Marsa qed tibda l-iżvilupp tant meħtieġ. Is-sinjal irid ikun wieħed pożittiv, fejn jinbena bini li jagħmel ġieh" (Mayor).*

### 8.2.1 Affected stakeholders and related analysis

22.5% of (34) all questionnaire respondents identified embellishment of the locality as one of the positive impacts of the development on the community of Marsa: amongst which prevailed employees (41.2%); respondents with secondary level of education (50.0%); respondents aged 50-69 years (36.4%). Moreover, among those foreseeing embellishment of the locality as a positive impact of the development 55.9% were females and 44.1% were males. One (1) male resident (0.7%) associated with an increase in residential apartments and two (2) female residents (1.3%) associated the development with an increase in residents, which they reviewed as positive. Notably, two (2) female residents associated the development with the reduction of illegal immigrants, which they reviewed as positive. Only two (2) residents (1.3%), a male and a female, associated the development with an increase in parking spaces. Notably, however, the parking component in the development proposal obtained the approval of a majority (50.3% - 76 questionnaire respondents) – out of these 47.4% of participants were females and 52.6% were males.

To 7.9% of (12) respondents the development will catalyse an increase in jobs opportunities: among which prevailed employees (41.7%); respondents with secondary level of education

(50.0%); respondents aged 30-49 years (41.7%). Moreover, 58.3% of those identifying increase in job opportunities as a positive impact of the project on the Marsa community were males and 41.7% were females.

A minority of questionnaire respondents associated the development with increased economic and recreational activities, which they reviewed as positive. To 2.6% of (4) respondents the development will increase business in the Marsa community. Among these 3 were females and 1 was male. Three male (totalling 2.0% of) questionnaire respondents associated the development with increased activities and entertainment in the community of Marsa. Two females and one male (totalling 2.0% of) questionnaire respondents associated the development with the introduction of government and post offices in the community of Marsa. One male respondent positively reviewed the impact of having a cafeteria in the community. Notably, however, the coffee shop proposal in the development was the development component that obtained the highest approval (53.0% - 80 questionnaire respondents), equally shared between males (50.0%) and females (50.0%). In this regard, the Mayor commented as follow:

> *"Nħares b'ottimiżmu għall-fatt li tinfetaħ kafetterija f'żona li hija nieqsa minn dan" (Mayor).*

Other data that inform on residents association with the development's impact on the community's economic vitality include respondents' review of the development's offices' component. This was positively reviewed by 23.2% of (35) questionnaire respondents – out of which 54.3% were females and 45.7% were males. Also, the ground floor showroom proposal in the project was positively reviewed by 28.5% of (43) respondents – out of which 51.2% were males and 48.8% were females.

### 8.2.2 Effects on stakeholders and on the social fabric and likely responses

The above results illuminate that residents place value on the economic and social vitality of the Marsa community and anticipate this contribution from the development under assessment. The fact that when asked to review the various components of the proposed developments the highest obtained majority (53.0%) was obtained when respondents reviewed the cafeteria shows that respondents placed value on recreational and entertainment spaces, notwithstanding the consumption implication. One needs to consider that Marsa is one of the minority of localities in Malta that have not benefitted from their waterside location through recreational or touristic enterprise. Marsa's proximity to Valletta (and the Valletta waterfront in particular) qualitatively intensifies this lacuna.

Questionnaire respondents discussed in this section associated the proposed development with positive expectations, which generally induce a good feel factor and consequently higher chances of tolerance towards inconvenience that may need to be endured, particularly during the development phase. Notwithstanding, since regeneration of the community was flagged as a positive impact by less than the majority of residents and with varying understandings of what regeneration infers, the feel good factor and tolerance projected from the findings (and articulated in this subsection) have fragmented and diverse foundations. Therefore a certain degree of inconsistency in their manifestation should be expected.

### 8.3 Demographic changes

Only 2.6% of (4) questionnaire respondents identified the presence of illegal immigrants as their greatest concern during the construction phase, whilst 2.0% of (3) respondents identified this as their greatest concern during the operational phase. Only one participant (0.7%) identified overpopulation as the greatest concern during the operational phase. Another two participants (1.3%) identified that during the operational phase the development will attract a "certain type of people" (which they did not further qualify). However, two (2) questionnaire respondents (1.3%) flagged reduction of immigrants as a positive impact of the development. Notably, there were no comments from the Mayor of the Marsa Local Council about immigrants or specifically about any expected changes in the community's demography as a result of the development.

#### 8.3.1 Affected stakeholders and related analysis

Bearing in mind that less than 5% of respondents expressed concern about demographic changes during the construction or operational phases of the proposed development, it is interesting to note that during the construction phase, 75.0% of those who identified the presence of illegal immigrants as their greatest concern were males (and 25.0% were females), whereas during the operation phase 66.7% of those who identified the presence of illegal immigrants as their greatest concern were females (and 33.3% were females).

18-29 year olds prevailed (50.0%) among those who identified the presence of illegal immigrants as their greatest concern during the construction phase; whilst 30-49 year olds prevailed (66.7%) among those who identified the presence of illegal immigrants as their greatest concern during the operational phase.

Those with primary education (75.0%) prevailed among those who identified illegal immigrants as their greatest concern during the construction phase; whereas those with secondary level of education (66.7%) prevailed among those who identified the presence of illegal immigrants as their greatest concern during the operational phase.

Respondents flagging the presence of illegal immigrants as their greatest concern during the operational phase included student, pensioners, home workers and employees (equal 25.0% shares); whilst employees (66.7%) prevailed among those who flagged the presence of illegal immigrants as their greatest concern during the operational phase.

One female employee aged 30-49 years who had tertiary education identified overpopulation as her greatest concern during the operational phase; whilst two female employees aged 18-29 and 50-69 years and having secondary and primary education stated that during the operational phase "a certain type of people" would be attracted to the locality. The two (2) respondents flagging reduction of immigrants as a positive impact of the development were females: a pensioner and a homeworker.

#### 8.3.2 Effects on stakeholders and on the social fabric and likely responses

The fact that such a very small number of questionnaire respondents flagged the presence of illegal immigrants or of unwelcomed others or overpopulation as their greatest concerns shows that the development under assessment augurs well for relationships between residents and developers, shareholders, business and broader stakeholders of the development being assessed

by this study. Whereas sources reviewed in Chapter 3 (baseline) illuminated that residents were generally critical of illegal immigrants' 'loitering' in the community, the findings analysed in this section show that participating residents scantly associated the development with the traffic of illegal immigrants that Marsa featured at the time of the study or with excessive population growth.

## 8.4 Commuting

Whereas 14.6% of (22) questionnaire respondents identified traffic as their greatest concern during the construction phase of the project; only 4.0% (6) of questionnaire respondents said this was their greatest concern during the operational phase. With specific reference to the present situation and to the operational phase, the Mayor of Marsa commented:

> *"Diġà llum hemm problema minħabba li l-aċċess għal Marsa-Ħamrun Bypass ġie magħluq minn Infrastructure Malta. Hemm bżonn organizzazzjoni tat-traffiku…Wara li jinbena żgur li se naraw żieda ta' numru kbir ta' vetturi. Iż-żona fejn qiegħed hija diġà problematika fis-sens li fi Triq it-Tiġrija jgħaddi ammont ta' traffiku li jispiċċa jeħel fi Triq il-Marsa, fil-qalba tal-lokal" (Mayor).*

Meanwhile, 5.3% of (8) respondents identified road diversions as their greatest concern during the construction phase. Understandably, this concern did not feature among concerns identified during the operational phase.

Whereas 2.6% of (4) respondents identified parking problems as their greatest concern during the construction phase, a slightly higher 5.3% (8) respondents flagged this as their greatest concern during the operational phase. Parking also featured among on of the concerns expressed by the Mayor of Marsa:

> *"...bla dubbju ta' xejn l-ammont ta' traffiku li se jiżdied u n-nuqqas ta' parking spaces. Nifhem li se jkun hemm parkeġġ però nemmen li se jkun hemm bżonn aktar minn hekk" (Mayor).*

Among those flagging greatest concerns during the construction phase, 1.3% (2) identified the presence of heavy vehicles and 1.3% (2) identified no access to the bank. Whereas none of the participants identify these two concerns with the operational phase of the project, one participant (0.7%) flagged inhibited access to private garage as the greatest concern during the operational phase.

This above findings show that issues related to commuting during the construction phase troubled a total of 25.1% of respondents (i.e. just over one-fourth) and issues related to commuting during the operational phase troubled a total of 10.0% of respondents.

### 8.4.1 Affected stakeholders and related analysis

A gender analysis revealed that concerns about traffic during the construction phase were more prevalent among males (59.1%), whilst females (66.7%) prevailed among those who identified traffic as their greatest concern during the operational phase.
Among those that identified road diversions as their greatest concern during the construction phase 62.5% were males and 37.5% were females.

Among those that identified parking problems as their greatest concern during the construction phase 75.0% were males and 25.0% were females, whereas concerns about parking during the operational phase where equally shared (50.0%) by males and females.
The two respondents that identified the presence of heavy vehicles as their greatest concern were females and the two respondents that identified no access to the bank as their greatest concern were males.

Parking problems prevailed as the greatest concern during the construction phase among those aged 50-69 years (75%) and during the operational phase among those of ages 30-49 years (62.5%). Secondary level of education prevailed among those identifying parking problems as their greatest concern during the construction (75.0%) and operational (87.5%) phases.

Respondents aged 30-49 years and respondents with secondary level of education were the most prevalent with respect to traffic and road diversion concerns during the construction phase; albeit 72.7% of those who identified traffic as their greatest concern during the construction phase had secondary level of education, while a much smaller 37.5% of those who identified road diversions as their greatest concern during the construction phase had secondary level of education. Traffic as the greatest concern during the construction phase prevailed among employees (50.0%), whereas preoccupation about road diversions and parking problems during the construction phase prevailed among pensioners (50.0% in each case). Those of ages 50-69 years (50.0%), pensioners (66.7%) and those having secondary education (66.7%) prevailed among those who identified traffic as their greatest concern during the operational phase.

The two respondents that identified the presence of heavy vehicles and no access to the bank as their greatest concern during the construction phase were pensioners. Among respondents that identified the presence of heavy vehicles, one had secondary level of education and one had tertiary level of education; while both respondents that identified no access to the bank as their greatest concern during the construction phase were pensioners with primary level of education. The respondent concerned about access to private garage during the operational phase was an unemployed 30-49 year old male with primary level of education.

### 8.4.2 Effects on stakeholders and on the social fabric and likely responses

Whereas the above findings need to be contextualised in the national context of car-dependency, the incidence of pensioners and older cohorts in the analysis just presented infers that impacted commuters include also pedestrians. Thus various responses may be expected from stakeholders. Commuters who drive may consider alternative means of transport, such as public transport or car pooling – albeit it is a known fact that the uptake of these is limited at national level. Commuters who drive are likely to identify alternative driving routes, thus impacting neighbouring areas that would not usually experience the consequential extent of vehicle transit. On the other hand, pedestrian commuters may revert to motorised commuting or alternative routes. In the latter case, foot traffic may increase in some areas and decrease in other areas, thus triggering changes in the patterns of social interaction, possibly with outcomes of a social and commercial nature.

Notably, older commuters might be reluctant to leave their homes and this may lead to social isolation. This is of particular concern when considering the integration challenges of the locality identified in Chapter 3 (baseline) of this social impact assessment,

## 8.5 Pollution

Increase of waste featured among the locality's Mayor concerns about the development phase (without a distinction between construction and operational phases). Notably, only the Mayor flagged visual pollution as an outcome of the tall building development in a specific manner:

> *"Żgur mhux forsi li jagħlaq parti kbira mill-veduta ta' bosta residenti. Se jiżdied b'ammont kbir l-iskart" (Mayor).*

As regards questionnaire respondents, whereas 11.3% (17) identified dirt / pollution and 2.6% of (4) respondents identified noise pollution as their greatest concerns during the construction phase of the project; only 2.6% of (4) respondents identified pollution / bad environment as their greatest concern during the operational phase. This means that the greatest concerns during the construction phase of a total of 13.9% of respondents were related to pollution – a percentage that went down to 2.6% (4 respondents) when respondents were asked to consider the operational phase.

### 8.5.1 Affected stakeholders and related analysis

A gender analysis revealed that dirt / pollution concerns during the construction phase were more prevalent among male respondents (58.8%) than female respondents (41.2%); whereas concerns about noise pollution during construction phase and about pollution / bad environment during operational phase were shared equally among males (50.0%) and females (50.0%).

Concerns about dirt / pollution prevailed among the cohort aged 30-49 years (41.2% of those who identified this as their greatest concern during the construction phase) followed by the cohort aged 70 years + (29.4%). Concern about noise pollution was expressed only those by aged 50-69 years (75% of the 4 respondents who identified this as the greatest concern) and those aged 30-49 years (25.0% of the 4 respondents who identified this as the greatest concern). Respondents with primary level of education (75% of those who identified this as their greatest concern) prevailed among those whose greatest concern during construction phase was noise pollution; whereas respondents with primary and secondary level of education (35.3% in each case) and employees (47.1%) prevailed among those whose greatest concern during construction phase was dirt / pollution. Pensioners (50.0%) and employees (50.0%) prevailed among those who identified noise pollution as their greatest concern during the construction phase.

Concerns about pollution / bad environment during the operational phase were more prevalent among employees, 30-49 year olds, respondents with post-secondary level of education (50.0% in each case).

### 8.5.2 Effects on stakeholders and on the social fabric and likely responses

As explained in Chapter 3 (baseline), Marsa has a legacy of pollution related to industrial, energy, maritime and traffic activity. It is not surprising that residents are concerned that dirt and noise will increase deterioration of the physical environment and air quality. The latter may induce or impinge on respiratory diseases. These outcomes are likely to lead to increased pressure on the local council and related authorities to address liveability hindrances. It may

lead to moving out or decreased property prices. The latter may be temporary since the urban development under scrutiny in this assessment may boost the locality's appeal – as discussed in other sections of this chapter.

Notwithstanding, residents who decide to move out or perceive their property as having low market value may commit to property valuation that limits their financial gain. Decreased property prices may attract a concentration of specific cohorts of residents who rent or purchase property in the area because they have financial limitations, which may be associated with other or broader social problems. Moreover, such dynamics may lead to losses for the community in general. These possibilities are of particular concern when considering the secondary sources reviewed in Chapter 3 (baseline) of this study that associated crime, prostitution, illiteracy and ageing population with Marsa.

## 8.6 Concerns about urban development and construction

Whereas 8.6% of (13) questionnaire respondents identified having a tall building as their greatest concern during the construction phase of the project, other individuals identified "too much construction going on", health and safety issues and inconveniences as their greatest concern (0.7% / 1 respondent in each case). When asked to consider the operational phase, only one respondent (0.7%) identified a concern grouped in this category, with specific reference to health and safety issues.

This means that the greatest concerns during the construction phase of a total of 10.7% of respondents were related to urban development and construction fatigue and that this percentage went down to 0.7% when respondents were asked to consider their greatest concern during the operational phase. The Mayor's contribution elaborates on how construction waste and dirt may be at the root of such concerns and how these could be mitigated – namely: by avoiding interruptions in the development progress and through an adequate cleaning and maintenance plan:

> *"Importanti li x-xogħol jibda, u jibqa' għaddej. Nitlob ukoll li jsir tindif kontinwu u kultant anki li tinħasel l-art kemm-il darba jkun hemm bżonn minħabba d-debris tal-kostruzzjoni" (Mayor).*

### 8.6.1 Affected stakeholders and related analysis

Bearing in mind that only 16 participants flagged such concerns as their greatest during the construction phase, it is interesting to note that concern about the tall building prevailed among females (61.5%, when compared to males 38.5%), whereas all those flagging overdevelopment as their greatest concern were males. Pensioners (46.2%) prevailed among those who identified tall building as their greatest concern) but those flagging overdevelopment did not wish to five information on employment status. Persons aged 70 years and over (30.8%) and persons with secondary and post-secondary education (30.8% in each case) prevailed among those who identified tall building as their greatest concern. All respondents that flagged overdevelopment as their greatest concern during the construction phase were aged 18-29 years (100.0%) and had secondary level of education (100.0%). Notably, the component in the development proposal comprising a sixteen-storey (over-ground) building obtained the disapproval of nearly half of (47.7% - 72) questionnaire respondents – out of these 47.2% of participants were females and 52.8% were males.

An unemployed male aged 50-69 with secondary level of education identified inconvenience as his greatest concern during the development phase. Elderly (70 years+) pensioners flagged health and safety concerns during the construction and operational phases: a male with tertiary education and a female without formal education.

### 8.6.2 Effects on stakeholders and on the social fabric and likely responses

The above findings need to be contextualized in the broader national context because of the urban development boom the country experienced in past 5-10 years. During the eight months that preceded this social impact assessment three construction-related accidents causing damages to residences took place over a span of forty-nine days (Guardamangia – April 2019, Pietà – June 2019 and Mellieħa – June 2019). Media and social media coverage including photos and video recorded testimonials raised awareness and fuelled activism, in numerous cases with expressions of animosity towards the authorities and the developers' lobby. When factoring in that Marsa is a locality taxed by infrastructural and urban development (as discussed in Chapter 3 (baseline)), overdevelopment and construction fatigue are sociologically understandable responses that are likely to generate further responses identified such as increased pressure on the local council and related authorities and moving out of Marsa. The younger and more educated cohorts impacted by urban development and construction fatigue are more likely to vent their discontent through activism; whereas the older cohorts may be at risk of social isolation.

## 8.7 Conclusion

This chapter identified and described the impacts of the proposed development, as informed by primary data informing this SIA – namely: regeneration and - to a significantly smaller degree - demographic changes, commuting, pollution and concerns related to urban development and construction. Impacts were associated with specific components of the proposed development. It transpired that components associated with economic activity such as the offices and the cafeteria were particularly welcomed. Other data manifested approval of some components was also fuelled by expectation that the proposed development will generate recreational and entertainment activities.

The discussion also delved into a stakeholder analysis, with special attention to a gender analysis and – when relevant – a scrutiny of how impacts may also vary with age cohort, education level as well as with work and employment status. Some headline findings included that regeneration was primarily understood as enhanced economic and social vitality and both aspects were associated with the proposed development – males were prevalent among those expecting increased economic vitality and females prevailed among those expecting enhanced social vitality and embellishment of the locality.

Attention was also given to the significance of potential impacts during both the construction and operational phases and their impact on the social fabric of the community of Marsa. It transpired that since a significant number of respondents associated the proposed development with the regeneration of Marsa, it is likely residents might manifest tolerance when experiencing inconvenience related to urban development. In fact much smaller number expressed concerns about negative impacts discussed in this chapter, such as commuting impediments, pollution and overdevelopment. However, since different cohorts understood

regeneration in different ways, tolerance levels and incidence are likely to be inconsistent. Social isolation or moving out were among the responses associated with a number of negative impacts identified in this chapter.

In the light of the above, the next chapter discusses recommendations to avoid, reduce and mitigate identified impacts and presents a framework for monitoring and evaluation of the outcomes of the proposed development in relation to the identified social issues and potential impacts.

# 9 MITIGATION, MONITORING & EVALUATION

## 9.1 Introduction

Informed by the baseline / community profile of Chapter 3 of this SIA, by the research findings (Chapter 5) and by the assessment of the impacts of the proposed developments and their significance, stakeholders and their responses identified and discussed in the chapters of this SIA (Chapter 6), this final chapter identifies specific implementation mechanisms that can be adopted to address relevant social issues and potential impacts identified.

The chapter also lays out a plan for monitoring and evaluation of the project outcome in relation to the social issues and potential impacts identified, as informed by consultation with key stakeholders.

## 9.2 Mitigating inputs or alternatives

### 9.2.1 Traffic and rerouting signage and updates

Since commuting limitations were flagged as a negative impact that significantly worried stakeholders during the construction phase and (to a lesser extent) during the operational phase, it is being suggested to:

a. Install effective (possibly electronic) signage in Maltese, English and braille, possibly through collaboration with Transport Malta and Infrastructure Malta, to guide foot and vehicular traffic through safe and effective passage.

b. Disseminate in advance and live foot and vehicular traffic and rerouting plans and updates on a broad variety of platforms that include:

- Website specifically dedicated to disseminate updates about the development project website;
- Local TV and radio stations;
- Social media and app adverts, e.g. Google Maps;
- Local council channels (e.g. website, magazines); and
- Helpline / Freephone.

c. Offer a community cab service for short-distance travel or landmarks, e.g. bank, health centre, hospital, police station – possibly with in collaboration with local council and as part of a broader corporate social responsibility initiative promoting green and alternative travel. Such initiative is likely to be very welcomed from the elderly population of the locality.

d. Encourage construction and development workers or tall building visitors and employees to use car sharing schemes and alternative green modes of transport (e.g. using public transport vouchers or other sort of gift vouchers, discounts etc.).

e. Negotiate parking schemes with neighbouring businesses that attract visitors who travel by car.

f. Investing in intelligence parking systems that indicate supply or shortage of parking spaces at a given moment and direct drivers to available parking spaces.

g. Investing in pedestrian and bicycle facilities that include footpaths, bike sharing, bike tracks and racks.

**Monitoring and evaluation:** The above can be monitored through systematic collection of data on usage and customer experience (including big data). Data analysis would enable evaluation of social impact and mitigation.

### 9.2.2 Pollution and dirt

Pollution and particularly emissions, noise and dust pollution were flagged as a negative impact that significantly worried stakeholders during the construction phase and (to a lesser extent) during the operational phase. Consequently, it is being suggested to:

a. Including green spaces in the tall building's various levels and consulting with the Local Council in this regard in view of concerns expressed by the Mayor of Marsa, namely:

*"Nixtieq li l-binja proposta tkun monument sabiħ, fis-sens li tajjeb li estetikament dan it-torri għandu jkun mibni b'ġonna f'sulari differenti. Ikun uniku għall-Malta u xempju ta' kif isiru high rise buildings f'Malta".*

b. Deploy environmentally friendly construction practices (in line with S.L. 435.79 and further to discussion with the Local Council of Marsa) during the construction phase to minimize the dispersion of dust into the surrounding environment. These include wheel-washing facilities, hoarding and dust suppression measures (including water spraying).

c. Practice good construction practices to minimize the disturbance to locals in line with S.L. 435.79 and through ongoing discussions with the Local Council of Marsa. Specific measures include restricting working hours to designated hours and switching off machinery when not in use.

d. During the operational phase of the project, all apertures of the tall building should be fitted with double glazed windows to keep the level of noise pollution from the building to a minimum.

e. During the construction and operational phases, regular traffic studies and air quality studies should be carried out to calculate the AADT values.

f. During the construction and operational phases, construction and development workers or tall building visitors and employees should be encouraged (e.g. using public transport vouchers or other sort of gift vouchers, discounts etc.) to use car sharing schemes and alternative green modes of transport.

g. During the operational phase, the tall building outlets should invest or seek support to invest in energy saving technologies, green roofs and related environmentally proactive designs and tools.

**Monitoring and evaluation:** The above can be monitored and evaluated through supervision, maintenance and quality assurance.

### 9.2.3 Partnerships for social wellbeing & corporate social responsibility

Collaboration with the Local Council and other community stakeholders that include schools, NGOs or the business community should be sought to holistically design and implement corporate social responsibility initiatives (CSR) (as opposed to tokenism) that stimulate and support economic and social vitality in a sustainable manner and prevent social isolation (particularly of the elderly) but also the younger generations who might be tempted to move out of Marsa. Data from the elite structured interview with the Mayor of Marsa corroborate:

> *"Nitlob lill-iżviluppatur li jagħti kumpens ambjentali jew soċjali jew kulturali lill-poplu Marsi. Xi ħaġa li wieħed jista' jitkellimha magħna fil-Kunsill" (Mayor).*

The following are some research-informed social wellbeing and CSR initiatives:

a. CCTV and neighbourhood watch;

b. Seasonal-based calendar of social activities that may include team building, blood donation, multicultural integration, intergenerational interaction and learning and similar.

c. Open space health initiatives to compensate for the absence of a state health centre in the locality and/or investment in setting up a health centre in the tall building or in partnership with the Marigold & EU-funded NGO centre in the locality.

d. Investment in old people's home, possibly adopting the integration model where a community home hosts elderly and persons from ethnic minorities to stimulate intergenerational interaction and integration.

The open space in the proposed plan is expected to facilitate some of the proposals discussed in this subsection.

The track record that the entities proposing the development under study had in making donations to various causes and charitable organisations infers that the developers are likely to support investment in CSR that promotes sustainable development that has immediate and long-term positive impact on the community's wellbeing. Research uncovered evidence of some stable relationships between the entities proposing the urban development under study and some of the beneficiaries that transpired from the frequency of the donations. Consequently, the developers are likely to be more responsive to the recommendation of this report to invest long-term in the community.

**Monitoring and evaluation:** The above can be monitored through supervision, maintenance, quality-assurance and evaluative research.

## 9.3 Conclusion

This chapter identified specific implementation mechanisms that can be adopted to address relevant social issues and potential impacts identified in earlier chapters of this SIA. The chapter also laid out a plan for monitoring and evaluation as informed by consultation with key stakeholders. It transpired that environmental protection and social vitality are key areas that are of concern to the stakeholders factored in this SIA; whereas technology, quality assurance and research were identified as recurrent aspects of effective monitoring.

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# 11 Appendix 1 – Terms of Reference of Social Impact Assessment





**1 Preparation for a Social Impact Assessment**

The Development Planning Act, 2016 lays down the principle that a comprehensive sustainable land use planning system aimed at preserving, using and developing land and sea for current and future generations is to have full regard to environmental, social and economic needs.

In view of the scale and potential impact of high rise development, The Planning Guide on the Use and Applicability of the Floor Area Ratio (FAR) places the onus on developer to make the case for a tall building in the context of a character appraisal prepared by them and through the Social Impact Assessment process.

In line with this principle, the PA is seeking the undertaking of a Social Impact Assessment for the proposed development.

Social Impact Assessment (SIA) includes the processes of analysing, monitoring and managing the intended and unintended social consequences, both positive and negative, of planned projects and any social change processes invoked by those interventions. Its primary purpose is to bring about a more sustainable and equitable biophysical and human environment so that the surrounding population is not adversely affected by the planned projects..

**3 Terms of Reference**

(a) *Description of the proposed project.*
Provide an overview of the project indicating the type, scale, location and timing for proposed development, interventions for the public realm, and proposals to safeguard natural and cultural assets. Identify the main changes that are likely to result in the area as a result of this project during both the construction and operational phases.

(b) *Legislative framework*
Review of the relevant national legislation, regulations and policies pertinent to the proposed development particularly those enabling public participation and on basic human rights and protection of vulnerable groups.

(c) *Develop a baseline of the current situation.*
(i) Provide a Community Profile with the engagement of stakeholders including residents, rights-holders, employees and other users, which includes:
- a thorough stakeholder analysis;
- a discussion of the socio-cultural setting;
- an assessment of the differing needs, interests, values and aspirations of the various subgroups of the affected communities including gender ;
- an assessment of their impact history, i.e. their experience of past projects and other historical events;
- a discussion of trends happening in those communities;
- a discussion of the assets, strengths and weaknesses of the communities.

1

(ii) Description of socio-cultural role the site plays within the local and national context outlining existing trends and issues associated with the site and area.

*(d) Identification and analysis of likely impacts*
Identify and describe the components that are likely to cause impacts and the affected stakeholders. Determine the significance of potential impacts during both the construction and operational phases and their impact on the social fabric in the impacted area and how the different stakeholders are likely to respond.

*(e) Recommendations to avoid, reduce and mitigate identified impacts*
Provide appropriate actions for the project and where possible suggest specific implementation mechanisms that can be adopted to address relevant social issues and potential impacts identified. It is to be structured in a manner that will enable the provision of inputs to the project design, especially in the early stages, including those in relation to design alternatives.

*(f) Monitoring plan*
Develop a framework for monitoring and evaluation of the project outcome in relation to the social issues and potential impacts identified. The monitoring plan should be based on consultation with key stakeholders, especially beneficiaries and affected people.

## 4 Methodology

The SIA process is expected to be carried out in accordance with best practice and to take due account of the most recent guidance of the International Association for Impact Assessment (IAIA)[1]. The SIA Report is expected to describe the design and research methodology adopted for the social analysis, giving due justification to the methods adopted. Conclusions and recommendations proposed are to be substantiated with clear justification based on the information collated and its analysis. An executive summary in Maltese and English is to be included in the report. Both the executive summary and the full report will be made available to the public.

## 5 Qualified SIA Consultant

The SIA is to be carried out by a qualified consultant with a post graduate degree and experience relevant to the field of Social Impact Assessments.

[1] IAIA (2015) Social Impact Assessment: Guidance for assessing and managing the social impacts of projects https://www.tandfonline.com/doi/pdf/10.3152/147154603781766491?needAccess=true

Comment:It is suggested to quote the guidance from IAIA directly rather than a secondary source, as follows:
http://www.iaia.org/pdf/IAIAMemberDocuments/Publications/Guidelines_Principles/SIA%20Guide.PDF

Other detailed guidance can be obtained from:

https://www.iucn.org/sites/dev/files/iucn_esms_sia_guidance_note.pdf

2

# 12 APPENDIX 2 – QUANTITATIVE QUESTIONNAIRE

Jiena _____ minn MISCO International. Qedin nagħmlu stħarriġ dwar l-opinionijiet ta' persuni li jgħixu l-Marsa dwar żvilupp ta' bini fi Triq it-Tiġrija quddiem il-Bank of Valletta tal-Marsa.

1. Inti smajt bil-proġett ta' żvilupp li hemm propost għal quddiem l-uffiċċju tal-Bank of Valletta fi Triq it-Tiġrija, hawnhekk fil-Marsa?

   1. Iva GO TO Q 2
   2 Le GO TO Q 3

2. Xi smajt li ser isir? (DO NOT PROMPT) (MULTIPLE RESPONSES POSSIBLE)

   WRITE IN: _____

**ASK ALL RESPONDENTS**

3. Dan il-proġett ser ikun fi Triq it-Tiġrija quddiem l-uffiċċju tal-Bank of Valletta u ser ikun blokk ta' sittax -il sular fuq l-art u tlett sulari taħt l-art għall-parkeġġ. Meta jitlesta il-bini ser ikollu uffiċċji, 'showroom', kafetterija, u garaxx għall-klijenti, bi spazju għal 137 karozza. Kif tħossok / x'taħseb dwar dawn li ġejjin? (READ OUT AND CODE FOR EACH ONE)

| | **Jogħġbuk** | **Idejquk** | **Ma tagħmillix differenza** |
|---|---|---|---|
| Uffiċċji | | | |
| 'Showroom' fuq il-'ground floor' | | | |
| Kafetterija fuq il-'ground floor' | | | |
| Garaxx ta' tlett sulari taħt l-art għall-klijenti bi spazju għal 137 karozza. | | | |
| Binja ta' 16 -il sular fuq l-art | | | |

4. Minn dak li semmejna, **sa ma jinbena l-proġett**, jekk hemm, x'inhu l-aktar aspett li qed iħassbek jew jinkwetak?

   WRITE IN: _____

5. Minn dak li semmejna, **la darba l-proġett jitlesta**, jekk hemm, x'inhu l-aktar aspett li qed iħassbek jew jinkwetak?

   WRITE IN: _____

6. Jekk hemm, x'inhu, fl-opinjoni tiegħek, **l-ikbar impatt pożittiv** għal komunità tal-Marsa b'konsegwenza ta' dan il-proġett?

   WRITE IN: _____

7. Fi proġett ta' dan it-tip x'inhi **l-aktar ħaġa** li tixtieq tara inkluża?
   (Jekk hemm bżonn jistgħu jingħataw eżempji: CCTV, WIFI, bankijiet, siġar eċċ)?

   WRITE IN: _____

8. Kollox ma' kollox taqbel li l-proġett għandu jsir?

   1. Żgur li le
   2. Pjuttost le
   3. Ma tagħmillix differenza
   4. Pjuttost iva
   5. Żgur li iva

9. Semmi r-raġuni prinċipali għaliex weġibt hekk:

   WRITE IN: _____

DEMOGRAPHICS

10. Sess
    1. Mara
    2. Raġel

11. Kemm għandek żmien jekk jogħġbok?
    1. 16 – 17
    2. 18 – 29
    3. 30 – 49
    4. 50 – 69
    5. 70 +

12. Sa fejn lestejt skola jekk jogħġbok?
    1. Ma mortx skola jew waqaft qabel l-aħħar tal-primarja
    2. Edukazzjoni primarja
    3. Edukazzjoni sekondarja
    4. Post-sekondarja
    5. Edukazzjoni terzjarja

13. X'inhu ix-xogħol tiegħek jekk jogħġbok?

    WRITE IN: _____

    1. Student
    2. Pensjonant
    3. Impjegat
    4. 'Self-employed'
    5. Mhux impjegat
    6. 'Home worker' / Naħdem fid-dar, nieħu ħsieb il-familja

# 13 APPENDIX 3 – ELITE STRUCTURED INTERVIEW

1. How do you feel about past and on-going urban and construction developments in Marsa?

2. What is your general opinion about a development in Triq it-Tiġrija (outskirts of Albert Town Marsa) comprising 16 storeys to be used for retail and offices and an additional underground car park of 3 levels? Please give reasons for your answer.

3. Should such a development take place, what would you be mostly concerned and anxious about **during the development / construction phase**?

4. Should such a development take place, what would be mostly concerned and anxious about **once the development is completed, i.e. during the operational phase**?

5. What can be done by the authorities and/or the developer to mitigate these concerns?

6. Can you list any expected **positive changes** in Marsa's community lifestyle as a result of this kind of development?

7. Can you list any expected **negative changes** in Marsa's community lifestyle as a result of this kind of development?

8. What could be done by the authorities and/or the developer to minimize the possibility that such negative changes take place?

9. Would you like to add anything else?

# 14 Appendix 4 – Correspondence with Mayor of Marsa

Gmail

**Fwd: Social Impact Assessment - Triq it-Tiġrija, Marsa**
1 message

**From:** "Azzopardi Josef ." <josef.azzopardi.81@gmail.com>
**Subject: Re: Social Impact Assessment - Triq it-Tiġrija, Marsa**
**Date:** 12 December 2019 at 11:20:42 GMT+1
**To:** Lawrence Zammit <lzammit@miscomalta.com>

Għażiż Sur Żammit,

Mehmuż ma' din l-imejl għandek issib t-tweġibiet għal dak mistoqsi lilna.

Dan is-suġġett ġie ittratat waqt laqgħa tal-Kunsill.

Grazzi

Josef Azzopardi

On Thu, 12 Dec 2019 at 09:52, Lawrence Zammit <lzammit@miscomalta.com> wrote:
Għażiż Sur Azzopardi

Nirreferi għall-email li bgħattlek bil-kwestjonarju dwar l-iżvilupp fi Triq it-Tiġrija.

Inkun grat jekk tibgħatli l-opinjoni tiegħek dwar dan l-iżvilupp sabiex din tkun inkluża fir-rapport tagħna

Lawrence Zammit
Director
MISCO
1st Floor Fino Buildings
Notabile Road
Mrieħel

On 03 Dec 2019, at 13:17, Lawrence Zammit <lzammit@miscomalta.com> wrote:

Qed nehmeż il-pjanta. Hija dik immarkata bl-aħmar

Lawrence

<site plan.docx>

On 03 Dec 2019, at 12:59, Azzopardi Josef .
<josef.azzopardi.81@gmail.com> wrote:

Possibli tibagħtli pjanta ta' fejn ġej l-kostruzzjoni?

Grazzi

On Tue, 3 Dec 2019 at 12:57, Lawrence Zammit <lzammit@miscomalta.com> wrote:

Għażiż Sur Azzopardi

Il-kumpanija MISCO ġiet inkarigata tagħmel social impact assessment għal dan l-iżvilupp li qed jiġi propost.

High-rise Tower fi Triq it-Tiġrija, Marsa.
Il-bini ta' blokk ta' sittax-il sular u tlett sulari oħra taħt l-art. Il-livell ta' mat-triq ikun maqsum f'żewġ partijiet: showroom u kafetterija. Il-ħmistax-il sular ta' fuqu hu propost li jkunu użati għall-uffiċċji Class 4A. L-ispazju għall-parkeġġ tal-karozzi ikun fit-tlett livelli ta' taħt l-art, bi spazju għal 137 karozza, li ftit minnhom ikunu riservati għal presuni b'diżabilita'. L-iskema tinkludi ukoll plaża għall-pubbliku u il-bini ta' sezzjoni ġdida tat-triq.

F'dan ir-rigward napprezzaw ħafna jekk tirrispondi għall-mistoqsijiet li huma mehmuża f'dokument ma' din l-e-mail sabiex ninfurmaw ruħna aħjar għal dan is-social impact assessment.

L-informazzjoni li tagħtina ser tkun marbuta mar-rol tiegħek fil-Kunsill Lokali tal-Marsa u ser tkun iċċitata fir-rapport tas-Social Impact Assessment.

Napprezza ħafna jakk tibgħatilna ir-risposti tiegħek sat-Tnejn 9 ta' Diċembru 2019.

Jekk tixtieq tkellimni jew trid aktar informazzjoni, tista' tikkuntattjani fuq din l-e-mail jew fuq il-mobile tiegħi 79423553.

Nirringrazzjak lil-quddiem

Lawrence Zammit
Direttur
MISCO.
1st Floor Fino Buildings
Notabile Road
Marieħel

**high rise building - quddiem bov.docx**
14K

# 15 APPENDIX 5 – SOCIAL IMPACT ASSESSOR

This social impact assessment was carried our in collaboration with Dr Maria Brown who advised MISCO on the design of the data gathering research tools and – further to data collection by MISCO – authored the chapters of this social impact assessment that was subsequently reviewed and approved by MISCO.

Dr Maria Brown is a sociologist, a researcher and visiting senior lecturer at the University of Malta. She holds a Ph.D. from the University of Malta and a Master of Arts in Sociology conferred by the same University. She has experience as a social impact assessor and in community-based quantitative and qualitative research. She provided consultancy to a number of Local Councils on sustainable community development, especially to the Zejtun Local Council, and was contributed to the social impact assessment of a number of urban development proposals, including the Paceville Development Plan and Ta' Xbiex Palace. She carried out voluminous research that includes EU-funded projects and published in academic peer-reviewed publications. Dr Brown's experience also includes work for the European Commission, Eurydice, the Council of Europe, the European Cooperation in Science & Technology and the Ministry for Education and Employment (Malta).

E-mail: mbrown1919@gmail.com
Academic profile: https://www.um.edu.mt/profile/mariabrown