

Environmental Impact Assessment

Schedule III

(Screening according to S.L. 549.46)

ERA Reference no.: EA/00023/18

PA Reference no.: PA/03125/18

Project Title: Construction of a mooring facility and shelter at the commuter Ferry Landing Place at Machinery Wharf Cospicua.

Location: Ferry Landing Site, Site at Machinery Wharf, Dockyard Creek, Xatt ir-Risq, Cospicua (Bormla), Malta

Screening date: May 2018

1 Description of Proposal

1.1 Outline of project/development

PA/03125/18 is a development permit application to construct a mooring facility and shelter at the Ferry Landing Site at Machinery Wharf, Dockyard Creek, Xatt ir-Risq, Cospicua (Bormla), Malta (Figure 1 and 2). The current site is already being used by the existing ferry between Bormla and Valletta, hence the proposal is not completely new. In addition, the seaward side of the site is currently occupied by moored small private vessels, whereas the landward side is currently used as an access point to the small vessels as well as promenade. The proposal will be partly on land and will cover a quay of circa 515 m² and partly in the water where the supporting infrastructure (area of concrete pillars) will take up approximately 134m² of the seabed (Figure 3).

The proposed project includes the following:

- An under deck structure consisting of 15 pillars (Figure 4) which will be connected by reinforced concrete beams. Each of the pillars will be placed directly on the seabed and the bored piles will be drilled through the sediment and rock layers of the seabed;
- The quay area will enable passengers to embark and disembark from the ferry and will also serve as a waiting area with a seating capacity for circa 130 passengers; and
- A roof level, which will not be accessible to the public nor will it have any facilities.



Figure 1: Aerial photo of site, 2016 (Source: PA Geoserver).



Figure 2: Aerial photo of site (zoomed), 2016 (Source: PA Geoserver).

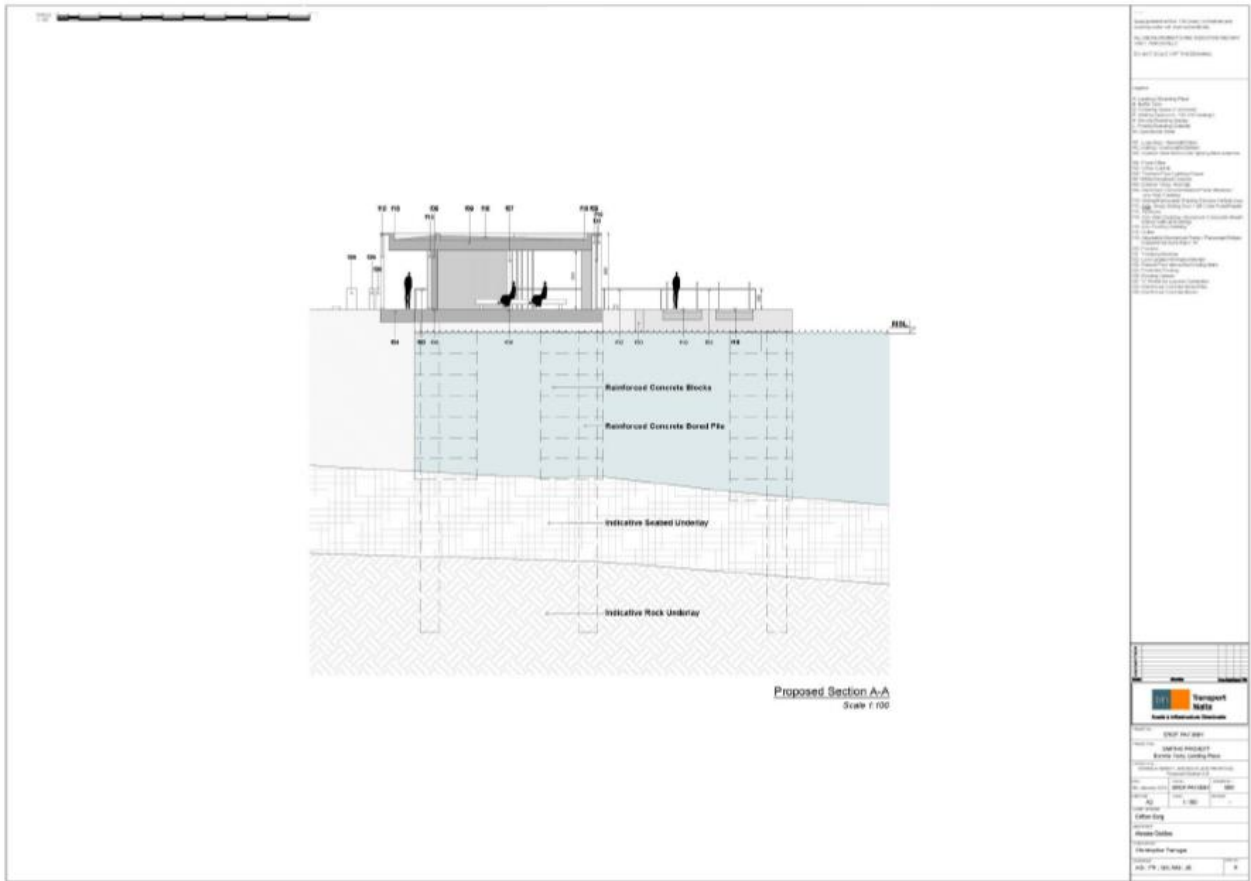


Figure 3: Cross section of the proposed development (Source: PDS pg 15)

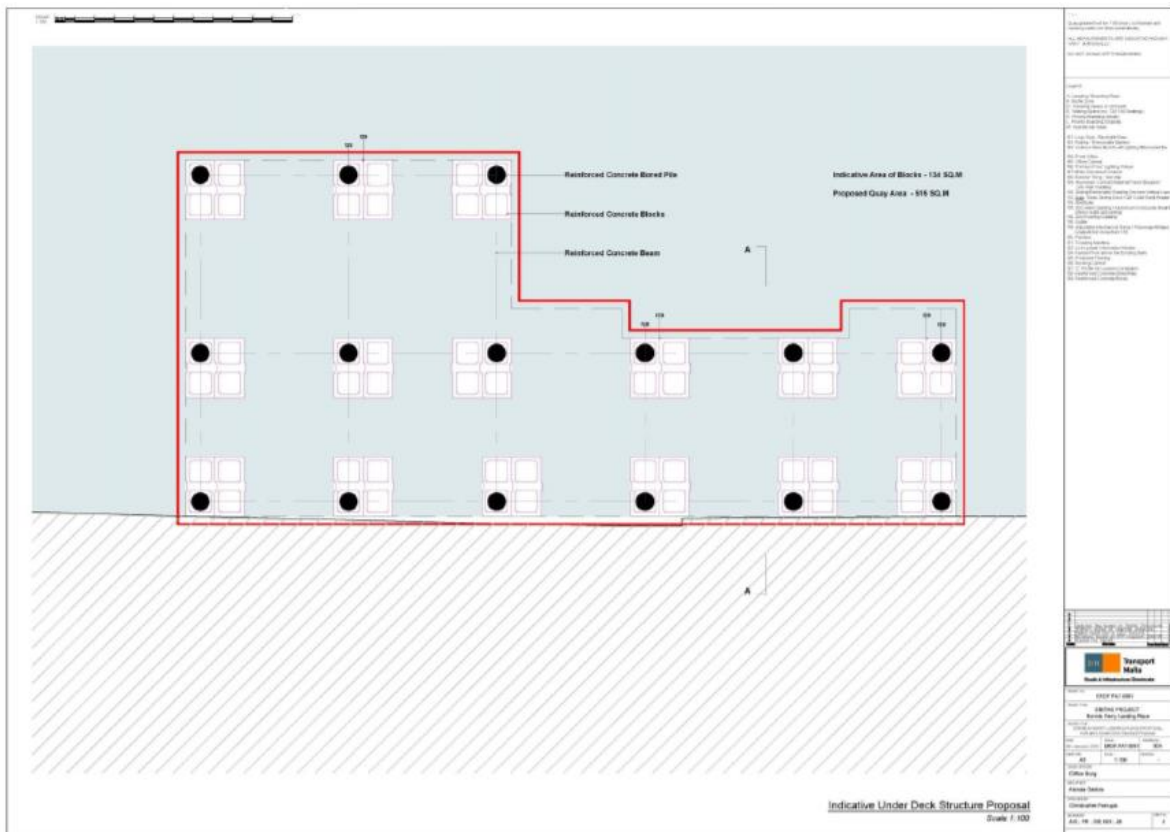


Figure 4: Site plan for the under deck structure of the proposed development (Source: PDS pg 14)

1.2 Site description and related considerations

The proposed site is located at Ferry Landing Site, at Machinery Wharf, Dockyard Creek, Xatt ir-Risq, Cospicua (Bormla), Malta. The Grand Harbour Local Plan (GHLP) outlines that the Planning Authority approved a 'development brief' and identifies the area for regeneration as the 'Cottonera Waterfront Revival Area' (Policy GB11 of the GHLP, 2002) especially when it comes to improving public transport facilities such as ferry terminals in the Dock as well as encouraging tourism. The site lies within the coastal water body MTC 105 – Il-Port Il-Kbir sal-Port ta Marsamxett that is protected under the Water Policy Framework Regulations (S.L. 549.100).

In addition, the site is located:

- Adjacent to the Urban Conservation Area (UCA) of Cospicua;
- Surrounded by various Areas of High Landscape Value of the Harbour Fortifications (AHLV) as scheduled in G.N. 133 of 2001;
- Circa 140m northwest of Grade 2 scheduled Rialto Cinema (as per G.N. 1260 of 2010);
- Circa 200m northwest of Grade 1 scheduled Parish Church of the Immaculate Conception (as per G.N. 782 of 2011); and
- Circa 370m west of Grade 1 scheduled Il-Mitfna ta' Santa Margerita (as per G.N. 486 of 2012).

1.3 Site history

1.3.1 Planning Applications on site:

PA/03871/98 – To lower the height of the existing boundary wall. Application has been approved

PA/08201/06 - Outline application for the rehabilitation & redevelopment of the dock area Bormla, to include residential & mixed use facilities, landscaping, restoration of existing buildings & yacht berthing facilities. The case has been referred to a Case Officer and is being assessed with a view of preparing a recommendation report to the Board/Commission.

PA/02002/09 - Hard and soft landscaping works to create public open space, including demolition of boundary fence and ancillary structures. The request for reconsideration of the original decision has been dismissed, and the original decision has been confirmed (to grant permission).

PA/01414/15 - Organisation of existing berthing spaces, by installation of floating pontoon for access & services. Case status not available.

1.3.2 Development Notification Order:

DN/02215/15 – Proposed ferry landing place.

2 EIA-relevant history

2.1 **Relevant EIA/screening criteria** (citations refer to EIA Regulations, 2017 (S.L. 549.46), except where otherwise specified)

The proposed project falls under *Schedule I, Category II*:

- *Section 6.2.2.2 – Dredging¹ or other changes to the seabed, excluding maintenance dredging within an already existing harbour or its official fairway,*
- *Section 6.3.2.3 – Development on the coast or in the sea, not covered by Category I, with a footprint of 500m² or more.*

2.2 **Documents used for screening:**

1. PDS (Version 2) received on the 25th April 2018 via email and uploaded on E-Apps on 9 May 2018 (PA03125/18/27a).
2. E-mail by Consultant, received on the 11th May 2018.

¹ By definition dredged material means any sedimentary formation (incl. clay, silt, sand gravel, rocks, and any indigenous parent rock material) removed from areas that are covered by seawater, by using dredging or other excavation equipment. Therefore, the extraction of sediment and/or rock from the seabed as a result of piling would be classified as a dredging activity. [Source: Updated Guidelines on Management of Dredged Materials]

3 Screening Matrix Checklist

The following screening checklist is based on information in the Project Description Statement provided by the developer in accordance with Schedule II of the EIA Regulations (S.L. 549.46) and the European Commission Guidance on Screening (2017).

Question Number:	Questions to be Considered	Types and characteristics of identified potential impacts Briefly describe	Is this likely to result in a significant effect? Briefly justify	Document Reference
1	Will construction, operation, decommissioning or demolition works of the Project involve actions which will cause physical changes in the locality (topography, landuse, changes in water bodies, etc)?	Yes. The proposed development will involve the construction of a ferry landing site in a site which already operates a ferry between Bormla and Valletta. The proposal will be partly on land and partly in the water with a total area of 550m ² . During construction, there might be some construction related disruptions in the area. Operations are not likely to affect existing uses in the area.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear <input type="checkbox"/> <hr/> No. The said area is already earmarked as a 'Cottonera Waterfront Revival Area' (as per Policy GB11 of the GHLP, 2002). Construction related impacts are temporary and not likely to be significant. Given that the proposal is an extension to an existing ferry site between Bormla and Valletta, the proposal is not expected to have a significant impact on the environment.	PDS pg 4 and 13 and GHLP.
2	Will construction or operation of the Project use natural resources such as land, water, materials or energy, especially any resources which are non-renewable or in short supply?	Yes. During the construction phase, the proposal will make use of resources such as concrete beams/slabs and fuel that are non-renewable. During the operational phase, raw materials will only be used for maintenance purposes. With regard to electricity to be used, it is not expected to be significant.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear <input type="checkbox"/> <hr/> No. Given the nature and scale of the project, the use of such resources for the proposal per se, during the construction and operational phase are not likely to have a significant impact. The energy requirements, during both construction and operation, are not expected to be significant.	PDS pg 35 and 36
3	Will the Project involve the use, storage, transport, handling or production of substances or materials	Yes. During construction phase, the proposed project involves dredging and will generate silt and rock	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear <input type="checkbox"/> <hr/> No.	PDS pg 13, 40

Question Number:	Questions to be Considered	Types and characteristics of identified potential impacts Briefly describe	Is this likely to result in a significant effect? Briefly justify	Document Reference
	which could be harmful to human health to the environment or raise concerns about actual or perceived risks to human health?	<p>material from the piling operations. Dust emissions are also expected to be generated.</p> <p>During the operational phase, it is not expected to have significant impacts.</p>	<p>Given the temporary nature of the construction works, the impacts will be short-term and temporary and can be mitigated through measures identified in the Construction Site Management Regulations (S.L. 552.09).</p> <p>Although the project is located on the coast, no significant impacts are being envisaged with regard to spillages given the nature and scale of the project.</p>	
4	Will the Project produce solid wastes during construction, operation or decommissioning?	<p>Yes.</p> <p>During the construction phase, waste will be generated predominantly from the piling works. The proposed project is expected to generate circa 21m³ of silty material and 96m² of rocky material.</p> <p>Any sedimentary formation (incl. silt, gravel, rock and indigenous parent rock material) removed from areas that are normally or regularly covered by sea water, using dredging or other excavation equipment, fall within the definition for dredged material pursuant to the MED POL Guidelines for the Management of Dredged Material under the Dumping Protocol to the Barcelona Convention. In this context, piling operations and excavation from the seabed would be considered as such.</p>	<p>Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/></p> <p>No.</p> <p>The amount of waste likely to be generated during both construction and operation is not considered to be significant as long as the waste is managed in accordance with the Waste Management Regulations (S.L. 549.63).</p> <p>Impacts such as dispersion of heavy metals or other contaminants in the marine environment and/or leachability of contaminants into the ground water if disposed in a landfill may arise. In this regard, compositional analysis and/or leachate tests are to be undertaken.</p> <p>Any contaminated dredged material is to be managed and disposed of in accordance with the Waste Regulations (S.L.549.63) and</p>	PDS pg 36

Question Number:	Questions to be Considered	Types and characteristics of identified potential impacts Briefly describe	Is this likely to result in a significant effect? Briefly justify	Document Reference
		During the operational phase, waste is expected to be minimal and mainly related to domestic waste.	Waste Management (Landfill) Regulations (S.L.549.29).	
5	Will the project release pollutants or any hazardous, toxic or noxious substances to air or lead to exceeding Ambient Air Quality standards in Directives 2008/50/EC and 2004/107/EC?	<p>Yes. Dust emissions during demolition and construction activities are likely as well as emissions from onsite machinery.</p> <p>During operational phase, it is not likely that there will be a significant increase in traffic flows. The ferry will generate air emissions.</p>	<p>Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/></p> <p>No.</p> <p>No. Given the temporary nature of the construction works, the impacts from dust emissions are not considered to be significant.</p> <p>No significant air emission impacts are expected during operations when noting that presently there is already an operating ferry service.</p>	PDS pg 40, email correspondence 26/4/18
6	Will the Project cause noise and vibration or the releasing of light, heat, energy or electromagnetic radiation?	<p>Yes.</p> <p>During the construction phase, noise and vibration will be generated mainly from the drilling of the substrata for the pillars and the construction of the landward building itself.</p> <p>During the operational phase, proposal is expected to generate some noise due to an increase in the number of people using the ferry terminal.</p>	<p>Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/></p> <p>No.</p> <p>Potential impacts arising during construction phase are likely to be short term and temporary. Such impacts can be minimised through the Environmental Management Construction Site Regulations (S.L. 552.09).</p> <p>Operational noise is expected to be minimal and therefore no significant impacts are expected.</p>	PDS pg 41

Question Number:	Questions to be Considered	Types and characteristics of identified potential impacts Briefly describe	Is this likely to result in a significant effect? Briefly justify	Document Reference
7	Will the Project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?	<p>Yes.</p> <p>Construction works and trenching equipment may affect the water quality of the area by increasing the turbidity and sediment suspension.</p> <p>The risk of accidental spillages and leakages from the development during its operational phase may result in harmful substances being released into the marine environment.</p> <p>The project lies within the coastal water body MTC 105 – II-Port II-Kbir sal-Port ta Marsamxett that is protected under the Water Policy Framework Regulations (S.L. 549.100).</p>	<p>Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/></p> <hr/> <p>No.</p> <p>Given that, the proposed project is located within a Port area; high baseline turbidity levels are already present due to ship manoeuvring and operations. In addition, the site is not designated for environmental protection; hence, impact is not expected to be significant as long as the Environmental Management Construction Site Regulations (S.L. 552.09) are followed.</p> <p>Any impacts can be minimised through mitigation measures including appropriately designed silt curtains to reduce turbulence and to minimise dispersion of sediment plumes, appropriate waste management and regular servicing of the sewage drainage pipes are followed as well, risks of contamination are not expected to be significant.</p>	PDS pg 39
8	Will there be any risk of accidents during construction or operation of the Project which could affect human health or the environment?	No increase in the risk of accidents is envisaged during construction and operational phases, other than occupational risks typically associated with constructions activity.	<p>Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/></p> <hr/> <p>No significant impacts are envisaged both during construction phase and operational phase.</p>	/

Question Number:	Questions to be Considered	Types and characteristics of identified potential impacts Briefly describe	Is this likely to result in a significant effect? Briefly justify	Document Reference
9	Will the Project result in environmentally related social changes for example, in demography, traditional lifestyles, employment?	<p>Yes.</p> <p>During the construction phase, it is expected to employ 15 to 20 persons people.</p> <p>During the operational phase, it is expected to employ 3 to 4 employees working on the ferry. In addition, the proposed project will attract more people to use this service and to visit the area and its vicinity.</p>	<p>Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/></p> <p>No significant changes are expected as a consequence of the development.</p>	PDS pg 19, 41, 42
10	Are there any such factors which should be considered such as the consequential development which could lead to environmental impacts or the potential for cumulative impacts with other existing or planned activities in the locality?	No other consequential developments are being envisaged.	<p>Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/></p> <p>No significant impacts are envisaged.</p>	/
11	Is the project located within or close to any areas which are protected under international, EU or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the Project?	<p>Yes.</p> <p>The proposed development is surrounded by various Areas of High Landscape Value of the Harbour Fortifications (AHLV) as scheduled in G.N. 133 of 2001.</p> <p>The site lies in the coastal water body MTC 105 – II-Port II-Kbir sal-Port ta Marsamxett that is protected under the Water Policy Framework Regulations (S.L. 549.100).</p>	<p>Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/></p> <p>No significant impacts are envisaged on the Area of High Landscape Value given that the area is already largely characterised by related harbour activities. No impact on the landscape and scenic value of the area are envisaged.</p> <p>Noting the proposed works, risks of deterioration of the water body status are not considered to be significant.</p>	Geoportal

Question Number:	Questions to be Considered	Types and characteristics of identified potential impacts Briefly describe	Is this likely to result in a significant effect? Briefly justify	Document Reference
12	Are there any areas on or around the location which are important or sensitive for reasons of their ecology e.g. marshlands, wetlands, watercourses or other water bodies, the coastal zone, mountains, forests or woodlands, which could be affected by the Project?	<p>The project lies in the coastal water body MTC 105 – Il-Port Il-Kbir sal-Port ta Marsamxett that is protected under the Water Policy Framework Regulations (S.L. 549.100).</p> <p>Marine ecosystem within the area of the proposed development are expected to be typical of habitats associated with active harbours and not of significant ecological value. Nevertheless, there is the possibility that the <i>Cladocora caespitosa</i> and other protected species such as <i>Lithophaga lithophaga</i> may be present in the area.</p>	<p>Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/></p> <hr/> <p>No.</p> <p>Noting the proposed works, risks of deterioration of the water body status are not considered to be significant.</p> <p>Although the impact noting the nature of the proposal and as long as the works in the marine environment are appropriately contained is not likely to be significant, a broad brush survey, particularly within the footprint and close proximity of the project is required to identify any presence of <i>Cladocora caespitosa</i>, <i>Lithophaga lithophaga</i> and <i>Gibbula nivosa</i> and other protected species to allow for effective monitoring during construction.</p>	Geoportal, internal consultation
13	Are there any areas on or around the location which are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, over wintering, migration, which could be affected by the Project?	Reply to question 12 refers.	<p>Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/></p> <hr/> <p>No. Reply to question 12 refers.</p>	/
14	Are there any inland, coastal, marine or underground waters (or features of the marine environment on or around	<p>Yes.</p> <p>The site lies in the coastal water body MTC 105 – Il-Port Il-Kbir sal-Port ta Marsamxett that is</p>	<p>Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/></p> <hr/> <p>Noting that the proposed works on-site are for the upgrading of the promenade and for the assembly of the superstructure, risks of</p>	Geoportal

Question Number:	Questions to be Considered	Types and characteristics of identified potential impacts Briefly describe	Is this likely to result in a significant effect? Briefly justify	Document Reference
	the location which could be affected by the Project?	protected under the Water Policy Framework Regulations (S.L. 549.100).	deterioration of the water body status are not considered to be significant.	
15	Are there any areas or features of high landscape or scenic value on or around the location which could be effected by the Project?	Yes. The proposal lies within a scheduled Area of High Landscape Value (AHLV) - Harbour Fortifications (G.N. 133 of 2001).	Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/> Reply to question 11 refers.	Geoportal
16	Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the Project?	Yes. The proposed development is located along the Cospicua coastline, which is frequented by the public for recreational purposes.	Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/> No significant impacts are being envisaged.	/
17	Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the Project?	Yes. Reply to question 16 refers	Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/> Reply to question 16 refers.	/
18	Is the Project in a location where it is likely to be highly visible to many people?	Yes. The proposed development is located along the Cospicua coastline within the Grand Harbour region.	Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/> No significant impacts are being envisaged.	PDS pg 40

Question Number:	Questions to be Considered	Types and characteristics of identified potential impacts Briefly describe	Is this likely to result in a significant effect? Briefly justify	Document Reference
19	Are there any areas or features of historic or cultural importance on or around the location that could be affected by the Project?	Yes. Reply to questions 11 and 15 refer.	Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/> Reply to questions 11 and 15 refer.	
20	Is the Project located in a previously undeveloped area where there will be loss of greenfield/ODZ land?	Yes. Even though the project is located in an ODZ, the Grand Harbour Local Plan (GHLP) outlines that the Planning Authority approved a 'development brief' and identifies the area for regeneration as the 'Cottonera Waterfront Revival Area' (Policy GB11 of the GHLP, 2002) especially when it comes to improving public transport facilities such as ferry terminals in the Dock as well as encouraging tourism. There will be no loss of greenfield in the area.	Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/> No significant impacts are being envisaged given that the area and the coastal zone is already heavily modified.	GHLP, 2002.
21	Are there existing land uses on or around the location e.g. homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying which could be affected by the project?	Yes. The proposal borders the residential area of Cospicua, and is also frequented by the public for recreational purposes.	Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/> No significant impacts are being envisaged given the nature of the proposal and current harbour uses.	/
22	Are there any plans for future land uses within or around the location which could be affected by the Project?	None that are known of, although there could be other plans for the future especially since the Grand Harbour Local Plan (GHLP) identifies this area as the 'Cottonera Waterfront Revival Area' (Policy GB11 of the GHLP, 2002), especially	Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/> No significant impacts are envisaged.	/

Question Number:	Questions to be Considered	Types and characteristics of identified potential impacts Briefly describe	Is this likely to result in a significant effect? Briefly justify	Document Reference
		when it comes to improving public transport facilities such as ferry terminals in the Dock as well as encouraging tourism.		
23	Are there any areas on or around the location which are densely populated or built-up, that could be affected by the project?	Yes. The proposal borders the residential area of Cospicua.	Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/> No significant impacts are being envisaged given the nature of the proposal and current harbour uses.	/
24	Are there any areas on or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities which could be affected by the project?	No. There are no particular sensitive land uses in close proximity to the site that could be affected by the project.	Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/> No significant impacts are envisaged.	/
25	Are there any areas within or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, which could be affected by the project?	Yes. The proposed development is located within the Grand Harbour and attracts a number of tourists.	Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/> No, the proposal is not expected to have significant impacts on tourism.	/
26	Are there any areas within or around the location which are already subject to pollution or environmental damage e.g. where existing	Yes. The proposal is located within a port area. High baseline turbidity levels are already present due to yacht manoeuvring and operations. Furthermore, the water quality of the area is already impacted by the present port activities.	Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/> No significant impacts are envisaged given the operational aspect and use will remain similar to the present (berthing of vessels).	/

Question Number:	Questions to be Considered	Types and characteristics of identified potential impacts Briefly describe	Is this likely to result in a significant effect? Briefly justify	Document Reference
	legal environmental standards are exceeded that could be affected by the project?			
27	Is the project location susceptible to earthquakes, or subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	No. The likelihood of such extreme events in the area can be considered to be minimal.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear <input type="checkbox"/> <hr/> No significant impacts are envisaged given the nature of the project.	/

4 Screening Conclusion and recommended way forward

4.1 EIA screening conclusion

The above detailed EIA screening concludes that impacts of the development are unlikely to be significant to the point of warranting an EIA report, as long as various mitigation measures are duly incorporated into the mainstream development consent mechanism and mitigated by means of conditions and specifications (e.g. approved documents) in the development permit.

In this regard, the proposal does not require the submission of an EIA Report in accordance with Regulation 15(3b) of the EIA Regulations 2017 (S.L.549.46). This is without prejudice to the adoption of the required environmental operational requirements, and the implementation of environmental registration or permit, as relevant.

4.2 Submission of further information

4.2.1 Broad brush survey

A broad-brush survey particularly within the footprint and close proximity of the project is required to identify any ecologically important features and/or habitats in the area (especially with regard to *Cladocora caespitosa* and *Lithophaga lithophaga*) to allow for effective monitoring during construction. A method statement is to be submitted prior to the commencement of the said survey.

4.2.2 Dredged material

Applicant is to provide details for testing the quality of the dredged material. Guidelines with respect to quality testing of the dredged material are included in Annex 1.

4.1 Screening Disclaimer

The above screening results, the ensuing conclusions and recommendations are without prejudice to any required changes or updates should the development proposal be eventually modified or should the information/assumptions provided turn out to be incorrect. Any deviations of the proposal from this submission would need to be re-assessed and the merits of this screening would need to be re-opened.