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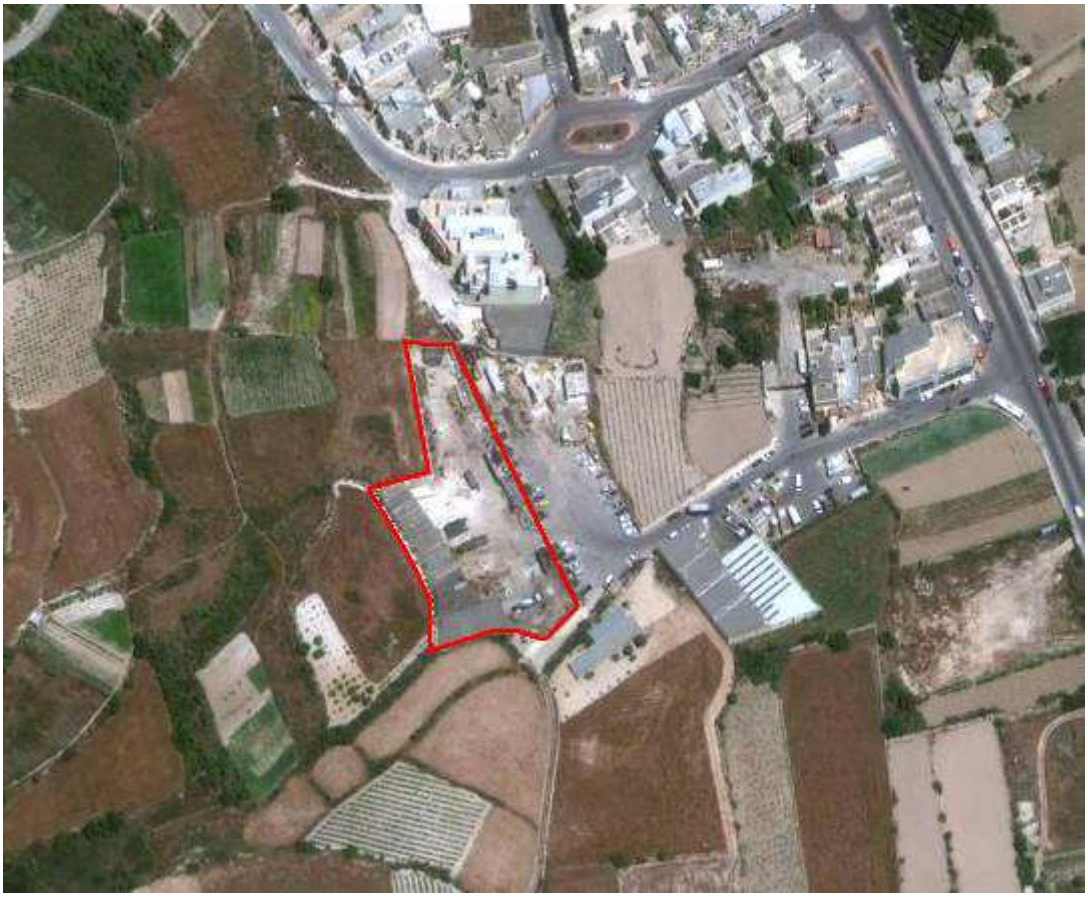
PROJECT DESCRIPTION STATEMENT

OPEN STORAGE FACILITY – BURMARRAD

PA 5374/08

6th September 2012



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Chapter 1. Introduction

The purpose of this Project Description Statement (PDS) is to enable MEPA to take a screening decision regarding whether an Environmental Impact Assessment is required. If in the affirmative, whether this should be a full EIA or a limited EPA. Furthermore terms of reference are to be prepared for the EIA in consultation with various interested parties including the general public. This PDS is based on the initial designs prepared by the same office

1.1 Details of Applicant

The proposed development is being carried out by Mr. Mario Bonnici obo Bonnici Bros. Ltd.

1.2 Background of the project

The proposed sanctioning of an open storage is being designed as a holistic development within the area to address various uses needed by Bonnici Bros. Ltd. The property consists of a stretch of land adjacent to an already operative facility owned by Bonnici Bros Ltd and consisting of garages and office block.

The open storage facility is necessary due to the size of the company which operates a large number of heavy vehicles. The company currently has some **105** heavy and small vehicles on their books. The open storage facility will help alleviate the storage problems of the large fleet and possible increase in number of vehicles.

1.3 Current state of property

Open Storage Facility

The sanctioning of the Open Storage Facility (PA 5374/08) was validated on the 27th November 2008 whilst an enforcement ECF 103/04 was issued on site. Furthermore the proposed plans also clearly indicate a number of alterations which need to be carried out on site. These include planting of a number of trees and also the floor will be replaced with Compacted Soil.

Chapter 2. Objectives of the proposed development

2.1 Project Proposal

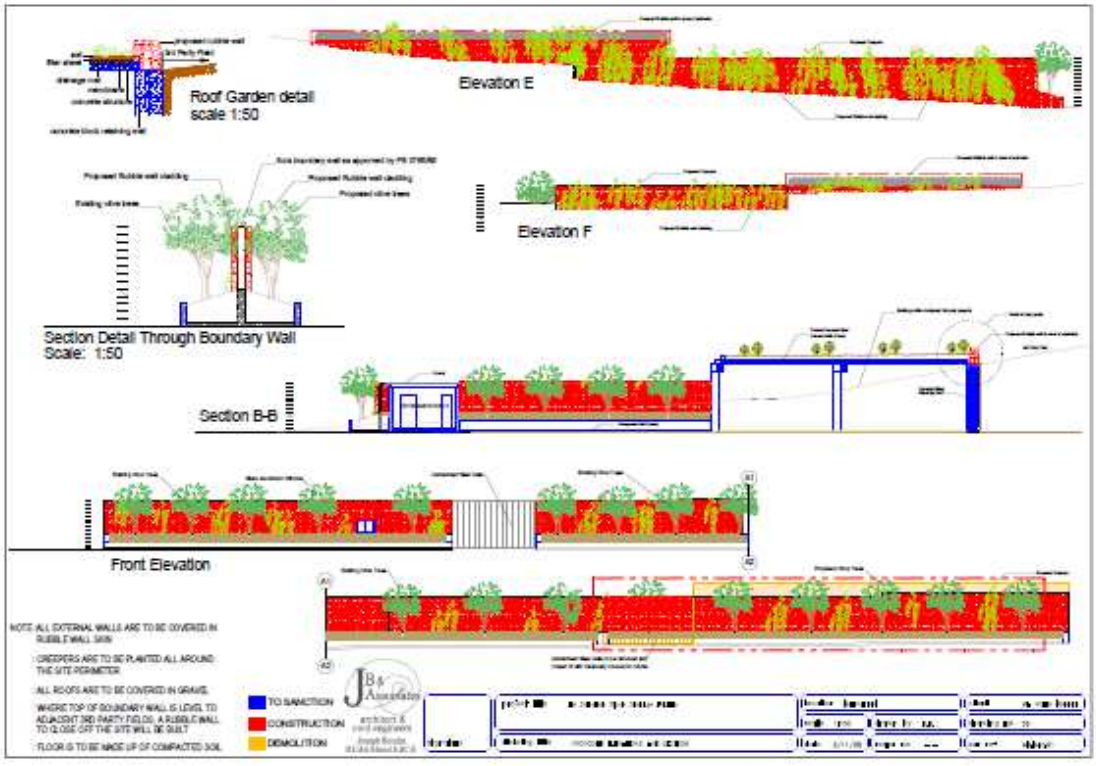
The proposed development is primarily designed to facilitate Storage Facilities for Bonnici Bros Ltd, which facilities will be located close to their head office and also will remove a large number of heavy vehicles parked within the Public Road. Through the use of this open storage, various heavy vehicles will have organised parking within a controlled area. Thus the project is proposing the following:

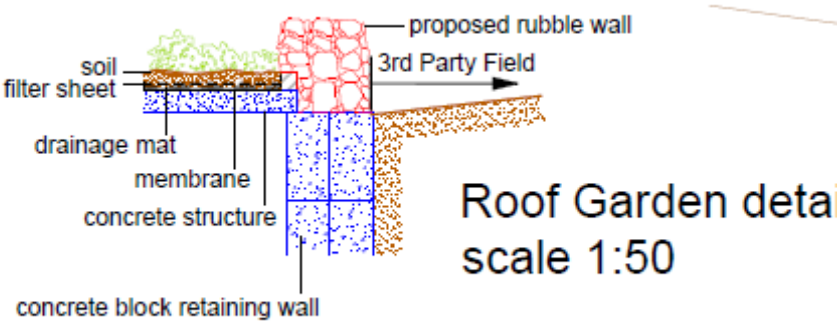
- Demolition of a number of existing rooms to comply with policy of the open storage and sanctioning of three storage rooms, a garage for storage and security facilities consisting of a guard room, kitchenette and a w.c.

- The roof of the existing structures is to be covered in Gravel and a roof garden is also being proposed. This roof garden is being proposed to screen any visual impact this proposal could have.
- Olive Trees are being proposed all around the site and thus screening the existing walls.
- At the back of the site, a rubble wall is being proposed to cover the existing retaining wall and thus resulting in a visually pleasing wall

2.2 Expected project duration

The project is expected to take three months from initial demolition till completion. During this period, the existing rooms will be demolished, the floor replaced and fully grown trees will be planted around the site and on the roof.





Chapter 3. Physical Characteristics of the site

3.1 Site location and description

The site is located within the immediate vicinity of Burmarrad development zone and in actual fact adjacent to the scheduled road which limits in scheme development. Thus the site is flanked to the north, west and south by fields located Outside a Development Zone whilst the east is flanked by a proposed road. The site is located near a Class A site of cultural historical heritage. No works will affect this Class A site since the proposal seeks to landscape the roofing.

3.2 Physical Characteristics

The site is located on a hill side with a change in height of approx 5m. The surrounding fields are used for agricultural purposes. Furthermore the said site is currently accessible from Triq is Sardin, however once the proposed road will be opened, this site will be accessible from the new road. The current access, in and out of the site, is extremely easy for all heavy vehicles since visibility is adequate and thus this will not pose any danger to any oncoming traffic.

3.3 Current site usage

The site is currently being used as an open site storage so much so that this application is to sanction this same development. The Site will be used for storage of vehicles. No servicing, refuelling or industrial works to be carried out on the said vehicles, this is to be undertaken at ancillary area nearby.

3.4 Surrounding land uses and environment

The surrounding land use is predominantly agricultural. However, abutting the open storage facility one finds mainly residential development and commercial establishments that are directly related to the said storage. The ancillary infrastructure of Bonnici bros. Is located in the vicinity, this open storage will complement the operations of the company.

Chapter 4. Description of the project

4.1 Size and scale of development

The proposed development is being designed in such a manner as to consolidate the site and utilise the space underground for storage. This could be considered a basement development that is being roofed over to 'cover up' a void created previously.

4.2 Design adoption and reasons

The design of the development basically seeks to consolidate the operation of storage of vehicles by implementing a covered area with a landscaped roof. This Landscaped roof attempts to reinstate the natural feel of the surrounding landscape.

4.3 Duration and phasing of the development

The proposed duration of the development is expected to be in the region of 3 months and will be completed ready for operation.

4.4 Services necessary on site (water, electricity etc.)

During the demolition of the existing buildings all the services are to be removed to ensure the safety of the workers on site, however a nominal amount of electricity and water supply will still be necessary. This is due to the fact that an amount of hand tools will be necessary and thus electricity supply is needed during the full duration of the project. Water facility will also be necessary for the sanitary areas were the workers would be able to change, wash and also provide the basic sanitary requirements.

4.5 Amount of workers and parking during each construction phase

Since the works on site will not constitute a large number of workers, the site itself will be able to absorb the vehicles needed.

4.6 Energy and waste generation during construction and operation

During the construction phase of the development all waste generated will be recycled.

4.7 Storage and waste handling during construction/operation

The demolition waste consisting of masonry blocks and concrete is to be loaded on trucks and carted away.

The proposed development shall require the use of the following raw materials up to shell form:

- Graded backfill material which can be generated from the excavated material and crushed on site
- Franka stone blocks/Rubble wall
- Concrete blockwork
- Various grades of concrete (cast in situ or precast)
- Steel reinforcements
- Structural steel beams and columns

Waste generated during the construction phase is considered to be on the minimal side. The type of waste assumed will consist of rubble and construction debris related to the landscaping/construction.

No waste to be generated during operation.

No storage of any chemicals, solvents, paints etc on site.

4.8 Mitigation Measures

The site is surrounded by a boundary wall. Works on site are to be carried out on a six day basis (except Sundays and Public Holidays). The operating hours shall be from 7.00am to 7.00pm during week days and from 7.00am till 1.30pm on Saturdays.

Dust within the area is to be kept to the minimum and monitored. This can be achieved using adequate watering during the demolition works, whilst vacuum equipped tools are to be used during the construction phase. Furthermore dust monitoring will be carried out to ensure that the measures taken are being effective.

Site office, lavatories and storage areas are to be located within the site and adequate gate controls are to be carried out to ensure that the site is restricted to passersby. Furthermore a site safety officer is to be appointed to ensure that all site activity is carried out according to the current health and safety legislations.

4.9 Machinery requirement, parking and traffic arrangements

Various machinery is needed during various phase of the project:

All Phases:

- Mechanical sweeper. This would be necessary to ensure that the access roads are occasionally washed and kept clean

Demolition:

- Bulldozers and loaders. These are necessary to collect the demolished material and load onto transportable vehicles.
- Trucks. These are needed to cart away all the un-necessary demolished material to an approved dumping site

Excavation:

- No Excavation to take place

Construction

- Temporary worker lifts. These are necessary to provide easy vertical access to workers working at higher levels.

Parking and Traffic Arrangements

- All parking for workers working on site is to be provided within the site. This may be provided through Triq is-Sardin.

4.10 Economic viability of the project

The site is currently an open exposed tract of land that could be considered an eye-sore. The investment of the covered area allows the currents owners to store and maintain their vehicles without the worry that the weather and external factors will damage them.

Chapter 5. Environmental Impacts and proposed Mitigation Measures

5.1 Visual Impact

The visual impact will be clearly mitigated with the introduction of the proposed landscaping scheme, the topography of the land will be reinstated to similar natural contours.

5.2 Noise Impact

The noise generation would be close to nil as the works do not involve much noise generation. To reduce the noise generation, all works will be carried out within adequate times and noise monitoring will also be carried out. The noise monitoring will ensure that all the noise generated will be within acceptable levels.

5.3 Shade generation

The proposal seeks to create shade for the vehicles, the topography of the land will be reinstated.

5.4 Environmental impact during construction

Particulates in the form of dust generation, engine exhaust accidental spillage of chemicals/oils, vibration and noise are the main environmental impacts during the construction phase.

To reduce the dust generated, it is being recommended that the site is regularly wet during the summer period, whilst vacuum assisted tools are to be used during construction. Furthermore, minimal stock piling is to be stored on site, thus reducing the amount of dust generated by wind.

Vehicles are to be inspected and ensured that they are road worthy and that their emissions are adequate.

All liquid stored on site is to be stored within a bund to make sure that all spillage is easily controlled. Furthermore all stationary machinery within the site is to be equipped with an adequate drip tray.

Vibration and noise is to be reduced using adequate machinery and regularly monitored.

5.5 Impact on the Water Course

The current water course generated from the valley is to be retained and will not be affected.

5.6 Socio-economic Impacts

The introduction of the covered area at ground floor will allow the company to consolidate its operation and be more competitive. Thus the activity within this area will remain one which can be encouraged and further investment can only benefit the community as a whole.

5.7 Impacts on the general activity

The proposed development is such that it will have minimal effect on the current activity being carried out within the area of Burmarrad.

Chapter 6. Preliminary Conclusions

It is thus being concluded that the proposal will substantially upgrade the area by reinstating the landscaped area, whilst utilising the land in an efficient and sensitive manner.