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## 1. Introduction

1.1. The Project Description Statement (PDS) has been prepared to justify the proposed works for the area understated here. This Project Description Statement (PDS) has been prepared in accordance with Regulation 12 (Schedule II).

## 2. Background of the Development

### 2.1. Location

The location of this road is at Daħla tal-Ġeriska in Għarb, Gozo. This is a rural road connected to Triq San Dimitri and also Triq id-Daħla ta' Ċini. The site can be accessed from Triq San Dimitri and Sqaq ta' Ċini. Both Sqaq ta' Ċini and Triq San Dimitri are mostly used by the farmers, however Triq San Dimitri is also used by visitors going to San Dimitri Chapel. Triq San Dimitri is asphalted while the surface of Sqaq ta' Ċini is made of concrete.

### 2.2. The Applicant

The applicant is Michael Caruana (I.D. 518086M) a licensed pyrotechnician, on behalf of "Għaqda tan-Nar 31 ta' Mejju, A.D. 2013" (V.O. 0904) which is a registered Non-Governmental Organisation based in Għarb, Gozo.

## 3. Project Objectives

3.1. The site is a public rural road which was widened in the past by third parties and my client is going to sanction the works done and also make the road accessible to an approved fireworks factory as per condition 1 of the permit PA/1151/17 – ***" The works approved in this development permission shall not commence before the development permit for the country road is issued by the Planning Authority. This country road is needed to ensure suitable access for emergency vehicles to accede to the new fireworks factory"***.

The applicant also needs to widen another part of this road to a maximum width of 3.7 metres with an approval from the owners of the adjacent fields, to ensure having suitable access for emergency vehicles to an already approved fireworks factory and also sanctioning the works already done on the road. The partly widening of this road is needed as the current fireworks factory policy ANNEX 1 states that a minimum width of 3.7 metres is required for a road leading to the fireworks factory.

The design and supervision of the proposed project are the responsibility of Perit Stephen Farrugia.

The sanctioning and widening part of this road will allow the already approved fireworks factory to be functionable as per the PA permit PA/1151/17. The upgrading works involve the widening of a small part of the access way in part. Apart from this there will also be the sanctioning of the widening of the road which was made by third parties in the past. This proposed widening will also be beneficial for the farmers who have their fields at the end of this road as they will be able to use large agriculture machinery such as tractors and bowsers which will pass easily from the wider road.

### **3.2. DESCRIPTION OF THE WORK**

In general, the work involves the upgrading of the existing walls, which can be done through the following steps:

- Sanctioning of the already widened road by third parties.
- Widening part of the road to have a road width of 3.7 metres throughout the road.
- Restoring of damaged side walls in the area where widening is proposed as they are in a bad condition at present, as shown in the figures above.
- New rubble walls are going to be built by recycled stone to match with the surroundings and leaving as little impact as possible on the environment.
- Where widening is proposed, a new rubble wall will be built, in a third-party fields (with their consensus) so that the road could be widened. A small part of rock trimming is required. A rotary drum cutter will be used. The signs of the rotary drum cutter will disappear in few years since it is Globigerina limestone and also the road location is

near the Gozo north west cliffs (with sea water rash the globigerina limestone will deteriorate).

- This will improve the owners' accessibility to their fields in the vicinity and also will improve the accessibility to an already approved fireworks factory (PA/1151/17). Since the existing road is surfaced by concrete, the proposed extension will be surfaced by concrete as well. Type 1 material will be placed between the rock and the concrete.

### 3.3. SITE HISTORY

On this road there was an enforcement from the Planning Authority:

***EC/00752/09 - Għandek żvilupp mingħajr permess li jikkonsisti fit-twessiegħ ta' triq fil-kampanja permezz ta' tqattiegħ ta' blat, estensjoni għal ġo għalqa, kif ukoll kisi tal-istess triq bil-konkos.***



*Figure 1: Aerial Photo 2012 (Source PA Geoportal)*



*Figure 2: Aerial Photo 2008. (Source: PA Geoportal)*



*Figure 3: Aerial Photo 2004. (Source: PA Geoportal)*



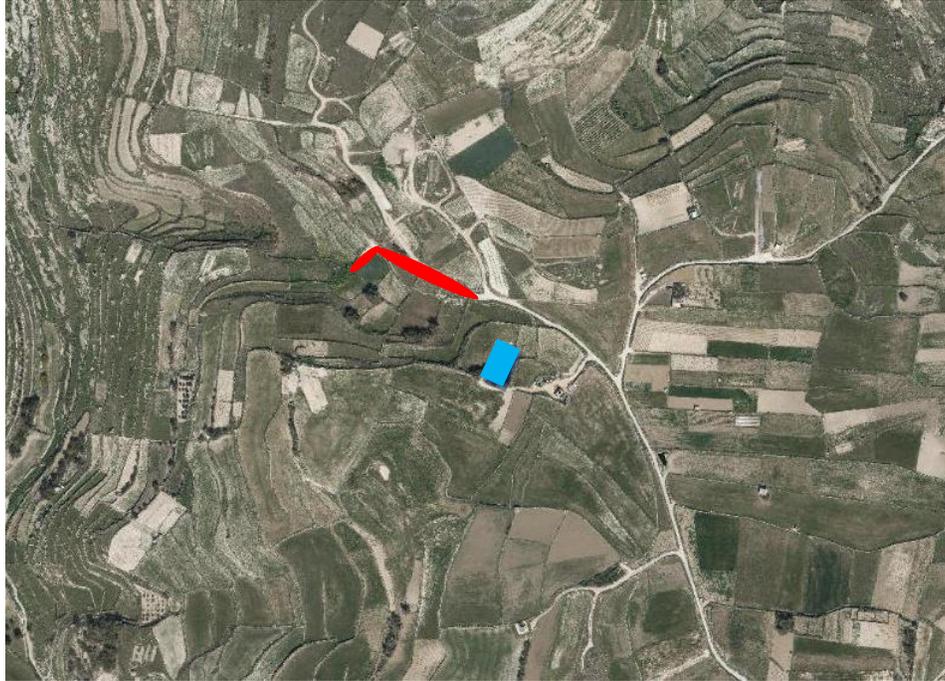
*Figure 4: Aerial Photo 1998 shows that the road was surfaced by concrete. (Source: PA Geoportal)*



Figure 5: Survey sheet 1968.

## 4. Alternative Site Selection

- 4.1. The Applicant did not consider any alternative sites as the proposed one is the only way and also the most ideal as the existing road is already committed.



*Figure 6: Location of scheme in Gharb, Gozo. Reservoir in the vicinity.*



*Figure 7: Road where widening is proposed. Triq id-Dahla tal-Ġeriska, Gharb*

## 5. Location of Scheme Site

5.1. Part of the site (2.4 sq.m.) is located within the proposed level 3–Ecology – GZ-RLCN-1.

The site lies within the responsibility of Gharb Local Council.

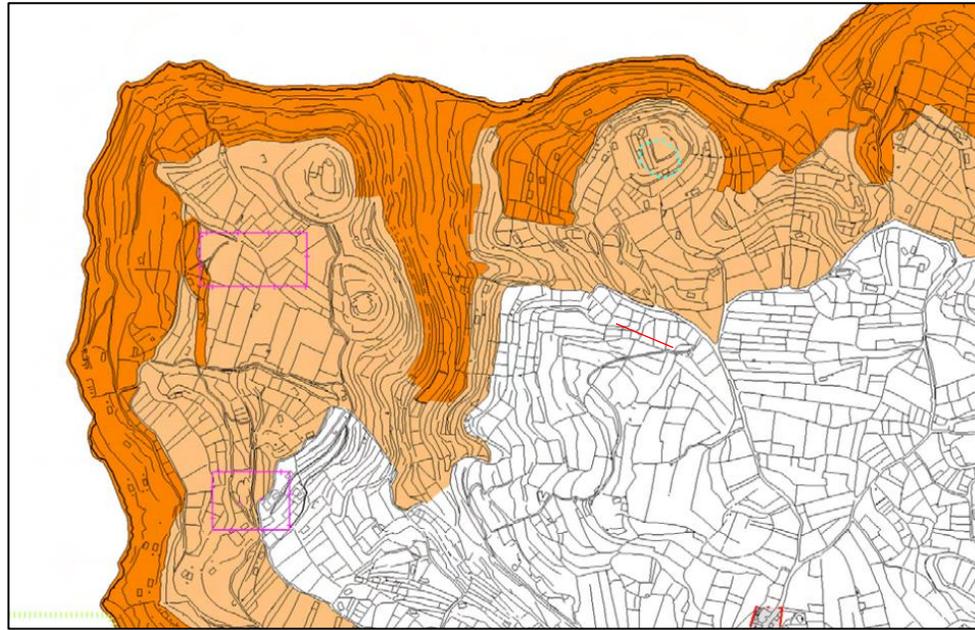


Figure 8: Gharb – Safeguard Areas – Rural Context

## 5.2. CHARACTERISTICS OF THE SCHEME SITE.

A total area of approximately 34.9 sq.m. will be extracted to widen this road as shown in the proposed plan. 649.4 sq.m. is the total area to be sanctioned which includes the existing road. The figure below shows the proposed plan. (*Blue – to sanction, Red – to propose*).

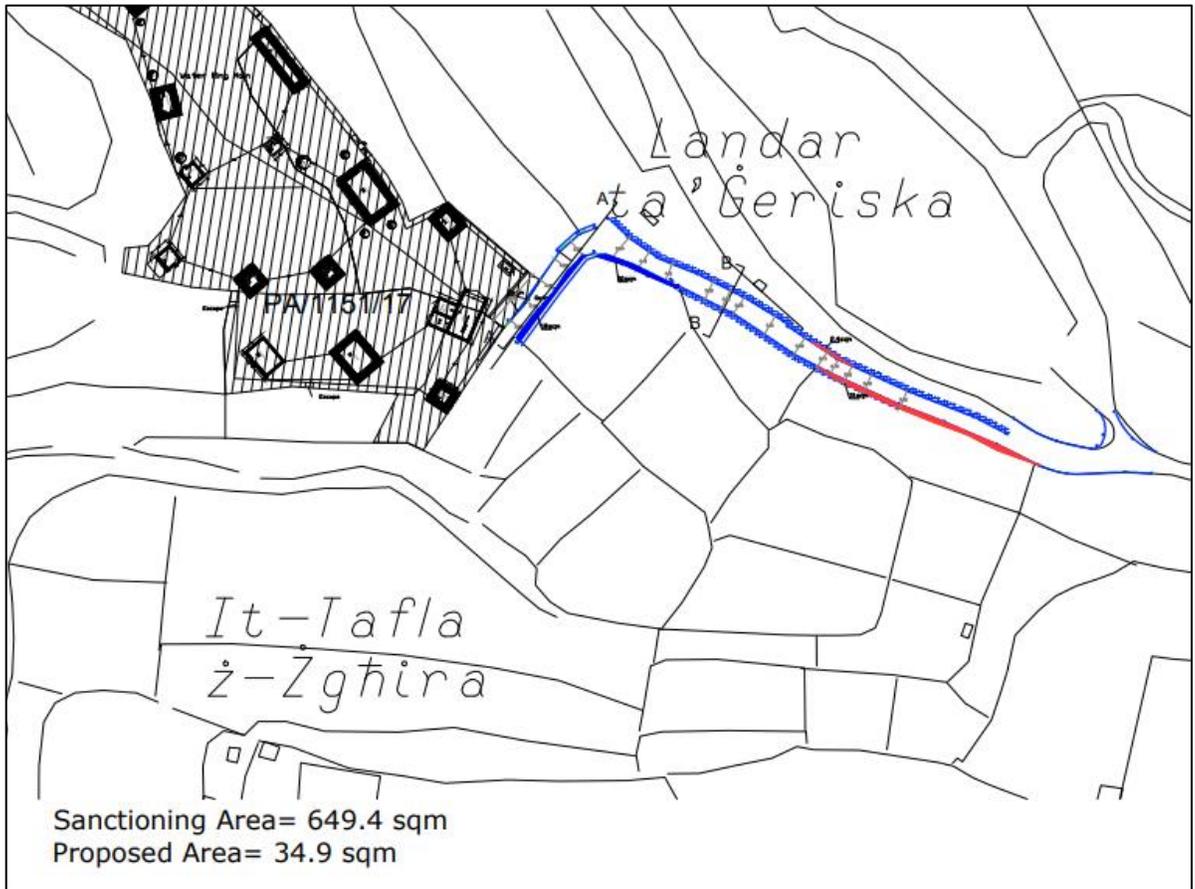


Figure 9: Area to be sanctioned (blue) and the proposed area to be widened (red).

## 5.3. CHARACTER OF THE AREA AROUND THE SCHEME SITE

### Land Uses

A detailed land use survey of the area surrounding the Scheme site was conducted in July 2020, in preparation of the Project Description Statement for the sanctioning and widening of the rural road in Ġharb, Gozo. The land uses are all for agricultural

purposes. In the vicinities there is a large reservoir which is around 40 metres from the closest end of the road as shown in figure 6. There are also some damaged rubble walls.

The development site lies on the northwest periphery of the Għarb Local plan. The area features agricultural land. According to Għarb local plan only 2.4 sqm is situated on Level 3 – Ecology -GZ-RLCN-1. The remaining (31 sqm) is situated on non-scheduled area.

## 6. Geology and Hydrology

The geological formation in the area of the Scheme site is the Upper Globigerina Limestone, (Il-Franka) – see Figure 5. Rain water passes through this road as it is inclined and water continues to the valley known as Wied ir-Raheb. The site does not lie within a ground water protection zone.

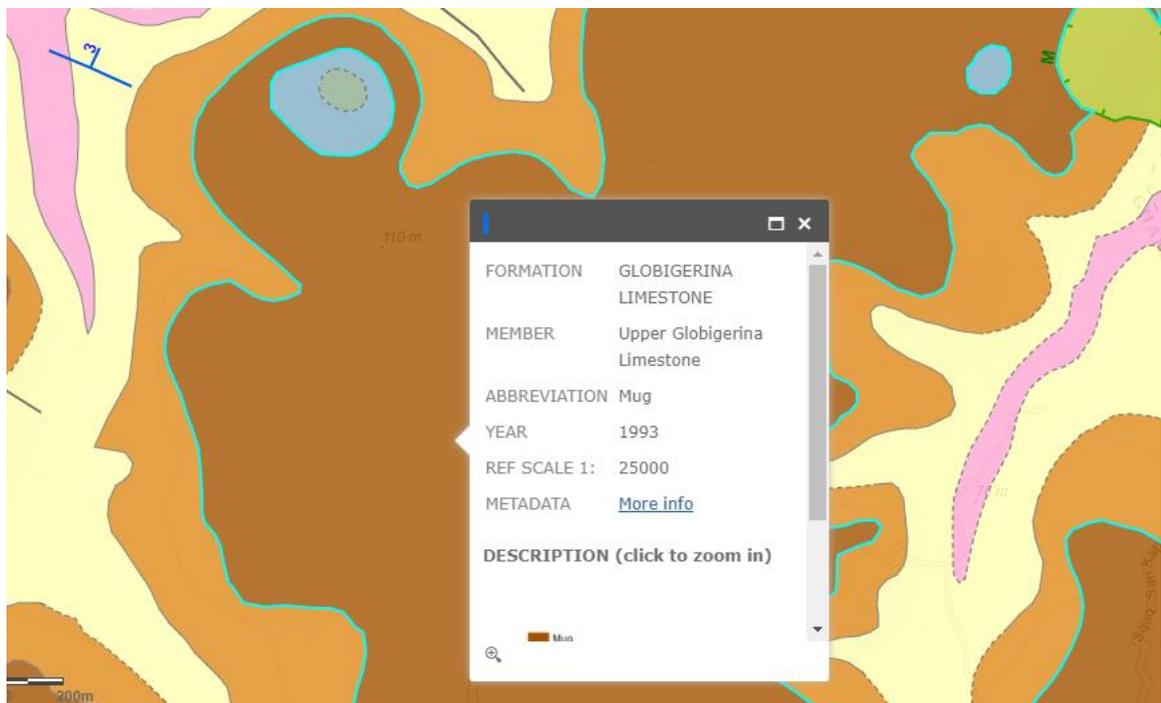


Figure 10: Geological map of the area showing that on site there is Upper Globigerina Limestone.



*Figure 11: Globigerina limestone observed on site.*

## 7. Natural and Cultural Heritage

There are no natural and cultural heritage designations in the vicinity of the Scheme site.

## 8. Resources

### 8.1. Energy and Water

The proposed works has no implications for electricity and water use; there will be no additional demand on these resources.

### 8.2. Raw Materials

Table 1 identifies the main raw materials to be used in the upgrading works, and the estimated quantities of these materials. Notably, it is envisaged that all of the material generated by the excavation works (rock and loose material) will be used as backfill.

Table 1: Estimated Raw Materials for Construction

Material	Volume (cu.m)
Granular material (backfill)	3.5
Concrete	4
Globigerina Limestone	10

## 9. Construction

### 9.1. Construction Timing

The works will be undertaken in three phases, as follows:

- Phase 1: Trimming the rock at the side of the road where required.
- Phase 2: Building the walls where required.
- Phase 3: Pouring concrete on Type 1 material where there is widening.

The proposed works mentioned above will take approximately 3 whole days to be done.

### 9.2. Construction machinery.

The construction machinery that needs to be used in the proposed works is a small excavator with a rotary drum to trim part of the road side. A small excavator with a bucket is also required, so that the new rubble walls that are going to support the road will be built on rock. The soil coming out from this procedure will be spread in the field. A small ready-mix truck will used to pour concrete on the 34.9 sqm area (widened area).

### 9.3. Construction Employment

It is envisaged that a maximum of approximately 3 persons will be employed on site during the proposed construction for a period of three days.

## 10. Waste

There will be a limited amount of waste produced during the proposed construction mentioned above. This waste is construction waste coming from the trimming that is required to widen the road. It is envisaged that all of the latter will be reused on site (in the construction works).

## 11. Emissions

### 11.1. Emissions to Air

There will be few emissions during the construction phase, from the small excavators doing the work mentioned above.

### 11.2. Noise Emissions

The proposed works will be done during the day and there will be minimum noise emissions in the area that are due to the small excavators and a small ready mix. The rest of the works are going to be done by hand (building of rubble walls and laying of concrete in the road).

## 12. Surface Water Run-off

As shown in the photos, the road is sloped and therefore rainwater goes directly to the valley known as Wied ir-Raheb.

## 13. The Proposed Development - The Need for such Development in ODZ areas

### 13.1. Objectives of the proposal

The objectives of the proposal are meant to continue and safeguard the economic benefits of the site in terms of economic, environmental and social objectives to be able to rehabilitate and use the site as deemed fit.

### **13.1.1 Economic Objectives**

With the proposed application, the road will be more accessible to farmers that have their own fields in the area and they can use larger agriculture machinery to facilitate their hard work. With this application there will be also adequate access to an approved fireworks factory (PA/1151/17). At present, in Gozo there are three operative fireworks factories; 2 in Għarb and another 1 in Kerċem and all of them are commercial. The fireworks factory approved with PA/1151/17 is not going to be for business purposes but it is going to be used for the Għarb village feast only, therefore the pyrotechnicians will all be volunteers. This means that there will be no personal economic objectives for these individuals as there are no jobs created. However, an indirect economic objective will be present for the economy of Malta, specifically of Gozo as an island, as this will serve to continue to improve the traditional Maltese festa, which is a tradition unique to Malta and Gozo islands. Fireworks constitute a large part of the village festa due to their aesthetically pleasing nature and this also attracts a large number of tourists in the summer months to come visit our island and see these works of art that these islands' pyrotechnicians are so famous for. This is also in light of the several attempts made to give the title of UNESCO to the traditional Maltese festa. Another functioning fireworks factory will continue to justify that the Maltese traditional festa is worthy of this title.

### **13.1.2. Social Objectives**

The development will bring an improvement to the area as a number of rubble walls will be restored, leading to less loss of soil and water during rainy weather. There are a number of fields around the proposed fireworks factory site which are in an abandoned state. With a fireworks factory in the vicinity of these fields, the owners of these fields may be encouraged to work these fields so that any minimal risk of fire in these fields will be further reduced. The proposed fireworks factory will make

use of sustainable energy and also the use of the generator and therefore there will be no need for electrical poles to be installed in this rural road.

### **13.1.3. Environmental Objectives**

It is desirable that the project achieves high environmental standards to protect the landscape, ecological and cultural values of the area. Environmental objectives can be summed up in the following set of criteria:

- Restoration of damaged rubble walls in the road leading to the proposed fireworks factory as well as in site. The proposed road surface will be made by concrete. Type 1 material will be laid on the existing rock followed by laying the concrete. Rubble walls will be built by recycled stone and without the use of concrete.
- Since the road is already made of concrete surface, it will not allow rainwater to percolate into the water table. Therefore, an inlet will be installed to store rainwater in the reservoir approved in the fireworks factory down the road.

These objectives all depend on the sanctioning of the existing road and also to widen a small part of the same road as discussed in this report.

## **14. Conclusions**

In this Project Statement Description, it was concluded that with such road widening, there will be an improvement in the accessibility for the Fireworks Factory and also for the famers. The proposed works will make minor affects in the area as the existing area which is already committed. Apart from these, as stated in point 13, this will have an economical effect on the Gozitan economy while taking into consideration the social and environmental aspects.

15. APPENDIX 1: PHOTOS



*Figure 12: Road with concrete surface.*







*Figure 13: Widening the road and building against the rubble wall.*



*Figure 14: The area indicated need to be widened. Part of the existing rubble need to be rebuilt. Trimming of rock is also required to lower the rock to the existing road level.*



*Figure 15: The marked rubble wall will be shifted to the field (with owner's consensus) to widen the road. Some rock trimming is also proposed.*



*Figure 16: Rock to be trimmed and levelled with the existing road level.*



*Figure 17: Some rock needs to be trimmed to widen the road (2.4 square metres).*





*Figure 18: Third party dilapidated rubble walls to be restored.*



*Figure 19: Road to be sanctioned. Removal of debris at the side of the road would be done.*



*Figure 20: Road to be sanctioned.*



*Figure 21: Road to be sanctioned.*



*Figure 22: Road to be sanctioned.*

