

PA CIRCULAR 2/18

- 1 CPPS AND UIF CONTRIBUTION ADJUSTMENT**
- 2 THE ISLAND-WIDE GREEN TRANSPORT FUND**
- 3 CPPS/UIF REFUNDS**

INTRODUCTION

In a continuous bid to facilitate application processes, increase public participation, work towards paperless practices, whilst reducing the need for Periti to physically visit its offices, the Authority is including Development Notifications in the eApplications system. Meanwhile, a number of procedures are also being set in place as described further in this circular.

1 CPPS AND UIF CONTRIBUTION ADJUSTMENT

The Commuted Parking Payment Scheme (CPPS) and the Urban Improvements Fund (UIF) were set up in 1994 and 2001 respectively. The contribution for each car space under the CPPS and UIF schemes had been established at €2,096.44 and €1,164.69 for the CPPS (depending on the locality of the site) and €1,164.69 for UIF.

In the 20 years that these schemes have been in place, these amounts have never been revised and today they do not reflect the current market situation. This discrepancy has rendered the UIF/CPPS policies less effective in controlling under provision of on-site parking.

The rates for all localities whether these are covered by CPPS or UIF are being homogenised as per table below:

Revised UIF/CPPS Contribution			
Under provision (car spaces)	the first 2	between 3 and 9	10 and over
Rate /space	€2,500	€6,000	€9,000

Such rates are to apply in relation to all applications submitted on or after 1st June 2018.

2 THE ISLAND-WIDE GREEN TRANSPORT FUND

The total funds generated from the revised rates will be divided into two funds in the ratio of 70% for maintaining the current funding of Local Council projects in the respective locality, called the Development Planning Fund (DPF), and 30% for green transport proposals called the Island-wide Green Transport Fund (IGTF). The latter fund would have two dedicated funds for the contributions originating from the island of Malta and the island of Gozo respectively. The advantages of this option, besides maintaining the current funding mechanism available to Local Councils, include the use of wider regional, rather than local council, allocated resources; the opening of the scheme to the private sector; and the competitive aspect which should promote a better quality proposal.

The aim of the IGTF is to have a substantial fund aimed at supporting capital expenditure towards improving the land transportation situation on both Islands. The idea is that this fund would be open to all (including ministries, departments, local councils, NGO's, private sector and private individuals) on a competitive basis with the Planning Authority then selecting the best projects for funding. The interventions would be required to address / include any one or a number of the following:

multi-modal exchange infrastructure;
provision of minivans or similar collective transport vehicles;
provision of electrical charging stations or purchase of electric/hybrid vehicles;
purchase of bicycles, pedelecs, electric scooters or similar land transport equipment;
traffic management systems; and
other proposals involving capital expenditure which are demonstrated to constitute green travel interventions to the satisfaction of both the PA and Transport Malta (TM).

The proposals would need to tangibly demonstrate a reduction in traffic and parking related impacts as well as curtailing adverse consequences on the environment.

Only capital expenditure may be considered and proposals which include recurrent expenditure would either be disqualified or the recurrent expenditure component be excluded from funding. In common with the current PA funding system; professional fees, studies and activities would likewise not qualify for PA funding.

Following the government's announcement of a dedicated budget for the purpose of tarmacing carriageways, the Planning Authority notes that there is no more scope to allocate its funds towards such proposals. Paving of sidewalks and of other urban pedestrian areas would however continue to remain eligible for PA funding through the DPF.

3 CPPS/UIF REFUNDS

Following a number of buona fede requests, the Executive Council of the Authority has decided that, without prejudice to the existing reconsideration and appeal mechanisms already in place, refunds of CPPS or UIF contributions may be effected only in the following two circumstances:

- i) Upon relinquishing of permission; and
- ii) Upon provision of additional parking spaces on site.

i) Upon relinquishing of permission

Form PA2/18 is being made available on the Authority's website <https://www.pa.org.mt/en/application-forms> under the Development Management section of the page. Through compilation of this form (which also needs to be retained by the permit and a scan uploaded through "Submit Correspondence" in the eApplications system), the applicant would be signing a declaration relinquishing in an absolute and irrevocable manner, and without any reservation whatsoever, all rights pertaining to the same applicant emanating from the development permission and that he/she declares the he/she will not put into effect/render operative/execute the development permission in question. In view of such a declaration and relinquishment of rights, the applicant would be refunded the CPPS/UIF contribution previously made as per relative permit conditions. Therefore, as from signing of this declaration, the relevant permission is to be regarded as not being covered by payment of the planning gain imposed as per permit conditions.

ii) Upon provision of additional parking spaces on site

In case where:

- a development permission is issued on a site covered by a valid previous permission;
- the amendments bring about an increase in on-site parking provision;
- the proposal in this permission for amendments does not constitute a material change (as defined in LN 162/16 or its amendments/replacements) to the original permission;
- a condition is included in such permission stating that “once the parking provision being permitted is constructed and completed, a refund will be issued for the equivalent of *** parking spaces amounting to Eur***.”;

then, upon compliance with such condition, any refundable CPPS/UIF contributions will be returned to the applicant of the permission approving the amendments, at the rate which was originally paid, less 10% administration fee.