

Environmental Impact Assessment

Schedule III

(Screening according to S.L. 549.46)

ERA Reference no.: EA/0038/18
PA Reference no.: PA/2000/99
Project Title: Re allocation of existing service station due to road widening exercise.
Location: Manoel Island Service Station, Triq Ix-Xatt, Gżira
Screening date: November 2018

1. Description of Proposal

1.1 Outline of project/development

PA 2000/99 is a development application for the relocation of an existing fuel service station, the Manoel Island Service Station at Triq –x-Xatt Gżira. The relocation is required in view of the proposed road widening at the location of the current service station which lies about 100m from the proposed new development location. The proposal will involve the construction of a new petrol station, which modernizes and upgrades the current facilities, while also adding an additional fuel dispenser, and car wash; this will include excavation for the installation of two new fuel tanks and washing water reservoir. Following this, the old station will be decommissioned.

Water, sewage and electrical services are readily available.

1.2 Site description and related considerations

The new service station will have a site area of approximately 930m² and lies about 100m South from the existing station, within the existing Gżira Public Gardens; this area has been designated for use as a petrol station by the North Harbour Local Plan. The surrounding land uses are primarily residential and commercial in nature, with a football ground about 100m away, and the Ta' Xbiex Yacht Marina and public garden also in close proximity.

The proposal also lies about 100m from the 'Il-Gżira ta' Fort Manwel' Bird Sanctuary (L.N. 00041/03).



Figure 1: Location of the site earmarked for the proposed fuel station (**Source:** PA Geoserver)



Figure 2: Close-up of the site and its immediate surroundings (**Source:** PA Geoserver)



Figure 3: Block Plan (Source: PA/2000/99/Doc.48a)

2. EIA-relevant history

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

In November 2017, the proposed development was screened on the basis of Schedule IA, Section 7.6.2.6 of the former Environmental Impact Assessment (EIA) Regulations, 2007.

Following the publication of the revised EIA Regulations, 2017 (S.L. 549.46), the proposal was re-screened on the basis of Schedule I, Section 10.0.2.4 (*Development or extension of fuel servicing stations, including petrol stations and gas distribution stations*).

2.2 Documents used for screening:

1. ERA consultation reply PA/2000/99/Doc.52a
2. Project Description Statement (PDS), referred to ERA on 15th October 2018 (PA/2000/99/Doc. 60a).
3. Technical Report referred to ERA on 15th October 2018 (PA/2000/99/Doc. 60b).

3. Screening Report

- 3.1.** The proposal seeks to relocate an existing fuel station (site area of about 400m²) circa 100m away from the present site onto an area currently used as a public garden in Gzira. The proposed relocation will result in impacts on land-use and visual amenity. 11 trees will also be removed, 9 of which are protected species under the Trees and Woodlands Protection Regulations 2011 (S.L. 549.64). However, these impacts are not likely to be significant given the urban site context and given that the petrol station relocation will take place within 100m from the existing development; the proposed location is also at the edge of the Gzira public gardens with a relatively low concentration of trees, which can be transplanted. Furthermore, the current outdated fuel dispensers will be upgraded, thus likely improving the existing air quality. The new petrol station will also be shifted away from the shoreline, as it will minimise the risk of accidental discharges into the sea.
- 3.2.** Noise and dust will be generated during the construction phase, however given that scale of the proposal, these likely impacts are temporary and of short duration. With regards to waste, soil and other excavation waste is expected in relatively small quantities, as well as general waste from construction activities. These will be disposed of in registered landfill sites, along with the building materials from the demolition of the existing service station. Demolition will also involve the generation of a number of other waste streams, namely metals, electrical components, glass, plastic, and similar materials. These will be managed and disposed of at respective collection centres, while the fuel tanks will be professionally cleaned, certified, and deposited according to local legislation.

4. Conclusion

4.1 Screening Conclusion and recommended way forward

The above detailed EIA screening concludes that impacts of the development are unlikely to be significant to the point of warranting an EIA, namely in view of the relocation of the current fuel station which lies in relatively close proximity to the current fuel station operations and in view of the scale and location of the proposal. This is in accordance with Regulation 15(3b) of the EIA Regulations 2017 (S.L. 549.46), and 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. This is also without prejudice to the adoption of the required environmental operational requirements, and the implementation of environmental registration or permit, as relevant.

Conditions

- 1 The executable version of this development permission together with the approved plans shall not be issued until such time that the applicant submits:

 - a. a written acknowledgement from the ERA confirming that an application for an updated Environmental Permit application has been submitted and validated by the ERA. This shall cover all operational aspects of the applicant's site including related operations not necessarily covered by this development application; and
 - b. an application for and obtains a Nature Permit from the ERA for the proposed interventions on trees. Works shall not be carried out until such a permit is granted by ERA.
- 2 All works, during both the construction/site-preparation phase and the operational use of the site, shall be restricted to the area shown on the approved site plan and shall be carefully managed so as not to cause damage to any trees beyond the land approved for development.
- 3 The development shall not result in any intended or unintended discharge of surface water (other than clean overflow from runoff-collection reservoirs), wash waters, operational overflows, spillages, seepages or leakages from the development site into the ground or onto any

surrounding lands or into the sea.

4.2 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.