



DATE: 04/07/2014

REFERENCE NUMBER: 1400-14-MCC

TKG NO: 156714

Location: Site at Triq l-Ibragg, Gharghur, Malta

Proposal: Proposed construction of structure to house end of life vehicles and sanctioning of existing stores

PROJECT DESCRIPTION STATEMENT

Details of the person wishing to carry out the development;

Michael Scicluna 253378M

Residing at 4, Darcy, Triq it- Torri Ruman, San Gwann

A brief description of the project and its general objectives;

The proposal includes the construction of a proper authorized treatment facility for End-of-Life vehicles. The main activities on site will be related to the storage of ELV's on site and the main de-polluting process to ensure proper processing and handling of hazardous material.

Legislation

The legislation that will be considered during the application process includes:

- 1) The European End-of-Life Vehicles (ELV) Directive
- 2) The European Waste Catalogue and the Hazardous Waste List

Health and Safety Considerations

The de-pollution process involves the removal of fluids that may be either explosive or corrosive. The legislation considered includes:

- 1) The Management of Health and Safety at Work Regulations 1999
- 2) The Control of Substances Hazardous to Health Regulations 1999(COSHH)
- 3) Proposed new legislation under the Dangerous Substances and Explosive Atmospheres Regulations (DSEAR)

Equipment

It is being proposed that the de-pollution activities are carried out using specifically designed equipment and only minor operations will be carried out manually. This will ensure the removal of 98% of the fluids within a very short period of time.

Proposed Facilities

The main facilities will include

- 1) Site for storage including proper spillage collection areas and equipment for the treatment of water.
- 2) Site for treatment – the treatment will be carried out in an existing garage that will be upgraded to cater for the facility.

3) Sites for the storage of scrapped cars.

The De-pollution Process

The main process includes 3 stages:

- Preliminary activities
 - Use of IDIS
 - Determine by inspection if the ELV contains airbags
 - Remove battery
 - Remove or open filler caps
 - Heater controls
 - Remove wheel balancing weights
- Removal of fluids and other items
 - Engine oil
 - Oil Filter
 - Transmission oils
 - Manual gearbox
 - Automatic gearbox
 - Rear differential
 - Coolant (Antifreeze)
 - Hydraulic Oils
 - Brake Fluid
 - Clutch Fluid
 - Power Steering oil
 - Screen Washing Fluid
 - Fuel Tank
 - Suspension System
 - Shock absorbers
 - Sealed Suspension systems
 - Gas Suspension systems
 - Catalyst
 - Air Conditioning Refrigerant
 - LPG Tank
 - Switches containing mercury

- Other Hazardous Items
- Removal or deployment of air bags
 - Deploy airbag
 - Seat-belt pre-tensioners

When all these activities are carried out as per the provided guidance the ELV can be classified as a non-hazardous waste and can thus be recycled.

All hazardous waste collected should be recorded and stored in a proper facility on site until disposed through a suitably licensed waste manager contractor.

An indication of the proposed timing of the project and why this timing was preferred;

There is no indication of any preferred timing for the project. Once all permits from all relative authorities are approved the activity can commence.

The building of the proposed structures housing the ELVs will take approximately 1 month to complete.

The location of the proposed development with site boundaries clearly shown on a map;

Please refer to the attached site plan for the exact location of the site.

A concise but reasonably comprehensive indication of the alternative uses, alternative technologies and suitable alternative locations and sites for the proposed development and alternative arrangement of land uses, on the proposed site;

At this stage no alternative uses or alternative sites are being considered.

A description of the physical characteristics including size, scale, design and phasing of the development using models, photographs, diagrams, plans and maps where appropriate;

The land consists of a disused quarry with an approximate footprint of 2290m² including the access to site.

The main two sides against the quarry face will be converted into a large planter with the planting of indigenous trees.

There will be an impermeable concrete surface on the floor of the quarry of approximately 1000m² as indicated on the attached plans. A system of surface draining will be constructed linked to an enlarged cess pit and a water treatment facility.

Towards the centre of the site there will be two similar structures constructed of reinforced concrete pillars and roofed over with reinforced slabs. The planters on top of the structures will be constructed of in filled HCB walls. Proper measures of detailing to ensure impermeability of the structure will be carried out. Furthermore a waste storage facility will be constructed using HCB walls.

A description of present land uses and environmental characteristics of the site;

The current site was originally licensed as a quarry (please refer to attached license). The quarry has long been abandoned and has been disused for quite a long time. The quarry face is approximately 6m deep and this physical characteristic, together with the topography of the site, lends itself as an ideal location for the proposed use.

A brief description of surrounding land uses, their nature, their extent and their environmental characteristics;

The site is located in an outside development zone. The site is surrounded by further development situated in the area of the extended quarries.

A description of the services, water, foul water sewers, surface water drainage, including storm water drainage, and energy sources available on site;

Currently the existing foul water is connected to a cess pit that is cleaned periodically.

All the rain water is drained through fissures in the existing rock face.

There are no energy sources available on site.

Estimates of the number of persons to be employed with estimates for each phase of the development;

It is being assumed that at least four people will be working on site when the plant is fully operational. The size of the operational facility will be contained to take a maximum of 2 cars per day for the de-polluting process with a maximum storage facility of 48 cars. The main aim is to have a highly specialized but contained facility that will cater for a professional de-polluting service.

The nature and quantities of raw materials and energy to be used, and wastes generated during construction and operation;

At this stage it is being assumed that there will be a maximum of two cars per day that will require the processes discussed in this document. The overall storage of cars will be limited to 48 cars that will be stacked as indicated on the attached plans and elevations.

The resulting contaminated fluids from these operations will be stored initially on site in specialized areas and then carted away to approved sites.

The proposed method of storage or handling of materials and wastes, and machinery needed during both the construction and the operational phases; access

arrangements and general parking requirements on and off the site, during both construction and operation;

As indicated on the plan the storage areas will be divided into various sections where materials are stored separately on an impermeable footing.

During the construction phase the generation of waste will be primarily related to clearing inert material on site in order to form levels and provide the concrete flooring that will act as the main base. The rest of the construction will be in reinforced concrete and steel. The planters will be built in infilled HCB walls.

List of the major environmental impacts likely to be generated by the project, including reference to cumulative impacts, proposals for mitigating the negative effects of the development;

The main impact that could be a result of the proposed development is the contamination of the underground water table as a result of seepage of contaminated fluids. The main mitigation measure is the creation of an impermeable gutter leading into a cesspit constructed underground. The remaining floor will be power floated in concrete and leading to the main falls. The collected fluid which will consist mainly of washing and rain water will be linked to a water treatment facility in order to reuse any water produced on site.

Perit David Mifsud Parker

