



L-Università ta' Malta
Faculty for the
Built Environment

Transforming a Public Open Space in Fgura

A Climate-Resilient Public Space through Green and Blue Infrastructure

B.Sc. (Hons) Year 3 - Design Workshop

Semester 1, Academic Year 2026-2027

BEN3101 (Occurrence D) – Design Workshop

Tutors: Prof. Kevin Gatt, Perit Desiree Cassar

Project Site: Public open space at Triq Hompesch c/w Triq Nazzareno Farrugia, Fgura

Planning Context: PA/00743/26

Project Collaboration: Infrastructure Malta

Introduction and Aim

The introduction of nature into public open spaces brings socio-ecological benefits. Vegetation and other nature-based solutions can strengthen ecosystem services, improve water management, moderate temperature, improve air quality and create healthier, more attractive places for recreation and everyday community life. Green infrastructure is one example of a nature-based solution, while blue infrastructure addresses the collection, movement, storage, infiltration and reuse of water.

The European Union describes green infrastructure as a strategically planned network of natural and semi-natural areas and other environmental features designed and managed to deliver ecosystem services. In the context of this workshop, green and blue infrastructure should not be treated as decorative additions, but as functional components of the design of the public realm.

Project Context – Fgura

Public areas within Maltese localities are often shaped by traffic, servicing and development pressures rather than by a deliberate public-realm strategy. Yet streets, piazzas and public gardens are important shared spaces and can make a significant contribution to local identity, wellbeing and climate resilience.

The 2026-2027 BEN3101 Design Workshop focuses on a new public open space at the corner of Triq Hompesch and Triq Nazzareno Farrugia, Fgura. The space forms part of the revised mixed-use development considered under Planning Authority application PA/00743/26. The Planning Authority case officer's report identifies the creation of a public piazza as part of the proposal and records the importance of public open space within a densely developed locality.

The project has a strong contemporary civic context. Media reporting in February 2026 described an agreement through which Fgura Local Council would use €1 million from the Planning Authority Development Planning Fund to acquire approximately 430 m² of the site for public open space. The reporting also highlights the historic significance of the site, formerly occupied by an old farmhouse associated with the Ficura family and used as a Victory kitchen during the Second World War.

The workshop therefore asks students to treat the site not simply as residual landscaped space associated with a private development, but as a civic place capable of responding to the needs of Fgura, strengthening pedestrian connections and contributing to the social, environmental and spatial quality of the neighbourhood.

This workshop is being carried out in collaboration with Infrastructure Malta and Fgura Local Council, with engagement from relevant stakeholders. Infrastructure Malta will act as a key technical collaborator in relation to public-realm design, mobility, accessibility, infrastructure coordination, servicing and feasibility; the Local Council and community stakeholders will provide an essential civic and user perspective.

Site and Planning Context

Fgura is a compact, densely developed residential and commercial locality in Malta's south-eastern urban area. Its rapid post-war growth transformed an area of scattered rural settlement into a highly urbanised town, with Triq Hompesch functioning as an important movement and commercial corridor. The project site occupies a prominent corner at Triq Hompesch and Triq Nazzareno Farrugia, close to the parish church, schools, shops, established residential streets and public spaces. This setting makes the project an opportunity to create a recognisable civic focus and improve pedestrian continuity within an area where public open space is particularly valuable.

The public space forms part of a wider mixed-use development under PA/00743/26. The current planning documentation describes basement garages, car spaces, a substation and reservoir together with retail/food-and-drink commercial uses and residential accommodation above, while explicitly including the creation of a public piazza. The workshop focuses on the piazza and its immediate public-realm connections, but students must understand the development as a whole because structure, servicing, access, ventilation, drainage and adjoining uses directly condition the design of the open space.

- **Base information:** supplied Planning Authority drawings and reports for PA/00743/26, together with material provided by Infrastructure Malta.
- **Key drawings:** site plan; proposed ground-level/public-space plan; basement car-park plans; relevant sections and levels.
- **Key reports:** Case Officer's Report; Energy, Utility, Storm Water and Waste Management Report; Waste Management Report; and any additional technical material issued for the workshop.
- **Design status:** the supplied planning drawings establish important fixed interfaces and constraints, but they are not to be treated as a finished public-realm design.
- The public open space must remain accessible to the general public at all times and should read as a coherent civic space rather than as an extension of adjoining commercial premises.
- The public-realm study may extend into the surrounding roads where this is justified by pedestrian, accessibility, mobility, traffic-calming or place-making objectives. Any such intervention must demonstrate feasibility and consider its implications for traffic circulation, servicing and access.
- The design must coordinate with the approved/proposed development, including entrances, commercial frontages, loading and servicing requirements, and the relationship between the piazza and the surrounding streets.

Fixed Technical Constraints and Design Interfaces

The public-space design is inseparable from the building and infrastructure that support it. Students are therefore expected to work across plan and section, reading the piazza as a layered construction rather than a two-dimensional landscape surface. The approved planning material should be interrogated to establish where levels, structural zones, basement edges, ramps, cores, ventilation openings, reservoir and drainage infrastructure, service routes and adjoining frontages create fixed conditions or opportunities for design.

The objective is not simply to avoid these constraints. Each interface should be translated into a deliberate architectural, landscape or engineering response. Planting depth should follow structural capacity and root-volume requirements; drainage should be coordinated with surface falls and the water-reuse strategy; ventilation and fire-safety elements should be incorporated without becoming pedestrian hazards; and servicing or festa access should be capable of operating when required while allowing the space to function as a coherent pedestrian civic realm at other times. The drawings that follow are therefore working evidence for design decisions, not illustrations of a predetermined solution.

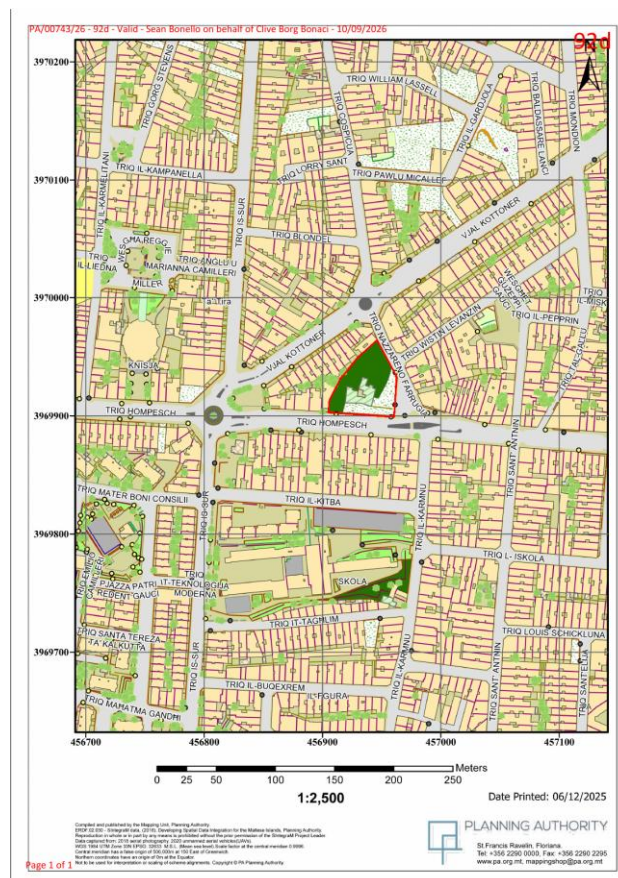


Figure 1. Planning Authority site plan for PA/00743/26. The project site is highlighted at the junction of Triq Hompesch and Triq Nazzareno Farrugia, within the wider Fgura urban fabric.

The public-space proposal shall respond explicitly to the following fixed or anticipated interfaces. These are to be treated as design generators rather than elements to be ignored or concealed without technical justification.

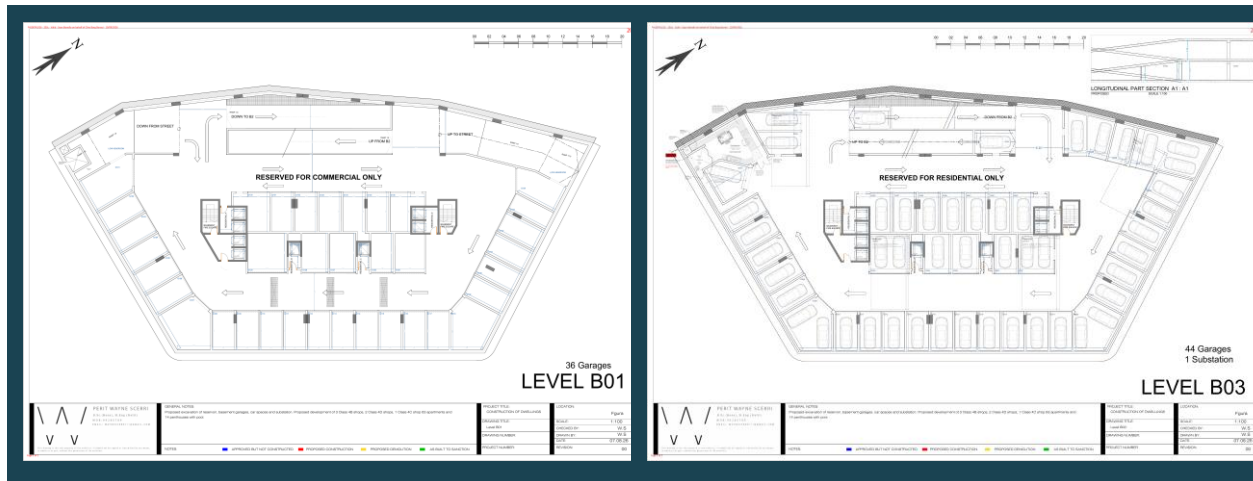


Figure 2. Basement interfaces to be read together with the public-space design: Level B1 (left) and Level B3 (right). Students should identify ramps, cores, fire escapes, substation/services, structural zones and other constraints that influence the surface proposal.

Reading the interface. The following requirements should be read as one coordinated system. Students should trace each item in both plan and section, identify where it touches the public realm, and then show the design consequence at the surface. The six interface families are: structure and loading; ventilation and life safety; festa access and operations; water and drainage; waste and servicing; and universal access. The aim is to turn technical constraints into spatial opportunities rather than to conceal them.

- **Underground car parking and structure:** the open space is associated with basement parking and related structures. Students shall read the supplied plans and sections together and identify structural zones, slab levels, ramps, cores, services, reservoirs and other elements that constrain planting depth, loading, drainage and the positioning of permanent features.
- **Car-park ventilation:** ventilation and fire-safety requirements associated with the basement must remain functional. Any vents, shafts, grilles or openings affecting the public realm shall be safely and coherently integrated into the design and shall not be obstructed by planting, furniture or structures.
- **Festa-decoration store and access:** provision is to be made for a store for festa decorations within the car-park/service arrangement. The public-space design must retain practical access from above for the movement, loading and unloading of bulky festa elements. This access should be integrated without compromising everyday pedestrian safety and accessibility.
- **Water and drainage:** the development documentation includes rainwater collection/reservoir infrastructure. The landscape proposal shall coordinate surface falls, drainage, attenuation, collection and potential reuse with the existing/proposed engineering strategy.

- Waste and servicing: waste is to be segregated and stored in dedicated areas with direct street access. The design shall maintain collection access and should minimise the visual and environmental impact of waste infrastructure on the public space.
- Access for all: the design shall provide continuous, safe and legible accessible routes, including appropriate gradients, crossings, clear widths, tactile/visual cues where required, and conflict-free movement around service and ventilation elements.



Figure 3. Indicative civic-place and road-context schematic (AI Generated for illustrative purposes)

01 CIVIC CENTRE

Keep a clear, adaptable surface for everyday life, markets, festa and temporary events.

03 INCLUSIVE MOBILITY

Prioritise walking and universal access; integrate cycling, crossings and public transport.

05 CULTURE AND PLAY

Include public art, informal play and spaces that support local identity.

02 COMFORT

Combine built shade, tree canopy, seating, water and night-time lighting.

04 ACTIVE EDGES

Coordinate entrances, cafés, community uses and overlooking with the public space.

06 INFRASTRUCTURE

Resolve structure, vents, drainage, servicing, emergency access and maintenance as design elements.

Design implication. Students should annotate their own sections in the same way: show where a tree can achieve adequate soil volume, where a vent becomes a seat or edge, where falls lead to collection, and where service access crosses the pedestrian realm. A technically convincing proposal will make these relationships legible in the drawings.

Project Scope

The aim of this design workshop is to develop a conceptual but technically credible design for the Fgura public open space and its immediate public-realm connections, using green and blue infrastructure to create an attractive, inclusive and climate-resilient place for different users.

Students are required to observe and analyse how the site is likely to operate within its urban context: residential and commercial activity, through-movement, local trade, servicing, public transport, parking, community events and everyday social use. The design should heighten economic, social and environmental benefits while responding to the engineering constraints of the development below and around the site.

The proposal shall consider stormwater drainage, street furniture, lighting, vegetation, shade, biodiversity, mobility, recreation, accessibility, waste, servicing and opportunities for public art. Street furniture includes public rubbish bins, directional signs, lighting poles (including consideration of PV-integrated fittings where appropriate), railings or protective elements, bicycle parking, charging points and other installations occupying the public realm. Materials should be durable, low-maintenance and appropriate to the Maltese urban environment.

The design should also explore how the space can accommodate different intensities and patterns of use over time, including everyday sitting and movement, community gathering and local cultural activity associated with the festa. Permanent and temporary uses should be reconciled with emergency, servicing and maintenance access.

The design concept and masterplan shall demonstrate how the following aspects have been considered:

- Contextual relationships and sense of place
- Connectivity to the surrounding urban fabric
- Character, form and identity
- Activities, flexibility and functionality
- Accessibility, pedestrian movement and mobility
- Vegetation, shade and biodiversity
- Use and management of water
- Waste management and servicing
- Climate resilience and microclimate
- Community involvement and socio-economic needs
- Integration of car-park ventilation, structure and service access
- Potential extension of pedestrian-priority treatment into surrounding roads

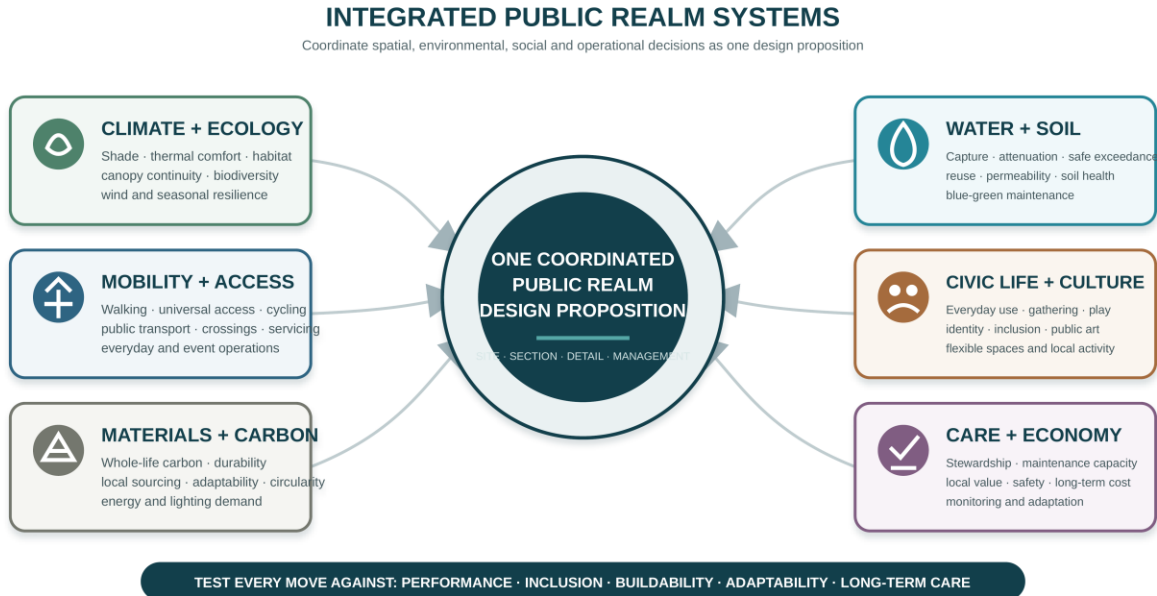


Figure 4. Integrated public-realm systems. Green-blue infrastructure, mobility and sustainability are not separate layers: each design decision should create benefits across climate and ecology, water and soil, mobility and access, civic life and culture, materials and carbon, and long-term care and local economy.

Green-blue infrastructure. Treat vegetation, canopy connectivity, habitat, biodiversity, soil health, permeability, source control, attenuation, storage, reuse, safe exceedance routes and long-term horticultural management as one connected ecological and hydrological network.

Sustainability. Test whole-life carbon, durability, material sourcing, adaptability, energy and lighting demand, water efficiency, circular use of resources, maintenance capacity, social inclusion, public health, cultural continuity, local economic benefit and resilience to future climate conditions.

Mobility. Develop a clear hierarchy for walking and universal access, cycling, public transport, crossings, wayfinding, deliveries, waste collection, emergency access, parking and car-park interfaces, while showing how arrangements change between everyday, servicing and event conditions.

Green and Blue Infrastructure

Green and blue infrastructure should form an integral part of the spatial and engineering strategy. Students should investigate how planting, soil, permeable or draining surfaces and water-management measures can work together to improve comfort, reduce heat, support biodiversity and manage stormwater. The design must recognise that planting above or adjacent to underground structures may be constrained by available build-up depth, loading and waterproofing requirements.

- trees and planting for shade and temperature moderation, located where viable in relation to structure and soil depth;

- permeable or draining surfaces where technically appropriate;
- rain gardens, planted attenuation areas or other sustainable drainage measures where compatible with the underlying structure;
- capture, attenuation and reuse of rainwater for irrigation where feasible;
- design of surface falls and overflow routes for intense rainfall events;
- integration of drainage, irrigation and maintenance requirements with the overall public-space layout.



Figure 5. Green-blue infrastructure as a connected performance system schematic. (AI generated for illustrative purposes)

01 CLIMATE AND HABITAT

Create seasonal shade, connected planting, biodiversity value and thermal comfort.

03 WATER SEQUENCE

Manage rain at source through falls, permeability, planting, attenuation and safe overflow.

05 MOBILITY INTERFACE

Maintain accessible gradients, crossings, clear widths, tactile cues and conflict-free routes.

02 SOIL SYSTEM

Specify viable soil volume, aeration, rooting, loading, waterproofing and protection.

04 REUSE

Link collected water to irrigation or other suitable non-potable demand where feasible.

06 OPERATION

Provide inspection, ventilation, cleansing, irrigation and replacement access over the whole life cycle.

Mediterranean & Warm-Climate Case Study Portfolio

The precedents below are selected because they operate in warm, dry-summer or water-stressed urban conditions and because they combine public life with technical infrastructure. They are not formal templates. Students should study how each project negotiates shade, planting, water, movement, servicing and below-ground constraints, then translate the underlying principles to Fgura.

CASE-STUDY METHOD For each precedent, extract one plan-level move, one section/detail principle and one operational lesson. Redraw these analytically rather than reproducing photographs alone.



VALÈNCIA | PLAÇA DE LA REINA

Two-view precedent study. Images: Visit València and Cadena SER.

Plaça de la Reina

A 2022 transformation of almost 12,000 m² from traffic-dominated space to an accessible pedestrian square, coordinated with a two-storey underground garage. The project combines limestone paving selected to limit heat absorption, 115 trees, 1,378 shrubs, removable shade structures, misting/water diffusers, adapted seating, underground waste containers, cycle parking and carefully integrated garage access and ventilation.

Transfer to Fgura → This is the closest technical analogue to Fgura: a civic square over/with underground parking where planting cannot be located indiscriminately. Study how shade is provided where deep rooting is constrained, how garage vents and accesses are absorbed into the public realm, and how a generous event-capable surface is retained.

Study source:

<https://www.visitvalencia.com/en/news-room/new-plaza-de-la-reina-once-again-open-visitors-now-fully-pedestrianized>



BARCELONA | EIXAMPLE GREEN STREETS

Two-view precedent study. Images: Tot Barcelona and Ara.

Example Green Streets

Barcelona's Superblock/Green Streets programme reclaims road space for people, greenery and local activity. The street is treated as environmental infrastructure: water, paving, vegetation, accessibility, services and everyday urban life are designed together. Green streets and new squares reduce vehicle dominance while supporting walking, cycling, shade and social use.

Transfer to Fgura → Fgura can similarly test whether adjacent road space should become part of the project. Study the hierarchy between pedestrians, servicing and vehicles; the use of planting as spatial structure; and the idea of the street as a three-dimensional environmental system rather than a traffic corridor.

Study source:

<https://bcnroc.ajuntament.barcelona.cat/jspui/bitstream/11703/132999/1/SUPERBLOCK.pdf>



MADRID | MADRID RÍO

Two-view precedent study. Images: source page and Burgos + Garrido Arquitectos.

Madrid Río

Madrid Río demonstrates large-scale transformation of infrastructure-dominated land into a connected civic landscape. Its value for this workshop is the integration of movement, shade, water, planting and recreation across a technically complex urban corridor, with hard and soft surfaces working as one public-space system.

Transfer to Fgura → Study the relationship between continuous pedestrian/cycle movement and programmed places to stop; the role of water as both climatic and spatial infrastructure; and how robust hardscape can coexist with planted areas in a hot urban environment.

Study source:

<https://www.madrid.es/portales/munimadrid/es/Inicio/Medio-ambiente/Parques-y-jardines/Madrid-Rio/>



TEL AVIV | KIRYAT SEFER PARK

Two-view precedent study. Images: Ezra & Bitzaron / Doron Sahar and Time Out Tel Aviv.

Kiryat Sefer Park

A dense-neighbourhood public park developed on a former municipal site, combining ecological ponds, planted habitat, community use and an urban green refuge. The project is useful as a counterpoint to hard civic plazas: water is made visible and experiential while planting creates microclimate and identity in a dense setting.

Transfer to Fgura → Study how visible water can become civic amenity rather than hidden drainage infrastructure; how habitat and social use can coexist; and which elements could be scaled down to a compact Maltese piazza without creating excessive maintenance or water demand.

Study source: <https://www.tel-aviv.gov.il/en/Live/Environment/Pages/UrbanNature.aspx>

Water, Waste, Transport and Mobility

Students shall extract and critically interpret the relevant information contained in the supplied PA documents rather than treating the drawings as a finished public-space design. The following matters are particularly relevant to the workshop.

Water and stormwater. The submitted engineering report states that rainwater from the premises is to be collected and used for irrigation or, where necessary, a second-class water system. The basement drawings also identify reservoir infrastructure. Students should therefore investigate how the proposed public space can contribute to rainwater capture, controlled drainage and reuse, and how its levels and planting strategy interface with the reservoir and waterproofed construction below.

Waste. The engineering documentation states that waste generated within the development is to be stored in dedicated ground-floor areas with direct access to the street, using sealed containers for separate disposal categories, with food waste segregated and sealed. The public-space design shall preserve functional collection access while seeking to reduce visual clutter, odour, conflict with pedestrians and negative impacts on the civic character of the piazza.

Transport and mobility. The Case Officer's Report notes that the accesses and loading/unloading bay follow the previously assessed development arrangement and that no further transport study was requested for the planning application. For this workshop, however, students shall examine the public-realm consequences of those arrangements. Particular attention should be given to pedestrian continuity, crossings, road-space allocation, accessibility, servicing, loading, parking interfaces and the feasibility of extending pedestrian-priority treatment into adjacent streets.

The planning report also identifies a parking shortfall addressed through an Urban Improvements Fund contribution. Students should not assume that the public realm must compensate for parking demand by sacrificing pedestrian space; instead, proposals should demonstrate an appropriate hierarchy between walking, accessibility, community use, essential servicing and vehicular movement.

Design Approach and Expectations

Students should begin by understanding the place rather than by immediately proposing a formal design. Analysis should be proportionate and directed towards design decisions. The proposal should emerge from an explicit reading of the urban context, site history, planning drawings, technical constraints, movement patterns, environmental conditions and community needs.

A successful scheme will integrate rather than separately display sustainability measures. For example, a planted edge may simultaneously provide shade, define pedestrian movement, manage surface water and protect a ventilation opening; a service route may be designed to support festa access at particular times while operating as part of the pedestrian space during normal use.

Design review lens. At every stage, the proposal should be tested simultaneously as architecture, landscape and infrastructure: spatial hierarchy and enclosure; public life and programme; microclimate and shade; water and soil; structure and build-up; accessibility and movement; servicing and maintenance; material durability and detail. The final boards should make these relationships visible through plans, sections, axonometrics, details and selective visualisations.

Deliverables

The following deliverables are contemplated:

1. Presentation of analysis and research outputs covering the physical and functional aspects of the site and its surroundings, together with relevant economic, social and environmental considerations. Analysis should include site observation and, where possible, consultation with users and stakeholders.
2. A design concept and masterplan for the public open space and, where justified, adjacent street areas. Each intervention should be supported by a clear rationale demonstrating its social, environmental, spatial and technical value. Interventions shall remain within public areas or areas where public authorities may realistically intervene.
3. Drawings and visuals showing how the principal technical and spatial components form an integral part of the proposal, including:
 - overall design and spatial organisation;
 - levels, sections and relationship with the underground car park;
 - sustainable drainage, water collection and reuse;
 - planting strategy, planter build-ups and tree/soil requirements;
 - car-park ventilation integration;
 - festa-store access and servicing strategy;
 - waste-management provision and collection access;
 - street furniture and lighting;
 - accessibility, pedestrian movement and mobility;
 - recreation, community use and temporary/event use;
 - materials and key construction details.

As in the previous BEN3101 workshop, the final work is to be communicated concisely through presentation boards and a short recorded presentation. Unless otherwise advised by the tutors, students should work towards 2 A1 presentation boards and a 5-minute video presentation. Deliverables shall be electronic rather than printed.

Learning Outcomes Envisaged

The design workshop applies basic public-space design principles in practice by first performing an analysis and critique of the site and its context, and subsequently developing a proposal aimed at improving the overall quality, liveability and climate resilience of the space and its surroundings. The envisaged outcomes are:

- Developing a critical perspective on the design of the public realm and defining problems clearly.
- Developing a deeper understanding of the functional and technical requirements of public spaces and addressing these in the design approach.
- Applying green and blue infrastructure principles to improve microclimate, water management and environmental quality.
- Integrating economic, social and environmental considerations with structural, servicing, mobility and accessibility constraints.
- Developing the ability to coordinate public-space design with underground infrastructure and building services.
- Heightening graphic, written and oral communication skills to communicate analysis, design reasoning and technical proposals effectively.

Assessment Criteria

Criterion	Mark
Critical analysis of the public realm, site context and definition of problems	10
Understanding and integration of functional and technical requirements	20
Application of green and blue infrastructure and contribution to microclimate / climate resilience	30
Integration of economic, social and environmental considerations and contribution to the upgrading of the surrounding area	30
Graphic, written and oral communication of analysis and design ideas	10

Indicative Programme

This is a seven-week design project. The programme below defines the expected focus and minimum outputs for each week; exact review dates are to be confirmed by the tutors.

Week	Activity
Week 1 - Read the Place	Briefing and site visit. Review the site plan, ground-level plan, basement plans, sections and reports. Record surrounding uses, pedestrian desire lines, traffic, public transport, loading, street widths, levels, kerbs, crossings, shade and existing public-realm elements. Map infrastructure and fixed constraints. Consult Infrastructure Malta, Fgura Local Council and other stakeholders where feasible. Output: site analysis + opportunities/constraints plan.
Week 2 - Define the Strategy	Translate analysis into design objectives, a public-realm strategy and initial concept. Test pedestrian-priority options, connections to surrounding roads, activity zones, access-for-all routes, servicing/festa access and green-blue infrastructure principles. Output: concept alternatives + preferred strategy.
Week 3 - Interim Review	Present analysis, critique, objectives and concept. Demonstrate how the proposal responds to the locality, the development, underground structure, ventilation, water, waste and mobility. Output: interim presentation + agreed design direction.

Indicative Programme continued

Week	Activity
Week 4 - Develop the Masterplan	Develop the spatial layout, levels, edges, circulation, planting zones, shade, furniture, public art/event space and relationship to commercial frontages. Coordinate the masterplan with basement structure and service interfaces. Output: developed masterplan + key sections.
Week 5 - Technical Integration	Resolve water collection/reuse, drainage, planter build-ups, tree/soil requirements, ventilation integration, waste collection, festa-store access, lighting, accessibility and materials. Output: coordinated technical diagrams + detail studies.
Week 6 - Resolve and Communicate	Refine the design and test feasibility, maintenance, climate resilience and everyday/event use. Prepare final drawings, visualisations, diagrams and presentation narrative. Output: near-final 2 A1 boards + draft 5-minute presentation.
Week 7 - Final Presentation	Final presentation and critique. Submit a coherent design proposition showing concept, masterplan, sections, technical integration and visual character. Output: 2 A1 boards + 5-minute recorded presentation, unless otherwise advised.

Principal Reference Material

Students shall use the supplied Planning Authority drawings and reports for PA/00743/26 as the primary technical information for the site. Particular attention shall be given to the site plan; ground-level plan; basement levels; sections; Case Officer's Report; Energy, Utility, Storm Water and Waste Management Report; and Waste Management Report.

Media and locality context:

- Times of Malta - Revised apartment block application includes public space — <https://timesofmalta.com/article/revised-apartment-block-application-public-space.1124122>
- Lovin Malta - Fgura Council Secures €1 Million Land Deal For New Public Space — <https://lovinmalta.com/news/local/fgura-council-secures-e1-million-land-deal-for-new-public-space/>
- Fgura Local Council - Geography and History — <https://fguralc.gov.mt/en/homepage/geography-and-history/>

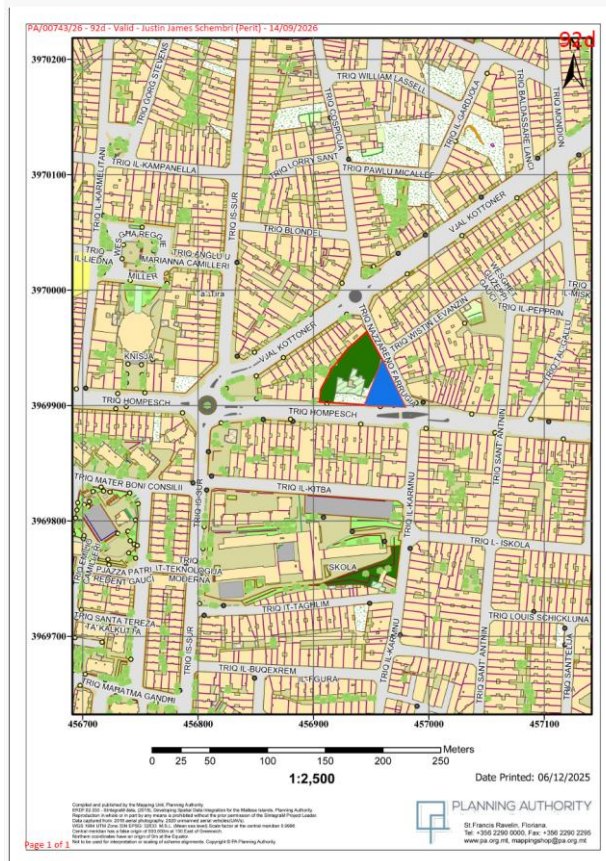
Useful online resources:

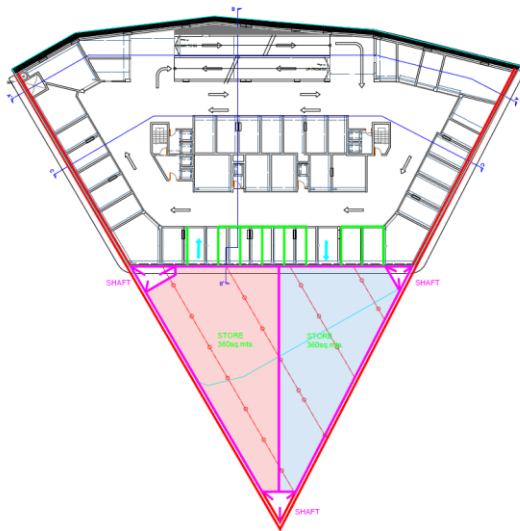
- Planning Authority — <https://planningmt.pa.org.mt/>
- Malta GeoPortal / Spatial Data Infrastructure — <https://msdi.data.gov.mt/index.html>
- European Commission - Green Infrastructure — https://environment.ec.europa.eu/topics/nature-and-biodiversity/green-infrastructure_en
- Placecheck - 21 questions for the Placecheck walkabout — <https://www.placecheck.info/>

Mediterranean and warm-climate precedent references:

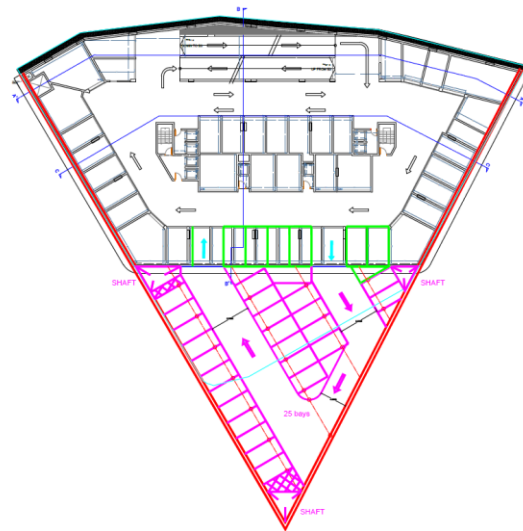
- Plaça de la Reina, València — <https://www.visitvalencia.com/en/news-room/new-plaza-de-la-reina-once-again-open-visitors-now-fully-pedestrianized>
- Barcelona Superblock / Green Streets — <https://bcnroc.ajuntament.barcelona.cat/jspui/bitstream/11703/132999/1/SUPERBLOCK.pdf>
- Carrer Gran de Sant Andreu, Barcelona — https://www.barcelona.cat/surveyfotografic/en/project/gran_de_sant_andreu.html
- Plaça de la Reina technical/public-realm information — <https://www.valencia.es/es/-/visita-plaza-de-la-reina>
- Madrid Río, Madrid — <https://www.madrid.es/portales/munimadrid/es/Inicio/Medio-ambiente/Parques-y-jardines/Madrid-Rio/>
- Kiryat Sefer / urban nature, Tel Aviv — <https://www.tel-aviv.gov.il/en/Live/Environment/Pages/UrbanNature.aspx>

Appendix 1 – Infrastructure Malta Drawings





Basement -01



Basement -02 & -03