

IN EVERY ISSUE



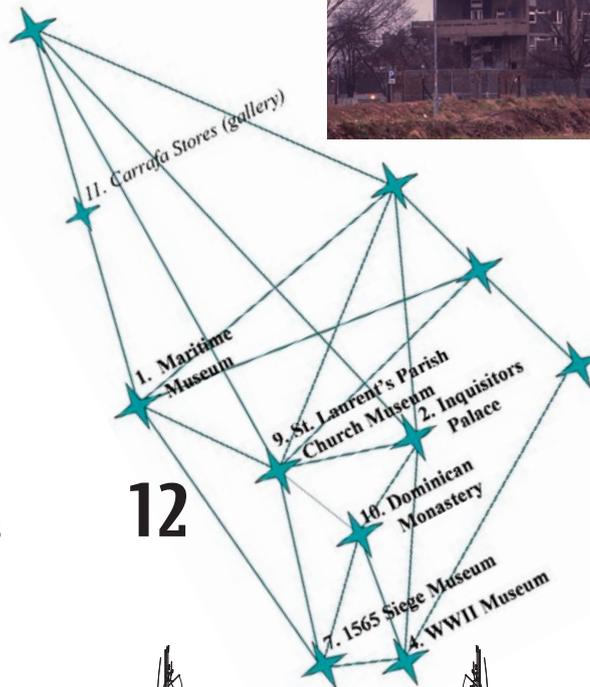
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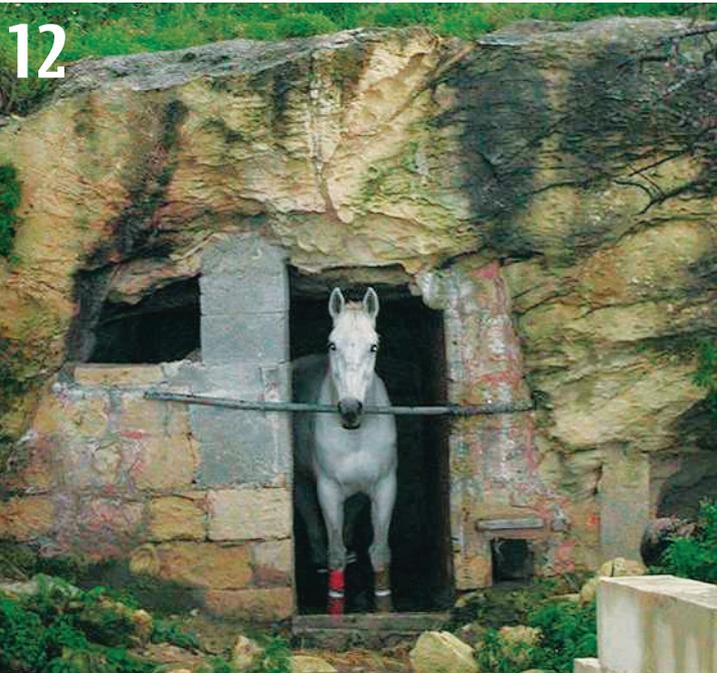
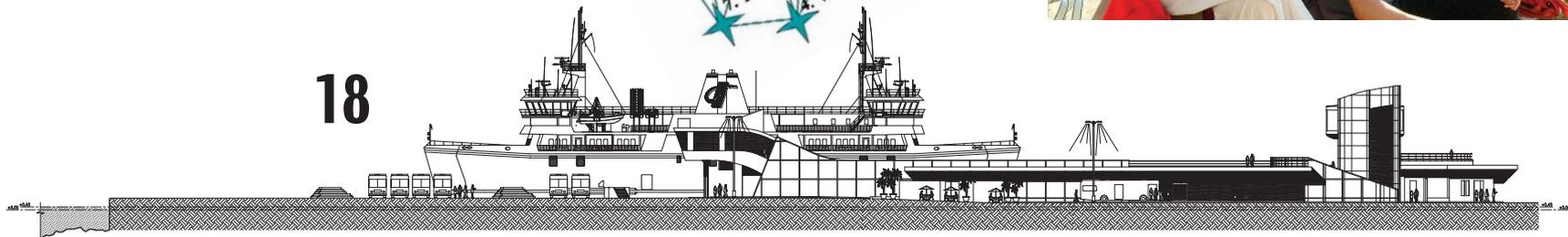
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Part of the process of regeneration is the prevention, in the first place, of the need for regeneration. Our communities, villages and towns must be protected before the point of no return is reached, and before regeneration becomes necessary.

contents

Putting our money where our mouth is

For decades, the town of Rho on the outskirts of Milan was best known for its oil refinery: 120 hectares of carbon crackers, pipes and storage tanks. The polluted plant closed in 1992. This year, on March 31st, after a clean-up and completion achieved on time and within a 750 million Euros budget, Milan's new trade fair was inaugurated on the site – the city wants to be Europe's leading host for trade fairs. At the new project's centre is a spectacular design by Massimiliano Fuksas. A wavelike steel and glass canopy, 1,300 metres long and 32 metres wide, ripples between eight pavilions that provide 530,000 square meters of floor space.

Fuksas's widely acknowledged masterpiece is the latest of many regeneration projects that have improved Europe's face as governments, architects and developers have tackled some of their ugly legacies, often defunct industrial areas or misconceived residential projects. As schemes have multiplied, so have skills at tackling the difficulties that once blocked progress. And as skills have risen, so has financial performance, to the point where sophisticated investors are eyeing regeneration as a source of future returns.

There is no Europe-wide monitoring of regeneration schemes. So far they have been mainly local and regional initiatives. However, figures recently published for England, gave a sense of the challenge. Research by English Partnerships, a national regeneration agency, reveals a countrywide total of 66,000 hectares of brownfield land. Problems of environmental contamination, cost and planning difficulties have prevented the regeneration of those sites.

Across Europe, urban regeneration has been driven by various combinations of political will and business nous. But it has depended heavily on public money and has often been threatened with throttling by red tape. Now there are signs of change. Experience has helped developers to tackle bureaucratic obstacles. And less public money is needed to back projects, as some of the world's most sophisticated investors are becoming more attracted to regeneration projects as a sound place to put their funds.

That shift is important because regeneration is costly. A little over £9 billion was invested in London's Docklands between July 1981, when the London Docklands Development Corporation, a public sector agency, was established to regenerate 2,150 hectares of the city's run down docks, and early 1998 when it ceased operation. Therefore, kick-started by public money and tax breaks, development in Docklands is now driven by the private sector. As private finance moves in, are financial returns the only measure of success for regeneration projects? The creation of jobs in areas afflicted by unemployment is certainly a complementary measure. London's Docklands area is a beacon in this respect. By the end of last year, 13 years after Canary Wharf's first tenants moved in, its working population had risen from none to 64,000.

In northern Spain, the city fathers of Bilbao, where the traditional industries of shipbuilding and steelmaking collapsed in the early 1990's, spent 84 million Euros to attract the Guggenheim Foundation to the city, rather than spend the money on schools and hospitals. Bilbao's Guggenheim Museum, a spectacular structure in titanium and masonry, opened in late 1997. Such permanent cultural landmarks can have a lasting impact on once-deprived areas.

Indeed, culture, has been central to numerous regeneration schemes. Lille was one of two European 'Cultural Capitals' last year, as Valletta was seven years ago. It is an EU cachet that brings little by way of cash from Brussels, but Lille's city authorities raised 76 million Euros from other public sources as well as from private benefactors, to organise cultural events that attracted large numbers of visitors.

The number of visitors attracted to a city is another important aim when regenerating schemes have financed cultural showpieces. In 2001, its first full year, The Lowry drew more than one million visitors. The Guggenheim Museum in Bilbao has attracted millions of people in the eight years since it opened. Within two years, extra tax revenues had already covered the cost of bringing the museum to Bilbao.

Regeneration is a never-ending challenge: even relatively recent blight will need to be fixed in cities from Paris to Marseille and Naples to Palermo. Planners, politicians and developers can already point to numerous successes. They will have plenty more to do in the future.

David Felice



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KAMRA TAL-PERITI

To support members of the profession in achieving excellence in their practice of architecture and engineering in the interest of the community

The Council of the Kamra Tal-Periti for the year 2005 consists of David Pace (President), David Felice (Vice-President), Keith Cole (Secretary), Alfred Briiffa (Treasurer) and Council members Anthony Fenech Vella, William Lewis, Lawrence Minto, Edgar Rossignaud, Alberto Miceli Farrugia, Bianca Vella and Guido Vella.

The Architect is the official journal of the Kamra Tal-Periti. It is published on a quarterly basis and distributed with the Malta Business and Financial Times. The Architect is not to be sold separately.

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Published by:

NEWSWORKS

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Tel: +356 21 382 741
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Printed at: **Union Print**

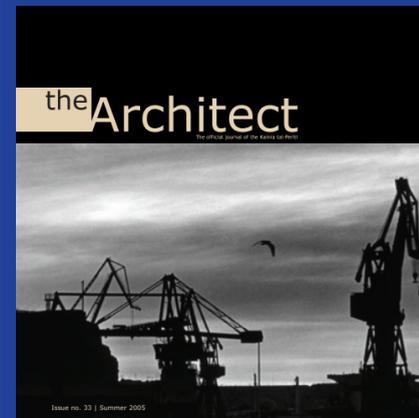


Photo by David Pisani

PRIME MINISTER

KTP's meeting with Prime Minister Gonzi, in the presence of the Minister Ninu Zmmit and Minister Censu Galea, was held on the 21st June. The agenda for this meeting consisted of (a) the presentation of the ACE's publication "Architecture and the Quality of Life"; (b) KTP's proposal for a National Policy for Architecture; (c) the EU's Services in the Internal Market directive; (d) co-operation between KTP and government in the drafting of EU technical documents. The meeting was very positive and augurs well for the relationship between the KTP and central government in the future.

MINISTER FOR RESOURCES AND INFRASTRUCTURE

KTP Council members held a meeting with the Minister for Resources and Infrastructure, Perit Ninu Zammit. Present at the meeting was BCID Director, Perit Carm Mifsud Borg. The main topics of discussion were the proposed Building Industry Control Act, professional indemnity insurance, promulgation of regulations as required by the Periti Act, the draft building regulations, keeping the register of warrant holders, tariffs for the services of the perit and ethics.

MINISTER FOR RURAL AFFAIRS AND THE ENVIRONMENT

KTP Council met Minister George Pullicino on the 18th April. The discussion focused on planning matters, namely local plans, planning policies, KTP's involvement in consultative committees, agricultural buildings outside development zone (ODZ), rights of redress after refusal of DNOs and PC applications, monitoring of building regulations, demolition in ODZ and the absence of awareness and appreciation of modern architectural heritage. Minister Pullicino hosted a further meeting with the Minister for Gozo, Mrs. Giovanna Debono and KTP representatives. In this second meeting the KTP expressed concern about the proposed partial demolition of Qala School to make way for the Training Hotel for the Institute of Tourism Studies. It is indeed unfortunate that the architectural value of the school was not identified and protected at an early stage during the processing of this development application.

MEPA OFFICIALS

KTP seeks regular meetings with MEPA officials such that both institutions can maintain a healthy understanding of each other's positions and strategies, this in the interest of all parties. Since the previous issue of tA, two meetings were held with MEPA Officials on 28th March and 18th May, 2005. Interestingly, the discussion of the 28th March included a request to KTP to submit a proposal towards improving the planning system. During this meeting KTP sought improved communication and co-operation between MEPA and periti in the light of changing planning policies. KTP specifically asked MEPA to improve communications with periti when changes in policy and interpretation are envisaged. Present for this meeting were the Director General Dr. Godwin Cassar and Director Perit Chris Borg.

The discussion of the 18th May included the following topics:

- transition from DC 2000 to DC 2005;
 - a proposal for changing the Directorate's silent day;
 - consistent interpretation of policies;
 - dismissal of applications;
 - site plans;
 - difficulties faced by periti in Gozo;
 - provision of hard copies of Local Plans to KTP and Directorate's officers.
- Present for this meeting on behalf of the Directorate were Perit Silvio Farrugia and Perit Victor Sladden.

NATIONAL POLICY FOR ARCHITECTURE

Internal meetings are being held regularly to draw up a road-map for the development of a National Policy for Architecture. This road-map shall be raised at meetings with the government in the near future.

AGRICULTURE BUILDINGS

The KTP President has met the Director General, Department of Agriculture to explain KTP's position with regards to architectural services for new EU agricultural buildings directives.

STANDING COMMITTEES

Standing Committees have enjoyed mixed success with the involvement of non-Council Members in the running of KTP. Periti who are willing to roll up their sleeves and work in the interest of the profession and the community are always



KTP Council meets with Prime Minister Lawrence Gonzi

welcome. The Standing Committees focus on Professional Practice, Built Environment, Finance, Communications and Education. Meetings are held fortnightly or monthly depending on the stream.

CPD - PRACTICE AT THE LAW COURTS

KTP organised an eight-hour CPD course at the beginning of May, which was attended by a good number of members of the profession. Further details can be found on page 25.

PROFESSIONAL INDEMNITY INSURANCE

The Professional Practice Standing Committee is currently studying various PII proposals from various agencies and brokers. The PPSC will advise Council on the most appropriate line of action to be pursued in selecting an appropriate PPI package deal for KTP members.

DAY SEMINAR FOR KTP COUNCIL AND STANDING COMMITTEE MEMBERS

A day seminar was held on the 23rd June to take stock of the work carried out to date by this year's Council and its Standing Committees. This has become a regular bi-annual meeting where officials dedicate time to seek to continue improving the achievement of KTP's goals.

BUILDING AND CONSTRUCTION INDUSTRY CONTROL ACT

BCID Director, Perit Carm Mifsud Borg, made a presentation to KTP Council indicating the scope and objectives of the Building & Construction Industry Control Act. The scope of the act is (a) to repeal part of the Building (Price Control) Act, Chap. 288, and introduce new regulations for the Registration of Building Tradesmen & Contractors; (b) to introduce specific legislative tools for updating building regulations and building control regulations.

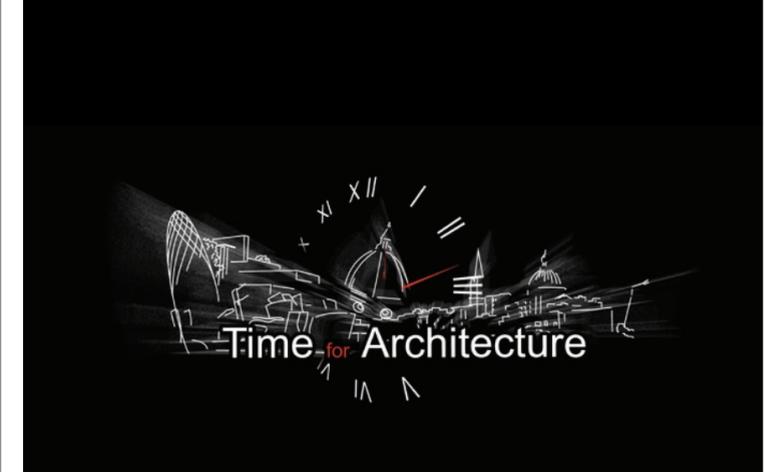
KTP PRESS RELEASES

KTP Council has issued press releases regarding the reinstatement of St. Anne Square, Sliema and the attack by vandals on a national monument, Porte-des-Bombes. These can be viewed on our website www.ktpmalta.com

RESIGNATION

Following his appointment to the Ministry of Rural Affairs and the Environment, Perit John Ebejer has considered it appropriate to resign his post on KTP Council. The Council thanks Perit Ebejer for his considerable contribution to the development of the profession of the perit in Malta. The vacant post will be filled following the co-option of a KTP member by the Council.

Keith Cole
Honorary Secretary
Kamra tal-Periti



TIME FOR ARCHITECTURE

World Architecture Day was established at the International Union of Architects' (UIA) 63rd Council session in June 1985. At the time, it was decided that the UIA World Architecture Day would be held every 1st of July, and its main aim is to celebrate, through its Member Sections, the quality of architecture and town planning.

In 1996 this day was moved from July to the first Monday in October to coincide with the United Nations World Habitat Day, an event that aims to focus attention on the Habitat agenda which is essentially concerned with improving shelter for everyone in the world. This year, World Architecture Day and World Habitat Day fall on Monday 3rd October.

To commemorate this day, the Kamra tal-Periti, in collaboration with SACES (Society of Architecture and Civil Engineering Students), is planning to host "Time for Architecture" which will consist of a series of events concerned with architecture. The event is being organised under the patronage of Dr. Francis Zammit Dimech, Minister for Tourism and Culture. The main aim of this event is to increase the awareness of the work of Maltese architects and architectural firms among the general public, to promote "good architecture" in Malta, and to serve as a meeting point for the members of the Kamra and others.

The event will be held between the 29th September and the 16th October, and will include a number of activities, include films, exhibitions, workshops, lectures and others. Further details will be published closer to the dates of the event.

This event is being co-ordinated by the KTP Communications Standing Committee, which has set up a team together with representatives of SACES. Anyone interested in sponsoring all or parts of this event is to contact the team on comms@ktpmalta.com. Anyone interested in helping out in any way is also asked to contact the team on the above-mentioned email address.

NEW WARRANTS

Congratulations to the twenty-five newly warranted Periti: David Anastasi, Joseph Attard, Joe Barbara, Anthony Bezzina, Konrad Bezzina, Rosann Borg, Kenneth Camilleri, Kurt Camilleri Burlò, Reuben Cauchi, Antoinette Marie Conto, Frank Ellul, Nicolette Fenech, Daniel Grima, Anne Marie Magri, David Paul Micallef, Danica Mifsud, James Mifsud, Mark Montebello, David Muscat, Giorgio Schembri, Darren Sciberras, Faye Sciberras, Malcolm Sullivan, Vinci Andrew and Kenneth Zammit.

PERIT ANTHONY E. SCERRI

Anthony Scerri passed away on the 18th April. On behalf of the KTP and its members, we extend our condolences to his wife, children, family and friends.

7TH INTERNATIONAL STUDENT DESIGN COMPETITION 2006

"Sport has the power to change the world. It has the power to unite people in a way that little else does" (Nelson Mandela). The Commonwealth Association of

EDUCATION

The Autumn issue of "the Architect" addressed some very fundamental issues on architectural (and, let me remind, civil engineering) education in Malta. This publication did not, contrary to my expectations, initiate what should be a very important debate within the local profession. This contribution is an attempt to jump-start this debate.

It is a fact that, although the profession of the perit has been firmly established in our local psyche at least since the first Ordinance regulating it in 1920, there is a tendency to look down at the Bachelor of Engineering and Architecture as a training process that does not manage to produce either good architects or good civil engineers. The Faculty therefore appears to suffer from an inferiority complex, and is permanently on the defensive when explaining its educational philosophy. In addition, the unease with the Faculty's educational philosophy is often mixed up with discussions on the warrant, and on the organisation of the profession. I fear that this unjustified inferiority complex is, on the one hand, stopping us from acknowledging the merits of our educational philosophy and building on it, and on the other hand, from addressing the problems within our system, which undoubtedly exist.

I would like to also highlight a short news item, that appeared in the same issue, regarding the "Plans for a more homogeneous education system across Europe." One of the more important pan-Europe education proposals is embodied in the Bologna Declaration. The Bologna Declaration proposes, amongst other things, a degree system based on two cycles. According to this proposal, five years of study at university level should lead to a second cycle masters qualification. First cycle (non-professional) degrees require at least 180 credits (which would normally take three years). On the other hand, the Architects Council of Europe insists that the minimum acceptable duration for advanced training in architecture should be five years. I would have thought that the system, which reconciles our local traditions in the context of a changing reality, the Bologna Declaration, and the ACE recommendations, is staring us in the face. The education system in Malta should change to conform to this two cycle system, with a first part

(non-professional) degree requiring three or four years of study, and a second cycle (professional) masters degree of two years duration (a long masters of 150 ECTS), which would build on the material covered in the first, common core course. The first cycle degree could either be conceived as a four year honours Bachelors degree, or as a first year preparatory course, followed by a three year general Bachelors degree. In both cases, the objective would be to provide a wide and common academic preparation for the multi-disciplinary requirements of the building industry, but not sufficient, in itself, for professional sta-

professional two-year masters degree, taking our current streaming process forward by the next logical step. I would argue that there is scope for four or five taught masters degree courses, in architecture, in structural engineering, in civil engineering, in urban planning, and in construction management, emerging out of the first cycle common degree. (It would also be appropriate to see a masters in building services, via some form of collaboration between our Faculty and the Faculty of Engineering).

The above proposal is meant to reinforce our concept of the perit, rather than to

they should be so different, almost two different species?

From the beginning of architectural time, right through the history of architecture up to the 18th century, the "architect" was the building expert entrusted not only with the design of a building, but with the technical ability and experience to direct and supervise the execution of the design. The word "architect" is derived from "architettare", which emphasises the making as against the conceptual. (Incidentally, the word "engineer" comes from the word "ingegno" which has more of an association with concept and invention, than is implied by the current meaning of the word). The differences that exist between architectural and civil engineering training around the world are largely rooted in the history of the development of the professions, and particularly of civil engineers, in the United Kingdom, in the 19th century. This is not the forum to expound on this history. Suffice it to say that, in the UK, this story has developed in such a way that all engineering disciplines, including all those involved in the building and construction industry, (but not only), currently find sufficient commonality to unite under one professional group – the Council for Engineering – and to award one professional status – Chartered Engineer; however, architects, organised within the Royal Institute of British Architects, do not find it possible to form part of this grouping. Nevertheless, there are UK Universities that have, over recent years, offered degree courses in architecture and building engineering (Bath), architectural engineering (Leeds), and more recently, structural engineering and architecture (Sheffield); developments in an anglo-saxon context that prove that our combined architectural and engineering system is not such an unlikely combination, after all. The Sheffield course is the first to be accredited by the RIBA as well as by the IStructE and ICE – indeed, the publicity material advises that students following this (masters) course could become architects or engineers or both!

In my opinion, we should really think twice about moving away from a system that UK universities are now opening their eyes to. In other parts of Europe, there are other (albeit isolated) examples of this thinking. In this context, I cannot help mentioning the example of Santiago Calatrava, who is one of the foremost protagonists in the building and construction world. Calatrava spent five years studying architecture in



Following recent public criticism of the Faculty of Architecture and Civil Engineering, and the reply given by same Faculty, I met up with the Dean, Prof. Joseph Pullicino, who has been Dean of the Faculty since 1979, and was appointed Dean in 1999. I also obtained a reaction from Prof. Denis de Luca, currently Head of the Department of Architecture and Urban Design, Prof. Richard England, another former Dean of the Faculty, also given his comments and reactions. We then reached Prof. Karol Kaldarar, who also served as Dean of the Faculty. Although we managed to make contact, no reaction was received by the time of going to print.

The University of Malta campus was the work of Norman and Daxman with Mortimer and DeGiorgio as executive architects. The image with the report are from The Architectural Review of July 1989.

Quo Vadis Universitas

In the Dean's view Minister Pullicino is to a certain extent, right. The problems of the Faculty are numerous. Foremost among these is the limited financial support the Faculty receives, hence the limited resources available for use by students and staff. The laboratories are hardly suitable for undergraduate studies, let alone for further research. Although a long-awaited computer lab is in the pipeline, much investment is needed to bring the Faculty up to an environment that offers an environment conducive to learning, research and technological advancement. The Faculty building itself is a classic example of an environment that obstructs rather than enhances the activities that need to be carried out within it. It breaks all the rules of what constitutes a good building. It has the worst possible circulation system (any visitor will get lost); it is inaccessible to persons with mobility problems; the standard of workmanship is rock-bottom; the standard of catering is pitiful; there are cracks all over the place; rising damp; condensation – you name it, it is there. Students have an excellent example of how not to do it.

The administrative system of the University helps create interpersonal problems. The traditional rift between academic and non-academic staff become worse in recent years. Non-academic staff are employed on a permanent basis; academic staff performing administrative duties are there for a fixed period of time. The complex relations in any institution

It is high time to start a process to assess what we want from the profession.

An interview with JOE FALZON

question what they see around them, and what their teachers say! Many of the questions and concerns found elsewhere are peripheral to our way of life. Issues which are at the forefront of discussion at international level – e.g. energy efficiency, sustainability, quality of life, urban planning, leisure and sports facilities – are of marginal concern here. We do not feel any real need to address them, and students inevitably ignore them. This inequality also limits the experiences of students. We have just one building system which has changed very little over the years, using basically one material. Few students have experienced anything different. Experience is a very good teacher; the lack of it is a serious handicap.

With respect to the issue of ethics, the Dean reiterated his position. Ethics have to be measured against a code. For many years, Christianity was the accepted code. "What is today's code?" he asks. "It is riches, possessions and money". Ethics are set by society and today's society gauges people by their social status and affluence. Few periti will refuse a piece of work because it could be potentially harmful to the environment, for example. They know that the developer will find another perit to apply for the permit, and the project will go ahead regardless. The only thing the perit can do is to try to minimise the effects of such development, but at the end of the day money talks and the developer is interested in maximum gain at minimum cost.

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tus. My personal preference would be that the Faculty itself would change its name to Faculty of the Built Environment, and that the first cycle degrees would have simple designations such as B.A. or B.Sc., rather than complex names such as Bachelor of the Built Environment – B.B.Env! or the like – however, I would not put up too much of a fight over the name. The more important thing, in my opinion, would be to retain a commonality in the base preparation of all the various actors in the building industry – but more of this later. The second cycle degree would be a pro-

fragment our profession, in a blind copy of anglo-saxon practice. I must admit that I have a quarrel with the statement by Prof. England that "the architect is a different creature from an engineer and needs to be trained accordingly". I have no doubt that the statement is based on the architects and engineers that Prof. England has met in his career, and there is no doubt that, in general, these can be very different creatures. However, how much of this difference is based on how they have been trained, rather than on how we should train them? Is there any intrinsic reason why

Architects is organising a Design Competition for students. This concerns the design of a small sustainable sports centre that will serve as a focus for a poor community. The deadline for this competition is the 10th November 2006. More information can be found on www.comarchitect.org/award_student_2006

PROFESSIONAL QUALIFICATIONS DIRECTIVE

The Architects' Council of Europe (ACE) has welcomed the positive outcome of the vote of the European Parliament, that took place in Strasbourg on the 11th May, on the proposed directive on the Recognition of Professional Qualifications. This vote, in Second Reading of the co-decision process, was based on the Common Position adopted by the Council in May 2004. The new Directive (reference 2002/0061(COD)) will amalgamate the provisions of 15 existing directives into one new framework directive. Among the directives to be abolished are the sectoral directives for the architectural and medical professions. This was of great concern to the ACE as the provisions of the Architect Directive (85/384/EC) have proven to be highly effective in ensuring automatic mutual recognition of qualifications in the architectural profession throughout Europe and for facilitating cross-border movement of architects. The ACE's two main concerns were to (1)ensure that the 11 fundamental skills and aptitudes necessary for the maintenance of the highest quality of education for architects would be retained in the core text of the directive and not be relegated to an annex, and to (2)ensure that the profession would be properly and formally consulted on any matters relating to the operation of the provisions of the directive insofar as they affect the profession.

Both of these prime objectives have been achieved in the text adopted by the Parliament. It remains to be seen to what extent the adoption of the Qualifications Directive will impact on the ongoing legislative debate on the proposed Directive on Services in the Internal Market, notably in respect of the derogation for the architectural profession from the "Country of Origin" principle.

For further information on the ACE see: www.ace-cae.org



DOCK 1 DEVELOPMENT PROJECT

A Prior Information Document that gave the basic information relating to the Project was published by the Ministry for Urban Development and Roads earlier this year. This was followed by the publication of a request for the submission of expressions of interest for the development, operation and management of the Dock 1 at Bormla. The "Dock 1 Development Project" will include the design, restoration, construction and commissioning of the site into a cultural, commercial, residential and recreational complex. The closing date for the submission of the Expressions of Interest is the 13th September 2005. More information can be found on www.mudr.gov.mt.

DIN I-ART HELWA AWARD

The closing date for the Din I-Art Helwa Award for Architectural Heritage for 2005 is the 31st August. This Award will be presented annually for any building project which, in the opinion of the Judging Panel, makes an outstanding and significant contribution to Maltese architectural heritage.



Eligible projects for the Award will include the restoration and conservation of buildings, the adaptation of buildings to new uses, building additions or alterations, and new building projects in conservation areas.

Projects can relate either to a single building, a complex of buildings or a historic urban environment or townscape, may be on a scale ranging from small to large, and should display a standard of work which would be considered outstanding in a Maltese context. To be eligible for inclusion the project must have been completed within the twelve month period up to 31st August of this year. Submissions may be made either by an individual in his own name or on behalf of another individual or organisation. Application forms are available from Din I-Art Helwa, 133 Melita Street, Valletta, or by request by e-mail on info@dinlarthelwa.org.

AR AWARDS

The Architectural Review Awards for Emerging Architects under 45 years of age were inaugurated in 1999. The awards seek out and recognise new talent worldwide. Awards are given for built or manufactured work only, ensuring that winners have passed the test of moving from theory to practice, drawings to reality. The closing date for submissions is the 13th September 2005. For further details visit www.arplus.com.

MIES VAN DER ROHE AWARD

The European Union Prize for Contemporary Architecture – Mies van der Rohe Award 2005, was awarded to Dutch architect Rem Koolhaas for the Netherlands Embassy in Berlin earlier this year. The objective of this award is to highlight modern creativity and to make people aware of the way that modern architecture is socially and culturally rooted in European cities.

The selection process began in Barcelona in January with the first meeting of the jury, chaired by the 2003 award winner Zaha Hadid. The jury assessed some 242 projects from 30 countries that were chosen by a group of independent international experts and European architects' associations. Five finalists were short listed for the award and these were: 30 St Mary Axe (Swiss Re Headquarters), London, Foster and Partners; Selfridges & Co Department Store, Birmingham, Future Systems; Forum 2004 Esplanade and Photovoltaic Plant, Barcelona, Torres Arquitectos; The Netherlands Embassy in Berlin, Office for Metropolitan Architecture; Braga Municipal Stadium, Braga, Souto Moura Arquitectos.

The winning entry by the Office for Metropolitan Architecture, headed by Rem Koolhaas and Ellen van Loon, was for the Dutch embassy in the new government district of Berlin, which requested a solitary building that integrated elements of conventional civil service security with Dutch openness. A continuous trajectory extending through the eight floors of the cube shapes the building's internal communication, with the workspaces situated along the façade. The trajectory exploits the relationship with the context: Spree River, 'Fernsehturm' (television tower), park and wall of embassy residences. The access road between the 'cube' and 'residential wall' acts as a courtyard open to one side allowing a panoramic view over the river and park.



GPC – ONE YEAR ON

A year has passed since General Precast Concrete Ltd of Hal Far Industrial Estate was taken over by Ballut Blocks Ltd of Naxxar. Since then the plant has been totally refurbished, including the overhaul of both batching plants, extruder machines and the replacement of steel beds for the casting of hollow core concrete panels. These works were managed by Mr. Francis Vella who has vast experience in this field. Production is now geared up and General Precast Concrete Ltd is once again able to manufacture various precast concrete elements including precast walls, precast and prestressed beams and columns, precast foundation plinths, prestressed double T-Beams and a full range of hollow core concrete panels.

UIA PRESIDENT

Mauritian architect Gaëtan Siew, was elected President of the International Union of Architect during the UIA General Assembly which took place in Istanbul in July. He took up his duties during the 103rd session of the UIA Council, on 10 July 2005, and succeeds Jaime Lerner (Brazil).

COTTONERA SPORTS COMPLEX

The Cottonera Sports Complex participated in the IOC/IAKS Awards for Exemplary Sports and Leisure facilities presented by the International Olympic Committee and the International Association for Sports and Leisure Facilities, as well as the IPC/IAKS Distinction for Accessibility presented by the International Paralympic Committee and the International Association for Sports and Leisure Facilities. This project was presented jointly by the Works Division project architect Emmanuel Buttigieg and the operators of the complex, the Kunsill Malti Ghall-I-sports.



The IOC/IAKS Awards is the only architecture award of international importance for existing sport and leisure facilities. The key assessment criteria are the quality of the design and the integration of the sport facility in its rural or urban setting. Consideration is also given to environmental factors and accessibility criteria. A record number of 93 nominations from 25 countries were received for all categories, 54 of which participated in the IPC Distinction. The Cottonera Sports Complex has been honoured with a Special Distinction and the IPC/IAKS Distinction for Accessibility.

The project was designed by the Design Unit of the Building & Engineering Department within the Works Division. The architectural design was carried out by Perit Emmanuel Buttigieg assisted by Periti John Valentino and Frederick Ellul, who were responsible for the structural design. The awards will be presented during the international IAKS Congress in Cologne during October 2005.

The editor welcomes contributions to be considered for publication in this part of tA. In particular, we are looking for information on projects, built or unbuilt, and news about members of the profession. The editor will give careful consideration to material submitted – articles, photographs, drawings and similar – but does not assume responsibility for damage or their safe return.



Photo www.mepa.org.mt

PLANNING WATCH

Application for Full Development Permission PA 05117/04 for the demolition of the Duke of Edinburgh Hotel in Triq ir-Repubblika, Rabat, Gozo and the erection of three basement level garages, commercial outlets at ground floor, gym and indoor pool, seven maisonettes and commercial premises at first floor level, thirty-three residential apartments (three floors) and five pent-houses (two with pool), was approved on 9th June 2005. The Development Permit Application Report stated that the outline development permission had established the principle of redevelopment of the site, which included the demolition of existing buildings.

The Outline Development Permission referred to above is PA 01058/99, granted on 29th July 2004. The Development Permit Application Report, issued on 30th July 2004 (?), stated that, "...there could be reached no agreement (sic) on the issues of façade retention and height limitation. These issues are crucial and it was thus agreed that a direction should be given by the MEPA Board."

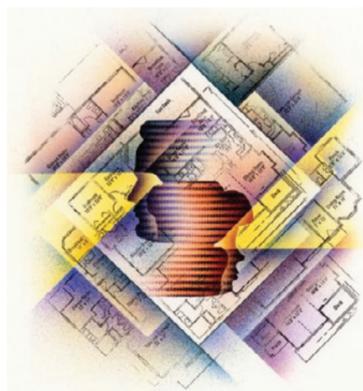
"The developers commissioned an independent report prepared by Denis De Lucca of the University of Malta. The architectural evaluation stated that ...the façade of the building, which dates to the middle of the twentieth century, is composed of two identical entities inspired by the classical idiom which do not in any way demonstrate any attempt to resolve the bad design resulting from a glaring duality and the very uncomfortable relationship which the same building façade exhibits with the rest of Republic Street. The façade does not offer much to anyone travelling towards the historic core of Gozo. The report concludes that the façade has no architectural value whatsoever, lacking historical authenticity, good composition and refinement of detail. It can therefore be demolished and substituted by a replacement façade. The replacement façade should either take the form of a modern design or alternatively a corrective building of classical design which relates better with the rest of the street." - DPA Report

Although the Heritage Advisory Committee, the Environmental Management Unit and the Superintendent of Cultural Heritage all disagreed and, indeed, supported retention of the façade, the MEPA Board chose to approve the request.

In recommending approval of the Full Application, the Planning Directorate confirmed that design parameters established in the outline permission have been respected in the latest submissions.

It also went on to say that, "The accommodation aspect of the proposal has changed from a small hotel to a residential apartment block. This has very little bearing on the overall acceptability of the project..."

STRUCTURAL ACTIONS IN SUPPORT OF SPATIAL PLANNING



Although spatial planning is not the responsibility of the Community, the spatial planning aspect of Community and national policies is nonetheless of importance. Since the late 80s, there has been the publication of a compendium of spatial planning systems and policies in the EU, the adoption of the European Spatial Development Perspective (ESDP) and of its 12 implementing actions, and the development of a Study Program on European Spatial Planning (SPESP).

TERRITORIAL COHESION

Territorial cohesion is the balanced distribution of human activities across a region or country, and is complementary to economic and social cohesion. Acting in partnership with the Member States, the Commission aims to promote this approach among the public, local and regional officials, enterprises and government through:

- **ESPON (European Spatial Planning Observatory Network), whose aims are to boost the European overview in spatial planning, develop tools for implementation of the ESDP, facilitate coordination between the different regional levels of decision-making and serve as a liaison between policy-makers, government and scientists. The ESPON initiative is supported by the Interreg III**

programme;

- the dissemination of regional land use studies; and
- the provision of working papers.

Although the EU is one of the richest parts of the world, there are striking internal disparities of income and opportunity both between and within Member States. Even before enlargement, the ten most dynamic regions of the EU had a level of prosperity, measured by GDP per capita, which was nearly three times higher than the ten least developed regions. The entry of 10 new Member Countries in May 2004, whose incomes are below the EU average, has widened these gaps.

SOLIDARITY AND COHESION

The Constitution sets out the values on which the Union is based: respect for human dignity, freedom, democracy, equality, the rule of law, and respect for human rights. Two words sum up the values behind regional policy in the EU:

- **Solidarity, because the policy aims to benefit citizens and regions that are economically and socially deprived compared to EU averages;**
- **Cohesion, because there are positive benefits for all in narrowing the gaps of income and wealth between the poorer countries and regions and those which are better off.**

One of the current priorities is to bring living standards in the new member states closer to the EU average as quickly as possible. Inequalities have various causes: longstanding handicaps imposed by geographic remoteness or by social and economic change, or a combination of both. The impact of these disadvantages is frequently evident in social deprivation, poor quality schools, higher unemployment and inadequate infrastructure.

STRUCTURAL FUNDS

The EU policy to reduce regional disparities is built on four structural funds:

the European Regional Development Fund (ERDF); the European Social Fund; the section of the EU's common agricultural fund devoted to rural development; financial support for fishing communities as part of the Common Fisheries Policy (FIFG - Financial Instrument for Fisheries Guidance).

These funds will pay out about €213 billion, roughly one-third of total EU spending, between 2000 and 2006. A total of 70% of funding goes to Objective 1 regions where GDP is less than 75% of the EU average. About 22% of the Union population lives in the 50 regions benefiting from these funds which go to improving basic infrastructure and encouraging business investment. As an Objective 1 region, Malta will benefit from aid of almost €89 million.

There are also four special initiatives, accounting between them for 5.35% of the structural funds:

- **cross-border and inter-regional cooperation (Interreg III);**
- **sustainable development of cities and declining urban areas (Urban II);**
- **rural development through local initiatives (Leader +);**
- **combating inequalities and discrimination in access to the labour market (Equal).**

These funds will pay out about €213 To supplement these programs, the Union has set aside a further €23 billion from the structural and cohesion funds to be spent in the new member states in the period 2004-06.

ARCHI-MED

Furthermore, the European Commission has decided to contribute actively to the development of cross-border cooperation between Italy and Greece with Cyprus, Malta, Lebanon, Syria, Gaza, Israel, Jordan, Egypt, Libya and Turkey by part-financing, for the 2000-06 period, the INTERREG III B program for the ARCHI-MED area in the central and eastern Mediterranean. Structural Funds assistance amounts to

€78.7 million out of a total budget of €118 million.

The ARCHI-MED program is aimed primarily at the sustainable development of these areas, enhancing their competitiveness, improving the effectiveness of their transport networks and communication systems, and the development of their natural and cultural resources. The participants in the program have identified the following four priorities:

Priority 1: Restructuring of urban systems, and establishing a better population distribution which better corresponds to economic and cultural activities.

Priority 2: Improving the coordination of transport between the different parts of the ARCHI-MED in order to facilitate faster and safer movement of goods and people, as well as improving the telecommunications infrastructure to ensure equality of opportunity in terms of access to knowledge and information, and to improve the competitiveness of SMEs.

Priority 3: Creation of synergies between the environment, culture and development in order to enhance the value of the natural landscape and cultural sites, and to facilitate territorial cooperation and development in the areas of tourism, education, SMEs, etc. Special attention will be given to the historical aspects of cultural heritage, which can act as a unifying force between the countries in the region.

Priority 4: Technical assistance.

The program covers a wide geographical area with a total population of 37.3 million. The common problems which characterise this area include: a fragmented landmass, a large maritime expanse, a sensitive environment, poor management of natural and cultural resources, insufficient coordination of transport, significant pressures (development and economic) on coastal areas, and the progressive abandonment of inland areas. In addition, the areas of the central Mediterranean are confronted with the problems of an ageing population, which is in sharp contrast to the SE Mediterranean, which is experiencing a demographic explosion.

Related websites:

- www.europa.eu.int/comm/regional_policy/
- www.europa.eu.int/comm/regional_policy/interreg3/
- www.europa.eu.int/comm/environment/urban/home_en.htm
- www.espon.lu
- www.aura.org/

HI-PROFILE APART-HOTEL



This cluster of three buildings represents a transition; a transition between the high-rise and the low-rise, between the residential and the commercial. The third tower in a high-profile hotel complex, forming the spine of an artificial island off the coast of the Magħtab area.

The hotel comprises three separate buildings, a 22-storey main hotel tower, a 12-storey apartment spine and three smaller 5-storey apartment blocks protruding from it. The two main uses are split both horizontally and vertically, in order to form a hierarchy within the building itself, as well as the nearby developments. The hotel tower is planned around a triangular atrium pierced by two double height sky gardens which blur the boundary between interior and exterior. Accommodation is in the form of one and two bedroom suites set along a spiraling corridor as the building rises. The other two buildings provide two and three bedroom apartments for short and long letting. Throughout, green architectural design and passive/low energy building techniques are employed to reduce environmental impact as well as running costs. Greenery and landscaping are of prime importance, both to enhance the living spaces and create a coherent

overall design theme for the island. Furthermore, two wind turbines are designed into the roof spire to provide part of the power for the running of the building, while at the same time using their distinctive form to make a powerful architectural statement. Articulation of the façades is brought about through emphasis on the structural elements; reinforced concrete and steel, giving a high-tech feel to the design and also a contrast to the soft landscaping used throughout. In other areas, and on the interiors, a stark minimalist approach is adopted. The layout is based around sharp angles and sweeping lines, to give the whole a feeling of dynamism and movement. The design of the spaces themselves is based around space-effectiveness, yet retains a feeling of comfort and individuality for the occupants.

Thesis Project 2003/04
Daniel Bernard

World Heritage and Contemporary Architecture 12-14th May 2005, Vienna

The theme of this international conference was "World Heritage and Contemporary Architecture - Managing the Historic Urban Landscape". This conference was attended by a group of 4th year architecture students, led by Perit Shirley Cefai, who co-ordinates Conservation studies and tutors Design at the Faculty of Architecture and Civil Engineering, Department of Architecture and Urban Design. The conference was also attended by Dr. Ray Bondin on behalf of the

Historic Towns Committee of ICOMOS (International Council on Monuments and Sites) With a platform of fifty speakers, the Conference spanned three full days. It was divided into four sessions. During the first session the final draft of the Vienna memorandum, "World Heritage and Contemporary Architecture - Managing the Historic Urban Landscape" was presented. The other three sessions dealt with the development dimension, the architectural dimension and the planning dimension. The presentations were varied and tackled the issue of contemporary architecture within a historic context from an economically viable point of view and an urban management point of view. These views were merged with the issue of the quality of the architectural design that is to be expected and

New SACES Committee



THE SACES COMMITTEE:
Front: Giancarlo Torpiano, Gaston Camilleri, Anne Marie Mifsud, Anthea Ellul. Back: Debbie Crockford, Brendon Muscat, Paula Curmi, Alexine Sammut and Chris Zammit.

Last March, the students of the Faculty of Architecture and Civil Engineering elected a new SACES committee, which has already started working on new proposals and ideas to further improve students' lives.

Following the June exams, SACES is hoping to organise a trail of activities. In summer, the Sand Sculptures Competition will once again be held. Students from the faculty along with other people interested in participating, spend a day at the beach creating original sand sculptures. This will be the third Sand Sculpture Event that SACES has organised and everyone is invited to join in the fun.

One of the additions to the SACES Agenda is a set of Introductory Courses targeting students interested in joining the Faculty of Architecture and Civil Engineering. These one-off courses will be held during the summer months and will aim to help students understand what the bases to the profession are. A number of matter-of-fact issues will be discussed and explained by a number of students.

Students from the faculty will also be attending international workshops, namely EASA, which will this year be held in Switzerland. This opportunity is ideal for students to broaden their knowledge of architecture in a fun way and to open their minds to different outlooks on architecture.

In October, SACES will reach the climax of their activities. A new item on the agenda is Time for Architecture which is being organised in collaboration with KTP. This festival will include the 'Designs' Exhibition, where a number of projects by students of architecture will be displayed. Following this, SACES will be organising its yearly Workshop, which has now become a looked-forward-to event. The workshop is a weekend during which groups of students are led by a number of architects to produce a small project concerning a given theme. This year we will also be having a number of foreign architects joining us in the workshop. The workshop will also include a great party for everyone there and anyone else wanting to join in the fun!

Anne Marie Mifsud and Anthea Ellul

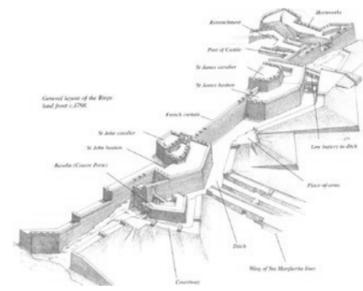
A Brighter Birgu?



The Master Plan for Birgu, being the first phase of the Cottonera Master Plan, was commissioned in September 2004, by the Cottonera Rehabilitation Project (CRP) within the Ministry for Resources and Infrastructure. Two Israeli consultants, Giora Solar and Arie Rahimimoff, produced this valuable and practical document, analysing in depth the prevailing situation in Birgu, diagnosing its ailments and putting forward practical solutions. Birgu has all the potential to provide good and sustainable living conditions for the local population, as well as being attractive to local and foreign visitors. Its setting, as a peninsula with long water fronts, its incredible past with its architectural remains, the monumental fortifications that are without parallel elsewhere, make Birgu a place which can become one of the most desirable to live in and to visit in Europe. Existing weaknesses such as traffic, the condition of the fortifications, open spaces, housing, services etc., can be overcome with proper vision, planning and implementation. This Master Plan had the aim of providing a vision and becoming a tool and basis for short and long term projects, which in the long run, will turn all weaknesses into strengths.

The Cottonera area, within the larger context of Maltese fortifications, represents some of the best examples of complete fortification systems. Fort St. Angelo, Birgu, the Sta. Margherita and

“...a well defined settlement with extensive, intact fortifications to the landward side, and the impressive and partly restored Fort St. Angelo at the head of the peninsula, defending the outer reaches of the Grand Harbour... it is not just physical aspects which have to be considered. The gradual ‘leakage’ of population from Vittoriosa is symptomatic of a number of fundamental problems. Against a constant backdrop of emigration, community values are eroded and provision of the very facilities which are required is made more difficult.”
(Grand Harbour Local Plan, 2002)



General Layout of Birgu Land Front c. 1798

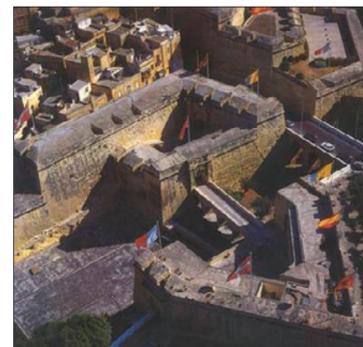
Cottonera Lines are probably the finest ensemble of fortifications in Europe, dating from the 16th century onwards, with some earlier traces in Fort St. Angelo. While not yet receiving the World Heritage Site nomination due to lack of a conser-



Verdala Gate



Aerial View of Notre Dame Gate

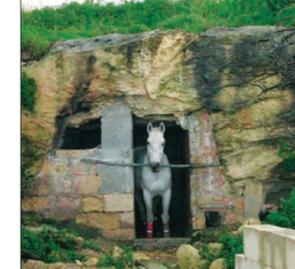


Couvre Porte

vation management plan and comprehensive documentation, these fortifications are of an outstanding universal value (as defined by the World Heritage Convention) and should be given the proper profes-



Ft. St. Angelo aerial view from the Northeast



Different types of private uses occupy the ditch

sional, political, financial and administrative consideration. This Master Plan states the importance of a full survey and condition assessment, together with a conservation plan and a research and excavation programme, which should cover issues such as archaeological excavations, clearing of debris, documentation of different elements and publication. Legibility must be improved, using measures including re-excavation of the ditch of the Couvre Porte, removal of the cement stores from the ditch, finding the proper way to express the once existing sea gate (Porta Marina) and restoring the breach created for traffic entering St. John's Bastion. A development plan should make the site “visitor-friendly”, attractive and educational. It has to include a full fortification promenade and cultural trail.

The ownership of heritage sites must be returned to the public. It is extremely important for the proper management of this unique cultural heritage, for its conservation and for all existing values, that the Post of Castile with its hornworks, St. James's Cavalier and post, the whole ditch and every other part which is now in private hands, become public property again and be managed by the proper public



The ditch needs to be cleared of debris

authorities. These spaces should however, be open to the public whether by special appointment or by any other means allowing for both uses. Ultimately, Birgu must be prepared for a World Heritage nomination. The fortifications meet the main requirements for nomination and are certainly of outstanding universal value. In terms of a revised traffic scheme, the main goal of this proposal is to create the Birgu Master Plan as an “Integrated Traffic System”. Various proposed measures include no parking and vehicular traffic on most of Victory Square, two new parking structures for tourists and residents outside St. John's and St. James' Bastions, tourist coach parking on the Birgu-Cospicua waterfront, electric coaches from parking buildings to Fort St. Angelo and Victory Square, one-way traffic in most of Birgu, with speed reduction measures and landscaping, the improvement and upgrade of Freedom Square, and tourism-friendly landscaping along roads and parking areas.

There is no doubt that Birgu-Vittoriosa has the potential to develop into a major tourist attraction. However, at the moment it attracts a very small percentage of Malta's incoming tourism. The visitors, local and foreign, come for very short visits, do not stay overnight and sometimes not even for



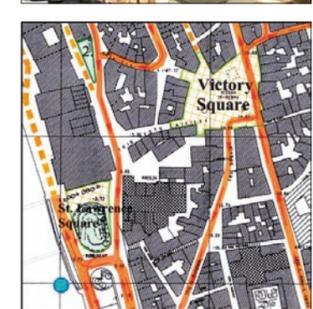
Victory Square serves as a traffic junction



Suggested location for an underground parking structure with restored football field on its roof.

lunch, and normally do not spend any money in the city – thus they use it, but without contributing in any way to its economy or development. It is therefore important that the story of Birgu is told through different means. The presence of six active museums and collections, and the plans for four new ones is in itself a unique phenomenon. This intensity of cultural heritage reflects the richness and complexity of Birgu and Cottonera. It also reflects its potential as a major centre for cultural tourism. Museums, if properly planned, are a prime magnet for cultural tourism. They attract visitors who may wish to stay in Birgu for a couple of days. The development of suitable accommodations for the visitors will support the museums and create an integrated tourism package. Arriving by boat is in itself an attractive experience and therefore an effective ferry system should be developed.

This Master Plan also focuses on the need for policies and guide-



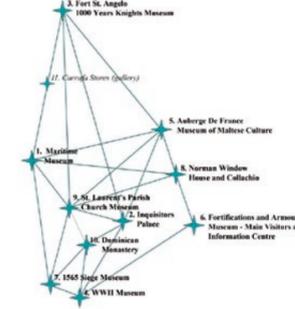
Suggested traffic arrangements for Victory Square

lines concerning building regulations, materials, colours and other details which have an accumulative effect, mainly on the visual and physical aspects of the city. A clear policy is needed for demolitions, additions and changes to existing buildings and for new structures. This does not replace proper detailed planning, but gives the decision makers and planners tools to help protect the cultural and visual values of Birgu, while allowing for its development. Colours are one of the strongest carriers of memory, and are indicative on the quality of place. Some places have characteristic



Colour scheme for Birgu

colours; some were given a code which later became a symbol of the place, such as white and blue for the Greek islands. It is a strong recommendation of this plan to establish a colour code for Birgu. Balconies are one of Malta's most striking architectural elements. While being a functional element of the house, they have a very



Birgu Museum Diamond



Maritime Museum on the Birgu waterfront

important visual impact on the individual buildings and on the appearance of a street and a whole town. Therefore, their special characteristics should be identified and protected, whether in old houses or new ones, by means of guidelines for design, repair and maintenance to be prepared by competent professionals. Most of Birgu is built of stone, and new structures should include stone, even if the amount of steel, glass and concrete may increase. Therefore, rules regarding stone replacement, preventive measures and other remedies to stone decay problems and regulations regarding the use of other than Maltese stone are required.

The Birgu Master Plan envisages that proper implementation of its recommendations will improve the life of people in Birgu; that it will attract young Maltese to move there and raise their children there; that it will make Birgu a major tourist attraction; and that new job opportunities will be provided, developing the economy and becoming a catalyst to economic growth of the whole Cottonera area. The aim of the Master Plan is that it should be a tool for the conservation of the built cultural heritage of Birgu and its surroundings at the highest professional level which this place, its history and monuments deserve.

However, will existing values be changed or compromised? Will this form of regeneration cause young inhabitants to move out of their home town due to inflation of property prices and higher expectancies? On the other hand, is this just another plan which will collect dust on its shelf?

Perit DANICA MIFSUD

Gorbals – third time lucky?

The Gorbals is a prime example of urban regeneration in Glasgow. tA asked Architect Ray Young to expand on the history of this area, the policies implemented and the results to date.



THE GORBALS, BEFORE REDEVELOPMENT

For many people, the name 'Gorbals' still conjures up one of the most notorious slums in the UK, with gangland murders, rat infested tenements and disease ridden people. But that is now the wrong image. For Gorbals is a new community within a vastly changed Glasgow, with high quality flats and town houses and a vibrant social life. The Gorbals is being transformed, providing a quality environment for people who have lived through not just one but two regeneration programmes, and for people who are choosing to make their home and to invest in their future in the community.

To understand what is happening to Gorbals, a quick reminder of the changes that are taking place in Glasgow is in order! Since 1945, Glasgow has experienced very significant economic restructuring and (planned) population de-concentration. From being one of the world's leading industrial centres, specialising in heavy engineering (shipbuilding, locomotives) and related supply industries, Glasgow saw a decline in its population - from 1.2 million in 1953 to fewer than 600,000 in 2001 - and in its manufacturing base. The post war period saw modernist-inspired housing developments both within the



city's 19th century tenemental industrial districts and the development of high rise and medium density housing neighbourhoods at the edges of the city. The city's economy saw particular decline over the 1980's as the manufacturing base collapsed. However, since the mid-1990s, Glasgow has grown faster than the Scottish economy with very rapid service sector growth; in 2003, 25% of the working age population worked in finance and business services.

Glasgow is regarded as a European example par excellence of regeneration against a backdrop of severe structural economic and demographic change. The legacy of this is evident across the city with 40% of the city population resident in neighbourhoods of multiple deprivation. Gorbals is an example of an inner neighbourhood, originally developed as a high density tenemental, heavy industrial community in the 19th century, that has been subject to (unsuccessful) comprehensive development-type, housing-led renewal in the 1970's and 1980's. More recently (1990's onwards) a broadly, integrated approach to regeneration has been developed that focuses on housing renewal, including private investment for housing and SME industrial space, development of the neighbourhood's social capital and assistance to residents to access education, training and jobs - both within Gorbals

and, increasingly, in Glasgow's thriving and adjacent city centre.

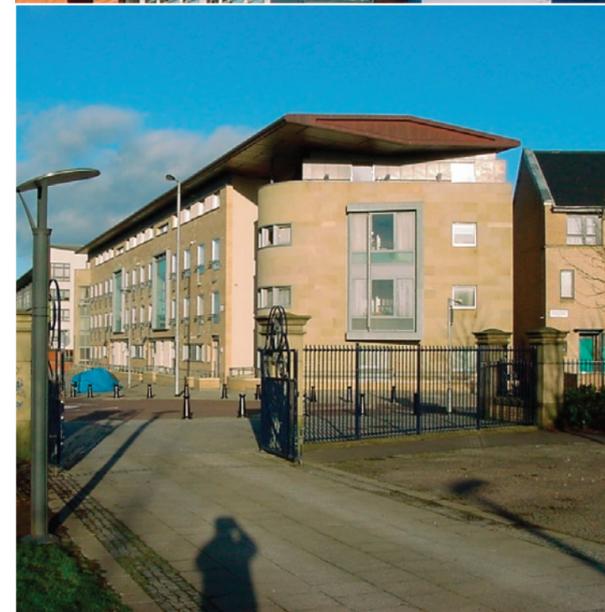
Over the past 50 years, regeneration has developed in Glasgow from public health-inspired slum-clearance to a more integrated approach based on both local and city-wide partnerships that focus on the holistic development of the neighbourhoods, drawing together major stakeholders involved in economic and social development, housing and community capacity building. Some neighbourhoods, like Gorbals, are now in their 3rd generation of regeneration.

REGENERATION IN GORBALS

The first regeneration of the Gorbals took place in the 1950's with slum-clearances, and the second was the 'comprehensive development' in the 1960's. This was the period of large scale 'top down' planning, with civic leaders - and architects - developing solutions without any consultation with residents, believing that they had the answers. Sir Basil Spence designed a block of flats that he compared to a 'galleon in full sail' but proved in the windy climate of Scotland to have created so much wind disturbance at its base that many people found it difficult to stand up! Another housing development was to prove incapable of keeping out the wet Scottish climate. Following a prolonged campaign by the local community about the unacceptable housing conditions, the last of the damp housing blocks was demolished in 1993. As a result of these unsuccessful interventions, by 1991 the Gorbals was one of the most deprived neighbourhoods in Glasgow with only 9,700 residents, of which 80% fell into Scotland's most deprived 10%.



THE GORBALS TODAY



The third attempt to regenerate the Gorbals involves a range of players, at both city wide and local level. At city level the Council works in partnership with government agencies. At a local level the regeneration of the Gorbals is led by four key local organisations, all of whom work closely with the local community, have resident representatives on their boards, and most have cross representation on their respective Boards of Management:

- **Gorbals Initiative**, the local economic development agency was established, to allow the local authority and the national economic development agency to devolve



economic development services to a local level and allow innovative responses to local issues leading on social and economic regeneration;

- **New Gorbals Housing Association**, a community based organisation with membership open to residents of the area and supported by Communities Scotland, leading on social housing;

- **Gorbals Social Inclusion Partnership**, one of a network of government funded local regeneration partnerships, leading on community capacity building;

- **The Crown Street Regeneration Project**, leading on the overall physical regeneration and interactions with private house builders.

Crown Street embodies the vision for the neighbourhood's redevelopment. This is of a mixed tenure (i.e. privately owned and social rented housing) neighbourhood; high quality housing served by a range of local shops, public services and leisure facilities. The creation of the Crown Street Regeneration Project was a critical part of creating a new Gorbals. The Project has a steering group made of the Council, the national agencies, and representatives of the

local community and the local housing association.

In 1990, Piers Gough of CZWG Architects won an urban design competition to create a masterplan which includes:

- reintroduction of the tenement form adapted for family housing;
- grid street system with the street as an integral part of living space;
- blocks as the main spatial unit with communal garden at the centre of each block;
- streets and blocks to connect to and address the surrounding areas;
- Crown Street itself to be a bustling local shopping area and the focus of the area;
- a new public park.

As the land was in public ownership, the sale to property developers (including both private developers and the housing association) could be done on the basis of a high quality brief. The inclusive management structure has ensured that the masterplan has been properly implemented, and long term area management mechanisms put in place.

Crown Street has a mixture of housing - both owner/occupation and social rent (through New Gorbals Housing Association). 899 new homes have been completed, at a density of nearly 83 houses/hectare. Crown Street represents the first newly built owner-occupation in Gorbals. Private developers were encouraged to build in an area that they would never have considered partly because of the masterplan approach and partly because of the grants that were available through Scottish Homes. These grants have been withdrawn as private sector confidence increased - both buyers and sellers.

When the first new private housing went on the market in 1993, local residents were offered a 10% reduction on the purchase price of the new flats. The sales office opened on day one to find a queue of local residents outside the door!

Crown Street has also acted as a catalyst for other developments involving the private sector. An hotel was attracted in. Gorbals Initiative partnered with private sector companies to pull down EU funding to refurbish old railway arches as workspaces. This was important as the arches are adjacent to the hotel.

So, 15 years on, the project, although not fully complete, has been a success.

The OEDC has commented:

'Glasgow has been remarkably successful at urban renewal and revitalisation, particularly at a neighbourhood level. The changes which have taken place in the Govan and Gorbals neighbourhoods for example, neighbourhoods which in the past were extreme examples of social and economic deprivation and physical degradation but which offer some of the most positive and optimistic best practice examples of urban regeneration today.'⁽¹⁾

Architect Ray Young

⁽¹⁾ *Urban Renaissance report, Glasgow: Lessons for Innovation and Implementation (OECD, Paris, 2002)*

Let the Village Sleep



"Let the village sleep" was the title of a letter

published in The Times of 10th March 2005 that caught the eye of the tA editorial team. This letter was written by a twelve-year old girl, Saoirse Casha, and spoke about certain applications for development permission that were, at the time, being processed by MEPA. tA met up with Saoirse to get her reactions and thoughts on the matter

The applications in question were for a mobile phone antenna to be fixed to the church of Manikata, and for a restaurant to be constructed next door to Saoirse's house, also in Manikata. The former application was refused, while the latter is currently under appeal.

Saoirse describes Manikata as a "happy place". She is convinced that the type of development underway in this hamlet is deterring from its unique character, and is worried about the effect that such development will have on her village. Her appeal is for residents in general, and especially young people like herself, to voice their opinion. "This is our right and our duty. We have to protect the environment we live in!"

One important aspect that comes out of this attitude is that part of the process of regeneration is the prevention, in the first place, of the need for regeneration. Our communities, villages and towns must be protected before the point of no return is reached, and before regeneration becomes necessary. "Progress is important, but it

has to respect the people living in the surrounding areas," Saoirse stresses.

Regeneration can be seen as the revival or rebirth of an area. Each day a part of Malta dies a little death, with development taking up more and more space, with villas and their gardens being pulled down to make way for high density developments, with our countryside being slowly eaten up, with our coastal areas being taken over for purposes of tourism. Instead of injecting new life into our towns and villages, some areas are being over-exploited to the detriment of the residents. Where is all this leading us? Is it up to the architects? To MEPA? To developers? Who should be the catalyst for change? It is people like Saoirse who are ready to take a stand and to voice their opinion who can slowly help to effect changes in this respect. It is also a matter of education, a question of people understanding that these things do matter and that they do have a say in the quality of the environment they are sometimes forced to live in.

For Richer, For Poorer

If one browses through the Sunday classifieds, or the numerous property journals that seem to keep on turning up in our letterboxes or inserted in local newspapers, one cannot but comment on the alarming rate at which the cost of property is increasing. The problem with this scenario is that, while there are a few who can easily afford to pay such prices, a high percentage of the population must content themselves with looking at the pictures of these high-priced properties and dreaming of that winning Super 5 ticket

The State of the Construction Industry Report 2004, published in April by the Building Industry Consultative Council (BICC), shows that property prices of semi-detached houses rose by 75% between 2002 and 2003, reaching and surpassing the Lm300,000 mark in some cases. During 2003, the prices of one-bedroom and two-bedroom maisonettes increased by more than 30%, three-bedroom terraced houses saw a 20% price increase over 2002 while four-bedroom terraced houses saw a decline of 6%. In May, the National Statistics Office stated that in the first quarter of this year, apartment prices were on average



PHOTOGRAPHS BY DAVID PISANI

estimated to have increased by 14.19% when compared to the same period in 2004. Over the same period, prices for maisonettes were estimated to have increased by about 18.62% and prices for terraced houses by 17.34%. This rise in property prices is certainly not being countered by comparable increases in incomes. This means that more and more people are having to borrow money from the banks in order to be able to afford to own their own home. By no means does this imply that each first-time buyer should be able to afford the most luxurious villa,



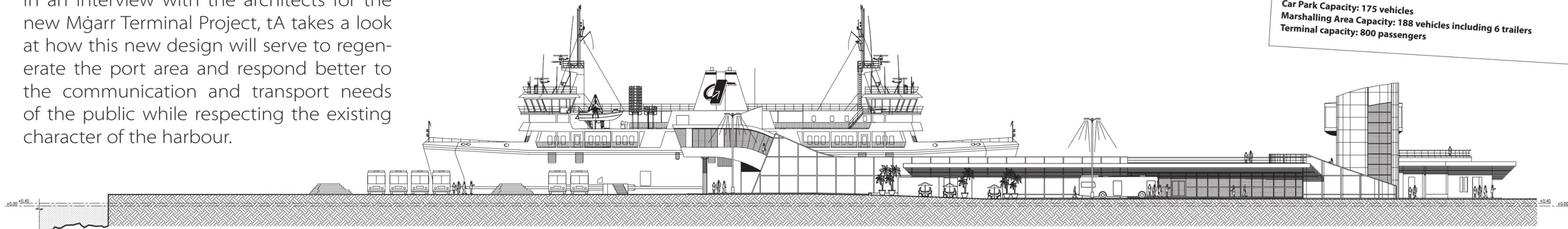
but it is becoming increasingly evident that a number of people are being left out of the market and having to make do with sub-standard housing.

It is also important to consider that the standard of living that one is accustomed to will determine the expectations that a person would have of their home and surroundings. This is not always attainable, but a good number of people will go to great extents to turn their home into the most comfortable, stylish, avant-garde dwelling on the island. Suffice it to note the number of local magazines that are portraying high-society living as if it were run of the mill, with little space given to promoting the principle of "making do with what one can afford and doing one's best to make the best out of that."

This disparity in standards of living is not particular to Malta. Nearly 32% percent of the world's urban population - roughly 1 billion people - lives in slums, mostly in or on the edges of cities across the developing world.

A New Port of Call

In an interview with the architects for the new Mġarr Terminal Project, tA takes a look at how this new design will serve to regenerate the port area and respond better to the communication and transport needs of the public while respecting the existing character of the harbour.



PROJECT ARCHITECT: **Bezzina & Cole**
 DESIGN TEAM: **Alex Bezzina, Keith Cole, Adrian Mifsud, James Farrugia**
 CLIENT: **Malta Maritime Authority (MMA)**
 PROJECT MANAGERS: **MMA project office**
 M.&E. CONSULTANTS: **Mediterranean Technical Services Ltd.**
 QUANTITY SURVEYORS: **Zammit & Associates**
 OPERATOR: **Gozo Channel Co. Ltd.**

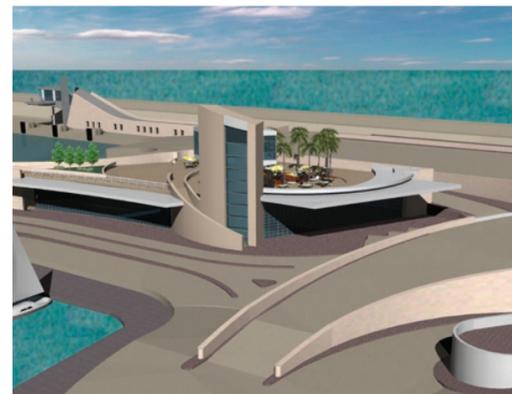
Area: 17,710 sq m
Car Park Capacity: 175 vehicles
Marshalling Area Capacity: 188 vehicles including 6 trailers
Terminal capacity: 800 passengers

The port at Mġarr, Gozo, is the place where many have queued up to get onto the next available ferry to Malta. Comfort levels have so far been nothing to write home about. Queuing up in the summer heat is the order of the day, and the whole experience is, to say the least, at times chaotic. The new design for the Mġarr Terminal project was approved by the Malta Environment and Planning Authority (MEPA) earlier this year, in May. The main components of the project include the terminal building itself, the car marshalling area and underlying car park, three berths, two passenger gangways, and the circulation network around the site.

One of the principle criteria governing the design and execution of this project is that, while construction works are underway, the port - being the main lifeline to the island of Gozo - must continue to function at all times. In order to meet these requirements the construction will be phased, and discussions with the project manager and the operator are ongoing in order to ensure that any inconvenience to the public is kept to a minimum.

Minimal visible intervention is the main philosophy behind the design of this project. The architects sought to create low-lying structures that seem to rise out of the land, rather than being superimposed on the site. The only elements of the project that are higher than one storey above ground are the control tower and the raised passenger links to the ships. This creates an effect of a raised landscape, respecting the backdrop of Fort Chambray and Ghajnsielem, thus minimising the visual impact on approaching the harbour.

The whole project revolves around concepts of passenger, vehicle and cargo management that will be implemented once the project is in operation. As a result of this, better segregation between foot-passengers and vehicular traffic, which meets appropriate safety standards, will be achieved. Anyone who has ever used one of the Malta-



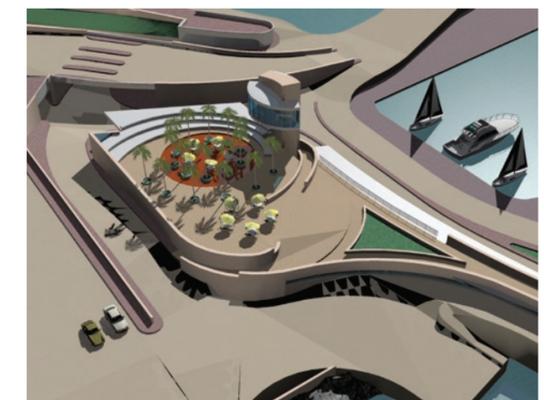
Gozo ferries as a foot-passenger will surely have experienced the "delight" of waiting in the hold for the ship's ramp to descend, while inhaling the fumes emitted from the vehicles whose drivers are too impatient to wait for the passengers to alight before turning their engines on. Then came the "pleasure" of leaving the ship with impatient vehicle drivers honking their horns and pushing their way through passengers alighting from the ship. This will not be the case any longer. The recently-built Gozo Channel ferries incorporate exit doors at deck level which will be used by boarding or disembarking passengers. In order to accommodate this, the project includes raised passenger links which lead into and

out of the terminal buildings. In this way, passengers and vehicles do not mix at any point of the journey. Apart from meeting the required safety standards, this will also ensure a more efficient flow of passengers and vehicles alike. On descending from Ghajnsielem and entering the port area, vehicles intending to board one of the ships are directed onto the marshalling area via a dedicated ramp. In the same manner, vehicles wishing to drop off or pick up passengers from the terminal, or intending to enter the car park, are channelled through a route at terminal level. Specific areas directly adjacent to the terminal building have reserved spaces for coaches and taxis. This will result in a better organi-



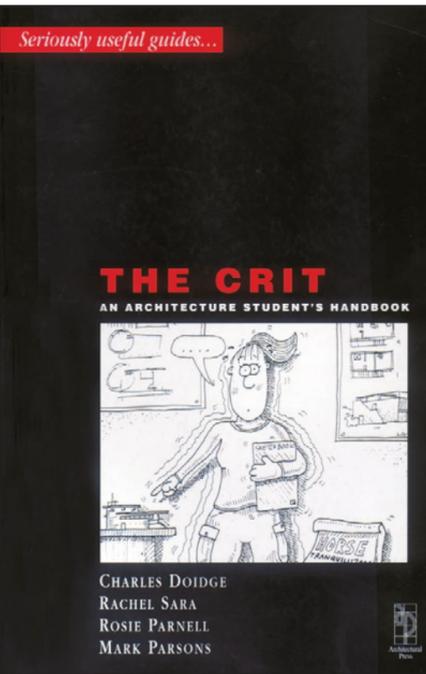
sation of the vehicles using the port area, thus resulting in a smoother traffic flow. Along with Marsalforn and Xlendi, the port at Mġarr is considered as a promenade favoured by the locals. The bars and shops currently present on the site will be given alternative accommodation within the new project. In addition the general public shall have access to most open harbour areas including the landscaped roof of the terminal building. Only the vehicle marshalling area and the terminal building holding area shall be dedicated and restricted to passengers and vehicles boarding or disembarking from the ferry. Surely this will aid the operator in managing better the port facilities.

An important consideration was the selection of the structural system for this project, built on reclaimed land. Structural actions are transferred through the fill layer to firmer rock by means of cast-in-situ driven shell piles. The free end of the piles is then restrained by the tying action provided by ground beams. This structural system has already been employed in the car park building already constructed. The site is severely exposed to inclement marine and weather conditions and appropriate measures are taken to ensure durability of the port facilities for their planned lifetime. In this respect, strict quality control is carried out on all construction processes. The project architects have faced a number of design challenges. Foremost among these was the design of the circulation routes to segregate the various port users and to ensure that no conflicts arise between visitors and vehicles visiting



the port and vehicles intending to board the ships. It is expected that these design measures will help to reduce trip times.

The needs of the respective stakeholders, the interaction among the diverse port users including locals, visitors and commercial users, together with site constraints and ferry operator requirements have been considered by the designers in developing this project to best serve the public needs. This project will effectively result in a regeneration of the Mġarr harbour area. Besides giving it the facilities needed to operate effectively as a port, the area will also continue to serve as a public space.



The Crit

An Architecture Student's Handbook

The crit, or review, is something all architects are familiar with: the moment of truth, when one's course project is torn apart by tutors and other members of the review jury; the moment that defines whether the sleepless nights, gallons of coffee and panic attacks were worth the effort or not.

This handy book looks at design reviews from the point of view of students and that of their tutors. It is filled with cartoons depicting various familiar situations which, while humorously presented, hold truths and bits of advice that any student would benefit from.

"The Crit" takes the reader through the whole process of a design project, and makes recommendations to students of how each moment of the process can be

used to the best advantage. It describes the game, identifies the rules and advises on tactics, helping to unravel the mysteries that surround this essential part of any architecture course.

The recommendations in this guide are also helpful to practicing architects, who are often faced with situations where they must sell their designs to clients. Here also, "The Crit" provides valuable ideas on how to create a presentation that will entice the client. Written by students for students, "The Crit" suggests how one can get the most out of this experience and describes ways in which it can be turned into a constructive process, preparing students for more creative relationships with future clients.

"The Crit", ISBN 0-7506-4770-1, Architectural Press

Regen.net

This is the website of the UK weekly publication Regeneration and Renewal. It contains up to date news and information on housing and regeneration mostly in the UK. The site has a rich set of web links which may be of interest to practitioners in the field as well as links to related documents and resources. Finally there is a listing of forthcoming events and a discussion forum. The following is a synthesis of the menu structure of the site which gives a good idea of the information contained.

- News: Latest News; News Archive; e-mail newsletter
- Jobs: Search Jobs; Employers' Directory
- Consultants' Index
- About Us: Publications; Conferences; Contact Information; etc
- Courses
- Library: Documents; Funding Schemes; Links
- Tenders
- Events
- Forum

www.regen.net



Office Of The Deputy Prime Minister, UK

Website of the Office of the Deputy Prime Minister in the UK in relation to its responsibilities for local and regional government, housing, planning, fire, regeneration, social exclusion and neighbourhood renewal. This site contains information about the latest initiatives of the ODPM and also a vast library of documentation and other resources related to the following fields of interest.

- Building Regulations
- Civil Resilience
- Fire
- Homelessness
- Housing
- Local Government
- Neighbourhood Renewal
- Planning
- Regions
- Science and Research
- Social Exclusion
- Sustainable Communities
- Urban Policy



Most of the documents and official publications can be downloaded directly from the site.

www.odpm.gov.uk

BOOKS

WEBSITES

Heritage?

What Heritage?!

At a time when central government is requesting European Union funding for the restoration of Malta's extensive fortification network, it is for sure interesting to have a look at the plan drawing below that dates back to approximately a century ago. The drawing, passed on to tA by Perit Godwin Drago, describes a proposal, by an anonymous person, for an 'improved' layout of parts of Valletta and Floriana, particularly at their intersection.

The plan suggests the introduction of residential areas, reminiscent of English garden city theory, split into garden suburbs and workmen dwellings. One must bear in mind that, not only was social distinction then an acceptable parameter in town-planning, but also that the combined population of the two cities, gradually on the increase for at least seventy years, now exceeded a combined total of 30,000 persons.

The plan goes on to address other fundamental issues that will always form part of similar proposals. It included provision of an industrial zone and areas for business and recreation.

Above all the scheme addressed issues of accessibility into the city, issues that are as historical as the town, or at least since it needed to re-invent itself, after the fear of war had abated. How does one rethink a city like Valletta, at once a fortified town and a Capital city and centre of trade? Well, this is one option: why not consider wiping out entire tumuli of fortifications and open Parisian-like boulevards that penetrate deep into the soul of the town?

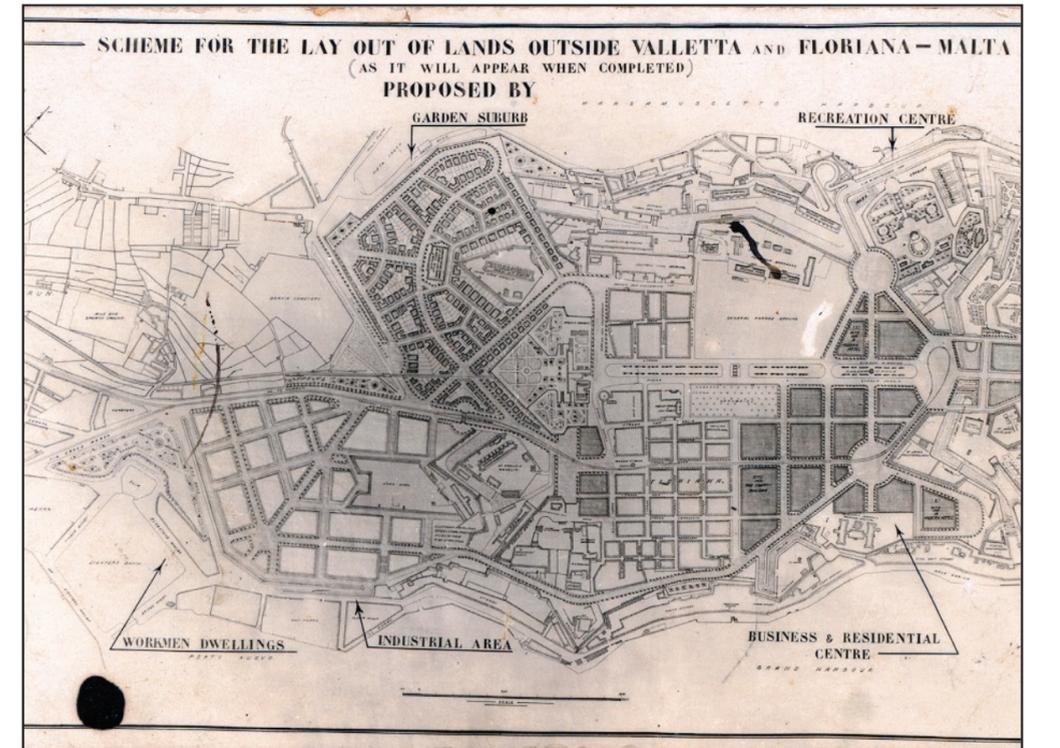
Of course a proposal like this belongs to another era, one where historicism played a different role within the culture and understanding of its time. For decades, the fortifications of Valletta must have constituted little more than a nuisance to its inhabitants and its visitors, making the city difficult to navigate.

There is certainly one element which this 'masterplan' had in common with the many other that proliferated over the last century...it was never effected. Austin St. B. Harrison and R. Pearce S. Hubbard, in their report 'Valletta and the Three Cities', presented to the Government of the day in 1945, had this to say about this area: "The

cities having grown up within the limits of their original enceintes it is not surprising that they are, measured by the standards which momentarily prevail in England, highly populated. To attempt to apply such standards to Malta is, however, in our opinion ill-advised...the island is small...its population is multiplying rapidly...a marked horizontal urban development is to be deprecated."

With regards to access to the city and the approach to the Capital, conscious of the fact that the number of licensed motor vehicles had tripled from 2,000 in 1926 to 6,000 in 1939, and that the number of 'karozzini' had reduced by half from 2,000 to 1,000, Harrison and Hubbard stated that, "The approach to the capital

from the interior of the island is today very different from when it was before the defences ceased to have military value. Originally an unimportant road was required to conform with the plans of engineers whose sole concern was to render the city impregnable. Now a wide avenue leads from Blata-I-Bajda through a breach in the outer defences to the Counterguard of St. James, where it bifurcates: one road leading to Kingsgate, and the other to Castille Place. Tree-lined in part, and in part flanked by the arcades of the Citta Vilhena, this avenue has a spacious air which contrasts pleasantly with the canyons of Valletta. Yet, as laid out, it is not suited to the needs of what is by far the most important thoroughfare in Malta."



Tsunami Risks in the Mediterranean – Part 1

Excerpts from a paper by Perit Denis Camilleri to be presented at the Lisbon IASBE September conference. Part 2 of this paper will be published in the next issue of tA. Perit Camilleri represents the KTP on the MFSA Catastrophe Insurance Committee.

“Tsunami” is composed of two Japanese words, meaning Harbour Wave, though it is now known that tsunamis do not originate in harbours. Tsunamis threaten coastlines around all the oceans of the world, but 80% of them occur in the Pacific Ocean. The vast development that has occurred around the Mediterranean shoreline over the past century necessitates that economic measures are taken to reasonably reduce the risks from a tsunami. The Mediterranean region is active with earthquakes and volcanoes, some generating tsunamis. Around 1500BC, the eruption of the volcano Santorin on Thera is said to have caused a tsunami, leading to the sudden decline of the Minoan civilization around Crete. And what happened to the temple people of Malta around 5,000BC? Do alluvial deposits on the otherwise limestone rock formations indicate a tsunami of Biblical proportions?

Physics of Tsunami

A tsunami begins when an underwater disturbance suddenly displaces a column of ocean water. This can be triggered by landslides, a chunk of land breaking off the coast, or a volcano erupting and depositing material onto the sea bed. The most destructive tsunamis result from earthquakes that occur at depths less than 50km.

In deep seas over 6,000m tsunami waves propagate with speeds exceeding 800km/hr and a wave height of a few tens of centimetres. Tsunami waves differ from ordinary ocean waves by the great length between wave crests, often exceeding 100km, and the time between crests, ranging from 10-60 minutes.

Approximating the speed of propagation to :

$$V = (gD)^{1/2} \quad \text{in the deep sea } (D/L > 1/20)$$

$$V = (gL/2\pi)^{1/2} \quad \text{waves break, approximately given by } D = 1.28H \text{ or } L = 7H,$$

where **g** is the gravitation of the earth (9.81 m/s²); **D** is the water depth in m; **L** is the wavelength in m; **H** is the depth in m of the wave from crest to trough

Table 1 has been calculated from the shallow water approximation. The bathymetry data for the Mediterranean indicates maximum depths in the Ionian Sea exceeding 4,000m. In the Tyrrhenium and Ligurian Sea, the depth rarely exceeds 2,000m. In the Malta Plateau, extending between Malta and Sicily, the depth rarely exceeds 200m, as also in the Tunisian Plateau reaching Lampedusa and in the Gulf

of Venice at the top part of the Adriatic Sea. The depth between Malta and Libya just exceeds 1,000m on the Malta end. At the Eastern Mediterranean from Cyprus up to Israel/Lebanon the sea depth is again limited to within 2,000m.

D(m)	V(km/h)	L(km)
7,000	943	282
4,000	713	213
2,000	504	151
200	159	48
50	79	23
10	36	10.6

Table 1 – Velocity & Wavelength of Tsunami wave for given Ocean Depth [2]

Normally all continents and lands bordering the sea are surrounded by a 1°(1:55) gently sloping submerged plain, being an underwater extension of the coastal plain, called the continental shelf. The 130m deep water normally extends for 78km leading onto the continental shelf break, characterised by a marked increase in slope. The abyssal zone below 1,800m extends downwards to great depths. Normal shoreline bathymetry features cause tsunami waves to slow down, the height of the waves increases and their wavelength decreases. Deep water close to the shore hampers the build up of a very high wave. The surge momentum may increase wave height at the shoreline to give a runup height being 2 to 5 times higher when particle velocity within the wave exceeds wave velocity for a breaking wave, whilst a non-breaking wave does not amplify the runup height. This build-up may be higher than 30m for tsunami waves generated near an earthquake's epicentre or 15m for tsunamis of distant origin. A non-breaking wave develops a larger inundation distance, its energy becoming less concentrated as it spreads. Thus, a tsunami has more energy when it strikes a shoreline that is relatively close to its point of origin, than it does when it reaches a distant coast.

Other features can alter the size and impact of tsunami waves. A coral reef can act as a breakwater, diminishing some of a tsunami's energy. A V-shaped bay can act as a funnel, concentrating the energy of the tsunami into a smaller area. When tsunami waves hit the mouth of a

river, harbour, fjord or inlet, they often form a bore, a steep rapidly advancing wave with an almost vertical face. The force of some tsunamis is enormous. Large rocks weighing several tons can be moved inland hundreds of metres. Boulders with masses around 200 tons can be displaced by tsunami surges only 10m deep, whereas short period storm waves with heights of 100-150m are required to produce the same movement. The largest wave-displaced boulders recorded, found in the Bahamas on ridges 40m above mean sea level, with a mass of 2,000 tons imply tsunami surges of 30-40m depth[2]. It is improbable for wind driven waves to be higher than 12m, with boulders up to 15 tons being washed over sea walls 4m above sea level.

Tsunami Magnitude Scales

Most scales are derived from measurements of runup, the maximum on-shore wave height measured above the normal height of the sea. Two widely used measures as per the following equations, are compared in Table 2. lida[3]: Tsunami magnitude $m = \log_2 H$, where **H** is the maximum observed or measured runup in m (2) Ambraseys[4]: Tsunami intensity $K_0 = \log_2 H^{1/2}$ (3) The most common cause of tsunamis of magnitudes below m6 is earthquakes, while at higher magnitudes different mechanisms are predicted to take over, such as submarine landslides and volcano lateral collapses. The occurrence of various runup heights in the different global regions is outlined in Table 3.

Mediterranean Tsunami Characteristics

The Mediterranean region is active with earthquakes and volcanoes, some generating tsunamis, 20% of which have been damaging. In 365 A.D. following an MM7.7 earthquake in Crete, a tsunami caused extensive damage in Libya, Egypt, Calabria and as far as Spain. This tsunami is unique in historical record as it is the only event of its kind known to have propagated across the entire Mediterranean.

Table 3 shows that the Mediterranean has a higher rate of occurrence than the recent tsunami in the Indian Ocean, along with the probability of a runup height of 15m. In the more exposed parts of this region a 1.5m high runup has a return period of 100 years, a 500 year return period for a 4m runup and a 1,000 year return period for a 7m runup[5]. Most Mediterranean tsunami sources lie along

mainland and island coastal regions, with tsunamis reaching local coasts quickly, giving little time for warning (1-30 minutes).

Eastern Mediterranean: Records show that this area is more prone to damaging tsunamis than the West. The strongest tsunamis are excited in the Aegean Sea and the Hellenic and Calabrian arcs. Greece and the surrounding regions have long been affected, with more than 160 events catalogued over the past 2000 years[6]. A recent tsunami (K_0V) in the Eastern Mediterranean occurred in 1956, triggered by an MM7.8 earthquake in the Aegean Sea. The wave heights reached 15m in the epicentre region and drove boats onto docks. Away from the epicentre the waves attenuated rapidly to 2.5m runup on the eastern coast of Crete and small amplitudes recorded on the Egyptian Coast.

Central Mediterranean: Amongst the Italian tsunami catalogues the first example by Caputo and Faïta[7] is worth mentioning. This quotes that between 1000 and 1975AD, there were 70 recorded tsunamis of intensity between II-III, 20 of intensity IV, 7 of intensity V and 3 of intensity VI. From this catalogue of 100 events, of which 78 were triggered by earthquakes, 20 by volcanic eruptions and 2 by slumps, the frequency of occurrence of Italian tsunamis of different magnitudes is calculated from:

$\log n = 3.00 - 0.425 K_0$ (4) where **n** is the number of tsunamis of intensity K_0 per thousand years. This indicates that intensity VI is to be expected once every 350 years, intensity V every 133 years and intensity IV every 50 years. Tinti and Maramai[8] published an updated GITEC catalogue with 70 entries, over the same period, critically revising the Caputo studies. Tinti (1991) demonstrated that the sections of coastline most exposed to tsunamis included [9] the Messina Straits between mainland Italy and Sicily (avg. 10 tsunamis per 1,000 years), the eastern coastline of Sicily, especially around Catania (avg. 10 tsunamis per 1,000 years), the northern coastline of Calabria (avg. 1.5 events per 1,000 years), and the Gargano promontory in the southern Adriatic Sea (>1 tsunami per 1,000 years). The Messina earthquake (MM11 of 1908) caused waves (K_0VI) of 8.5m on the Sicilian and more than 10m on the Calabrian Coast, with the maximum height of 11.7m at S.Alessio. The last tsunami recorded in this region was in 1954, so a high probability exists for another tsunami disaster.

Western Mediterranean: Most tsunamis originating in the west are triggered by North African earthquakes, with epicentres close to the coastline, especially the Algerian coast. The Oran Algerian earthquake (MM10 of 1790), triggered a tsunami affecting the coast of Spain. The Algiers earthquake of 1773 triggered a tsunami with a runup of 1.8m at Algiers and 9.1m at Tangier. The more recent Algerian earthquake (1954, M-X) triggered submarine slumping

m	K_0	Runup(m)	Comments
-2	I	0.25	Very light – smallest tsunami perceptible only on very sensitive tide gauges.
0	II	1.00	Light – noticed by those living along the flat shore & familiar with the sea.
1	III	2.00	Rather strong – generally noticed due to flooding of gently sloping coasts. Light sailing vessels carried away on shore. Slight damage to light structures situated near the coast. In estuaries reversal of the river flow for some distance upstream.
2	IV	4.00	Strong – flooding of the shore to some depth. Light scouring on man-made ground. Embankments and dykes damaged. Light structures near the coast damaged. Solid structures on the coast injured. Big sailing vessels and small ships drifted inland or carried out to sea. Coasts littered with floating debris.
4	V	16.00	Very strong – general flooding of the shore to some depth. Quay walls and solid structures near the sea damaged. Light structures damaged. Severe scouring of cultivated land and coast littered with floating items and sea animals. With the exception of big ships all other types of vessel carried inland or out to sea. Big bores in estuary rivers. Harbour works damaged. People drowned. Wave accompanied by strong roar.
6	VI	64.00	Disastrous – partial or complete destruction of man-made structures for some distance from the shore. Flooding of coasts to great depth. Big ships severely damaged. Trees uprooted or broken. Many casualties.
8	-	256.00	Catastrophic damage on transoceanic scales -typical oceanic island collapse, generated tsunami.
10	-	1,000.00+	Large asteroid impact – generated tsunami?

Table 2 – a comparison between lida's and Ambraseys' tsunami magnitude, defining degree of damage

that broke underwater cables [10].

There is a relatively high tsunami activity zone, starting at Marseilles, passing along the western Italian coasts, ending at the north of the Sicilian coasts. The western part of the Mediterranean French coast is protected from tsunamis generated in the northern part of the Ligurian Sea by the southern part of the French Riviera. Wave heights on the tsunami records are of the order of a few cm for points far from the earthquake epicentre and of the order of a few tens of cm in the vicinity. The climbing of the tsunami waves on a beach increases these numbers by a factor of 2 to 3, based on real information of the tsunami tide gauges



Damage caused to the Banda Aceh Shore by the December Tsunami

Runup(m)	Mediterranean	Black Sea	Indian Ocean	North America	Caribbean	South America	Hawaii	New Zealand	SW Pacific
10	250	1,000	1,000	1,000	1,000	200	200	250	200
15	1,000	-	-	-	-	750	-	1,000	-
20	-	-	-	-	-	1,000	1,000	-	1,000

Table 3- runup in metres, with a return period in years for various seas [2]

and observed wave heights on the beach during the 1887 Ligurian and 1979 Nice tsunamis. The amplification factor can reach 1 at selected points. At Marseilles, Toulon, Sete and Perpignan the wave amplitudes are 5 to 10 times less than in Nice and Cannes. Tsunami waves in Corsica do not exceed 8cm [11].

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DCG 2005

Following four years of internal monitoring and about three years of consultation with constituted bodies, the much awaited revision of planning guidelines, DCG2005, was finally launched by MEPA last March.

The document aims at promoting better aesthetics and standards of internal amenity, together with achieving a greener perspective, and is 30% more voluminous than its predecessor, DCG2000.

Since the Director of Planning, Perit Christopher Borg, in Circular 2/05 to the architectural profession, stated that this document will be part of an ongoing dynamic process, and given the above portfolio, one would expect the document to be as comprehensive and complete as possible. First impressions, however, produce mixed feelings as, whilst there have been definite improvements and new policies, there has also been a clamping down of others.

The introduction of a glossary is a welcome change while, on the other hand, we still have the bungled sequence of chapters where vehicular related issues in Chapters 4 and 6 are wedged in between those related to buildings and dwellings, destroying a logically sequential connection.

The more important issues of this document include the following aspects.

- The introduction of a date of coming into force, much sought after by KTP, did not, however, make any provision for proper transitory measures, although this was partially rectified later.

- The prohibition of internal residential developments in UCAs: from personal experience, I deem this to be questionable. The main argument brought forward is that of the destruction of the village lungs. This does not necessarily hold water as coverage can be contained and the breaching of the building mass to create internal passages could effectively mean introducing beneficial airflows. Albeit acknowledging the need for regulation, it is my belief that this should be related to design. After all, every old 'sqaq' is an internal development.

- Although the rather restrictive measures adopted for internal developments in other areas per se, are commendable, they do not seem to have been tackled in depth, especially with respect to neighbouring fabrics. One can, on the other hand, argue that the increased minimum floor standards and the provisions for restricted sites when

dealing with the parameters of space livability in Section 3, create a positive counterbalance.

- Another policy of major impact is the acceptance of the penthouse level in areas with a three floor height limitation, yet the immediately preceding Policy 10.5 on setbacks in UCAs does not, in my opinion, have any beneficial effect

as it is practically inapplicable where it would be most needed, i.e. in those pre and post war towns with ground and first floor tenements built on the 2 cane (4.2m) frontages.

- The change of the limitation for the Floor Area Ratio Policy to 3000m² and its applicability in designated Primary or Secondary town centers for even lower areas is welcome. It is, however, disquieting that this policy does not seem to be guided by a National Regulator Policy to establish where

it is applicable.

In general, the other new provisions for privacy, the encouragement of environmental design and the clarification of vehicular control measures all contribute towards a positively oriented attitude for creating better living standards.

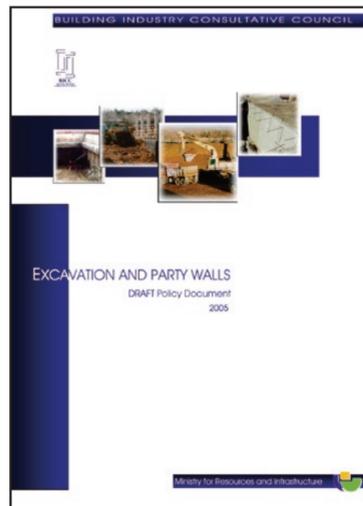
Perit Anthony Fenech Vella



DRAFT POLICY 'EXCAVATION AND PARTY WALLS'

The need for a revision of the relevant sections of the Civil Code has long been felt, especially with the ever increasing need for deeper excavation for the utilisation of underground spaces as parking provision. During a conference organised jointly by the BICC and KTP in October 2004 on the subject of excavation, the anomalous situation whereby these issues are still regulated by 1886 legislation was brought to the fore and the Minister for Resources and Infrastructure set up a task force to propose better regulations.

The primary problems were caused by the principles of communion of property which were intended to reduce waste and use land resources efficiently, but which were dependent on fairly similar neighbouring building types and systems of construction. In fact, any different building types such as churches and large villas were all detached



and so did not fall into the commitments represented by the general type of development. Nowadays, this has changed completely and is becoming all the more so since we have begun to cannibalise existing structures, and works are affecting not only recently-built structures but also older and unsimilar buildings.

The overriding principle that evolved was to depart completely from the idea of common shared walls and move towards separate skin walls in order that buildings would be independent boxes sitting next to each other. Thus, whatever happens on one site should not affect the adjacent site. Moreover, if the possibility of deeper excavation exists, then the developer must ensure that his works will not jeopardize future development by the neighbour.

The above is easily applicable in the case of adjacent new developments, but is not so when it comes to excavation near existing buildings, especially if the latter are old. In such cases, since neighbouring sites could need to undergo the same redevelopment program, the Committee thought it better to encourage the use of underpinning so as to reinforce the common party wall, and at the same time ensuring that in case of development the neighbour would find an already supported and safe party wall.

Finally, the protective attitude adopted by the Law towards the owners of properties adjacent to excavation sites, has, in time, been transposed into a system of checks

and balances. It is being proposed that the developer will be obliged to inform, and make available to the neighbour, a method statement of how the works will be carried out and what protective measures will be adopted. The developer will also be obliged to take adequate insurance cover. The neighbour would have the right to verify and remonstrate a qualified disagreement, in which case the dispute would be addressed through Arbitration.

At present, the period for public consultation of the Draft paper is underway and, after a final decision, the document will be passed onto the Minister concerned for preparation of the necessary legal documentation for approval by Parliament. One must admit that the subject is one that is sensitive, and unfortunate recent episodes have created a public antagonism to any changes to the deemed security of the distance clauses. Nothing, as those in the know are well aware of, is further from the truth; distance is no guarantee of absolute safety.

Perit Anthony Fenech Vella

The Perit and the Law Courts

Ask any member of the profession whether they would be interested in practicing as a judicial expert in our Law Courts, and more often than not you would get a firm "no" or at least a puzzled look as if to say "you must be joking!" Historically though, practicing at the Law Courts was a normal part of the perit's everyday work. I still recall seeing the huge wooden bank of lockers for periti at Palazzo De La Salle down Republic Street, where the Kamra had its premises before it moved to Paceville in the seventies. I was told that it used to stand in the old Law Courts before the war, and periti had a room which they could use, just as members of the legal profession have their own chambers.



Nowadays, most practitioners steer away from this type of work but, paradoxically, whenever the KTP organizes an activity connected with the law, it invariably arouses keen interest from the profession at large. My feeling is that since there is hardly any training on this aspect in our University course, we are not well prepared to face the huge amount of requests for advice on legal aspects of construction and property that we all deal with on a daily basis and therefore tend to grab every opportunity that serves to deepen our knowledge on these matters.

It was no surprise therefore that when the KTP organised the two-session CPD course on 'Practice as a Judicial Expert' at the Corinthia Hotel on the 5th and 10th May,

the response once again was up to expectations. Close to one hundred replies from periti and students were received when the event was first announced in March, and over seventy registered for the course.

The course was aimed at providing a broad insight into the various aspects of judicial proceedings in which the perit may be required to serve. It was a privilege for us that the Chief Justice opened the course, and in a clear and concise manner, explained the importance of having a team of periti trained in 'quasi-judicial' procedures available to assist the judiciary in deciding cases involving immovable property, which, he added, made up a sizeable proportion of the case load.

The Chamber of Advocates also accepted our invitation to participate, and Dr. Joseph Ellis representing the President dwelt on the need for co-ordination between the Court-appointed perit and the lawyers representing the parties in the lawsuit. He touched on difficulties faced in carrying out a 'perizja', notably lack of adequate space where to hold sittings. The participation of Mr. Aldo Testone and Mr. Paul Miruzzi, representing the Director-General of the Law Courts, served to give an insight into the administrative structure of the Law Courts and the functions and duties of each sector. The composition of each sector was analysed and explained in detail. This presentation was interesting since it provided a background to the papers presented by subsequent speakers.



Following a paper which gave a brief run through of a typical 'perizja' and common terminology, a number of periti described the procedures and pitfalls associated with the work of a judicial expert in the upper and lower Courts, civil and criminal cases, magisterial inquiries, judicial auctions, the family court and the Boards dealing with Rent Regulation, Land Arbitration and Rural Leases. Each paper brought out hitherto little-known details of practice which in certain cases vary considerably from the norm. One such case concerns the valuation criteria in Land Arbitration cases, where adopting normal criteria in advising a client on the value to claim for compensation for expropriated property may not only lead to huge differences between the advised value and that established by the Board, but also incur expenses to the client by way of costs awarded. This stems from the manner whereby land is classified as agricultural or developable.

The course would not have been so successful had it not been due first of all to all the speakers who found time in their busy schedules to prepare and deliver the papers, and to the organising committee from the KTP Council who set all the logistics up in an extremely short time.

Perit David Pace

tA interviews Stephen Buttigieg, an electrical engineer who graduated in 1994 and has turned to architectural lighting design.



Let there be Light!

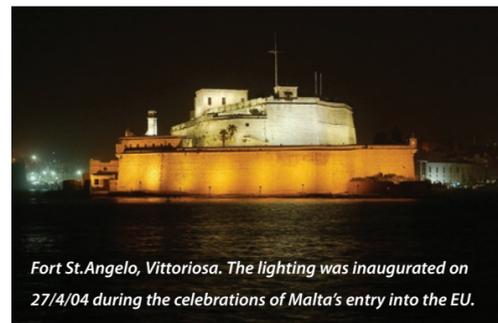
Xarolla Archaeological Park, Zurrieq

Is it not unusual for an engineer to wear the hat of a designer?

By and large engineers are not considered to have any artistic blood flowing through their veins. Engineers are often considered to be solely performance oriented, alienated with calculations and lacking respect for a building. I distinctly remember an architect proudly claiming that "he still had to meet an engineer with a soul". The engineer's smug retort was that he "still had to meet an architect with a brain" – insiders may find this exchange rather trite, but it highlights the continuing, and largely unnecessary, struggle between form and function.

In Malta, engineers are usually entrusted with amenity and sports lighting projects, such as car parks,

roads, and stadia. Architects are usually associated with decorative lighting. However, lighting is a complex and vast subject. No profession, whether architecture or



Fort St. Angelo, Vittoriosa. The lighting was inaugurated on 27/4/04 during the celebrations of Malta's entry into the EU.

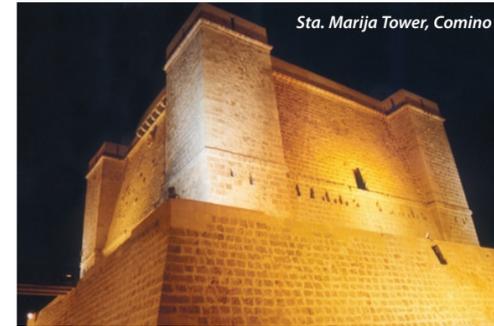
engineering, can claim it as its own. Lighting design is a profession in its own right. A lighting designer has to combine the skills of an architect, an electrical engineer, a stage lighting designer, and an artist.

I have worked in building services for more than ten years, calculating load currents, cable cross sections and sizing switchgear. I have often felt frustrated at the way in which lighting design was treated by some consultants. Engineers tend to approach lighting design as an exercise in achieving a pre-determined lux level, whereas architects frequently treat it as the symmetrical disposition of aesthetically-pleasing luminaires. I cannot blame consultants for this, since in Malta it is not easy to survive as a specialist, and earning a living often entails being a jack of all trades.

The engagement of professional lighting designers,

albeit foreign, is a recent development in Malta. If I recall well it started off in 1997 with the Republic Street lighting project. The hotel industry then followed suit, with fine examples of landscape lighting such as that at the Hilton.

I had always harboured the wish to have the opportunity of running an architectural lighting project. I was



Sta. Marija Tower, Comino

given the chance by Din I-Art Helwa (National Trust), when on a voluntary basis I designed the lighting of the Santa Marija Comino tower. I was overwhelmed by the rewards that this small project, carried out entirely by volunteers, gave me. The chemistry of lighting and historical buildings captivated me. That was the point of no return - I realised that lighting was a very powerful tool and that lighting designers share with architects the responsibility for creating a new context.

Since then, I have worked on the lighting design of Portes des Bombes, Fort St. Angelo, Xarolla Archaeological Park, and, together with Perit Dorianne Micallef, the Upper Barrakka Gardens. My background in electrical engineering has proved indispensable, as I am often involved in lighting projects from concept to commissioning.

What skills should a lighting designer have?

Lighting is not an exact science. It is very subjective. Nevertheless, a lighting designer has to:

- have a sense of volume, space, surfaces and scenography;
- have a good knowledge of the types of lamps and

luminaires, optics, reflectors, filters and accessories that are available on the market and keep in touch with constant developments - art cannot exist without technical expertise;

- have knowledge of lighting calculations, safety issues, cost, installation and maintenance considerations;
- be able to create an atmosphere with light (eg. festive, sombre, romantic, dramatic etc.)

What do you consider to be the ingredients of a successful lighting project?

There are three main ingredients, all of equal importance: the design, the fittings, and the installation. If any one of these elements is unsatisfactory, then the project will inevitably fail.

What are the major challenges in a project?

The biggest challenge is selling an idea to the client/architect, who must be aware of the visual implications of a lighting scheme. No computer-generated image can reproduce the real situation. I find it very convenient to organise night trials. By using real fittings I can show the client what I have in mind. This usually works wonders. It also helps to avoid misunderstandings. Occasionally, though, it means sacrificing ideas which you thought were great.

The choice of fittings is the other major issue. It is very difficult to keep a modern lighting solution from ruining the appearance of a space. Light must never compete with a building. It must enhance it.

Which projects interest you most?

Historical sites and monuments by far offer the greatest challenges and rewards, as their architecture is often astounding and unique. It is like unveiling a hidden treasure. The architect intended to stun on-lookers and to make them stop and admire his work. Through lighting one can prolong that effect after sunset. It feels like the continuation of an unfinished job, which has been in suspension for centuries. The lighting designer can 'share' with the architect the sensation (and responsibility!) of contributing to the cultural and historical heritage. Malta offers ample opportunities in this area, that we often remain unaware of.

How do you see the future of lighting design in Malta?

The role of lighting in public spaces is being understood; it is encouraging to see that an effort is being made to illuminate even newly-landscaped roundabouts. More projects are involving specialist lighting designers, be it for internal or external spaces. However there is much to be done, especially in the lighting of our historical cities and monuments. There are buildings which are crying out to be lit. Lighting should go hand in hand



Upper Barrakka Gardens, Valletta



Portes des Bombes, Floriana

with restoration. It saddens me to look at Bighi Hospital (the Malta Centre for Restoration) by night. It is a gem overlooking Grand Harbour, welcoming thousands of visitors on cruise liners, and all we can afford it is a meagre floodlight emitting orange light!

Also, I am convinced that with an investment of LM400,000 the nocturnal scene and life of Valletta (both within and outside the bastions) can be revamped, turning it into a hub of open-air cultural activity. The same applies for Birgu, and the list goes on.

Where is the future of lighting heading?

The market is pushing towards:

- intelligent and interactive lighting
- coloured lights and further development of LED's
- smaller and more efficient lamps

What is your advice to readers who want to venture in lighting design?

- Never start with a preconceived solution. Observe the place during various times of the day, and it will give you the necessary answers.
- Do not forget the day. The visual impact of light fittings must not be garish.
- Be sensible about the quantity of light required. Avoid light pollution and glare.
- Avoid originality at all costs. Simple things work best. Be inspired by what the subject looks like in daylight.
- Never compromise on quality of fittings or workmanship. An installation is meant to last at least 10 years. Fittings last less in Malta due to their proximity to the sea and the incidence of vandalism.

What is your advice to clients?

Think about lighting seriously from the start. Lighting is an investment. Remember that the night constitutes one third of the day. If someone says you can get a design for nothing, you will probably also get results that are worth nothing!

How would you sum up lighting design, in a nutshell?

I will quote Claude Engle, a lighting designer (by the way, also originally an electrical engineer) who works closely with Sir Norman Foster: "Lighting design is an integral part of the architectural project. When the two are conceived together, the harmonic effect is apparently easier to achieve".

INTERNATIONAL EVENTS 2005

EUROPA NOSTRA

The Europa Nostra Awards Scheme has been running since 1980, and is aimed at recognising and promoting high standards of conservation practice, as well as stimulating the exchange of knowledge and experience throughout Europe. In 2002, the European Commission launched the European Union Prize for Cultural Heritage/Europa Nostra Awards, as its flagship programme for the promotion of excellence in heritage conservation practice, as part of the implementation of the Culture 2000 Programme. Each year, outstanding heritage achievements in Europe are awarded in the following Categories:

1. A project in the field of the conservation/restoration/rehabilitation of architectural heritage, cultural landscapes,



collections of works of art or archaeological sites.

2. A STUDY whose ultimate aim is to lead to tangible effects in the conservation or enhancement of any of the above mentioned Category 1 areas.

3. Dedicated SERVICE to heritage conservation by individuals or groups. Closing dates for submission of entries are the 1st August for Category 2, and 15th September for Categories 1 and 3. Further information and application forms can be obtained through www.europanostra.org

AUGUST 2005

25th - 27th August

London, UK

Conference: Tradition and Modernity in Urban Form

www.intbau.org/isuf2005.htm

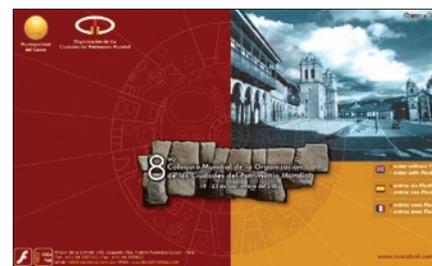
SEPTEMBER 2005

8th - 9th September

Isola di San Giorgio, Venice, Italy
Conference: Architecture and Music in Renaissance Venice
www.camera-ve.org/

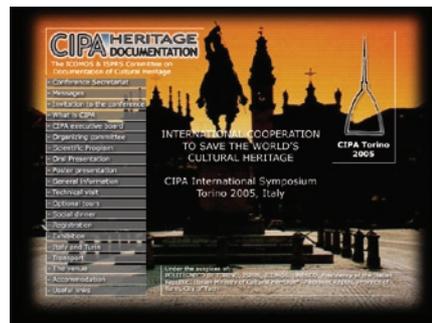
12th - 18th September

Zaragoza, Spain
Conference: Ecological Restoration, A Global Challenge
www.ecologicalrestoration.net/



19th - 23rd September

Peru
Heritage of Humanity, Heritage with Humanity
World Symposium of the Organisation of World Heritage Cities
www.cusco8col.com.pe



26th - 30th September

Torino, Italy
International Cooperation to Save the World's Cultural Heritage: XX CIPA Symposium
<http://www.cipatorino2005.org/>

26th - 28th September

Meknes, Morocco
International Meeting on Mediterranean

Architectural Heritage

www.fsmek.ac.ma/ripam2005/



13th - 14th September

Fabbrica Europa, Siena, Italy
Gesture in the Cultural Heritage of Europe
www.gestureineurope.net

OCTOBER 2005

8th October - 11th

December Sao Paulo, Brazil
Sao Paulo 6th International Biennial of Architecture
Theme : City life reality, architecture, utopia.
<http://bienalsaopaulo.globo.com/>

18th - 20th October

Seoul, Korea
International Workshop on Urban Play and Locative Media
<http://www.nabi.or.kr/site/learning/2005/urban/>

NOVEMBER 2005

7th - 12th November

Paris, France
BATIMAT - International Building Fair 2005
www.batimat.com

9th November, 2005

Chicago, USA
Mies is More — Learning from Mies
Lecture by Robert Venturi
http://mies.iit.edu/upcoming_events/

18th - 20th November

Berlin, Germany
Modern Earth Building 2005
www.moderner-lehmbau.com

22nd - 24th November

London, UK
Civils 2005: Exhibition for the Construction World
www.civils.com



KAMRA TAL-PERITI

Malta Federation of Professional Associations
The Professional Centre, Sliema Road,
Gzira GZR 06
Tel: 21 312888, Fax: 21 343002, E-mail: kamrataperiti@nextgen.net.mt

MEMBERSHIP SUBSCRIPTION

*I, the undersigned, would like to apply for membership of the Kamra tal-Periti.
Please find this CV duly filled in together with a photocopy of my warrant, and relative fees due.*

Surname:		Name:		
Office Address:				
Tel:		Fax:		e-mail:
Home Address:				
Tel:		Fax:		e-mail:
Academic Qualifications:			Year of issue of warrant:	
Specialised fields of work/interest:				

PAYMENT DETAILS:

cheque:

credit card:

exp date:

Signature:

Date:

SUBSCRIPTION RATES:

Student	Lm 5
Graduate	Lm15
<i>(up to 5 years after warrant)</i>	
Full Member	Lm25
Honorary Member	Lm 5
Retired Member	Lm 5