PA/08866/20: CENTERPARC PHASE 2, ĦAL QORMI

PROJECT DESCRIPTION STATEMENT

Version 1: June 2021

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Quality Assurance

PA/08866/20: Centerparc Phase 2, Ħal Qormi
Project Description Statement
June 2021

Report for: **Centerparc Holdings Ltd.**

Revision Schedule

Rev	Date	Details	Written by:	Checked by:	Approved by:
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PROJECT DESCRIPTION STATEMENT

INTRODUCTION

1. This Project Description Statement (PDS) describes a proposal to extend the existing Centerparc shopping complex in Ħal Qormi in order to provide a supermarket, additional retail and F&B floorspace, additional parking spaces, and a sports and leisure area on the roof, see **Figure 1**. As a result, the overall height of the building will increase by a further two floors.

2. The project is proposed by Centerparc Holdings Ltd, who is hereinafter referred to as 'the Applicant'; the project is hereinafter referred to as 'the Scheme'.

BACKGROUND

3. The Scheme proposes the upward extension of the existing Centerparc shopping centre. The area was initially zoned in the Central Malta Local Plan (CMLP) as a soft landscaped area with underlying warehouses (Policy QO03: *L-Istabal Green Area*). A planning application was submitted in 2008 in line with this policy but was eventually withdrawn (*PA/01898/08: Proposed warehousing development.*).

4. It was then subject to Planning Control (PC) application PC 0015/09 *"Change of Zoning from Warehousing to Retirement Complex, Sports Facilities and Parking Area*" which was endorsed in August 2013. No planning applications were submitted in this regard.

5. A second PC application was presented in 2016, which proposed *"Amendments to PC 15/09"* (PC 0051/16). This included changing the zoning of the site from a retirement complex to a commercial land use (offices, retail and F&B), in addition to sports and recreational facilities, and car parking. This second PC application was endorsed in April 2017.

6. The planning application to construct the shopping centre was approved in October 2018: *"PA/05491/16: To excavate site, construct 2 levels of underground parking, construct level of retail and DIY space with ancillary facilities and construct receded first floor of retail space and offices (Class 4A & 4B). The proposal includes road widening works as instructed by Transport Malta as well as demolition of existing farmhouse affected by road widening works, conservation of archaeological remains and relocation of historic building as instructed by SCH. To sanction extra excavations from that approved in PA 5444/16".*

7. This was preceded by planning application PA/05444/16 to excavate the site: *"To sanction removal of existing soil for archaeological investigation as per terms of conditions 12 of PC 15/09. Proposed demolition of existing rubble walls and accretions to farmhouse, excavation of site, dismantling and relocation of historical structure and construction of temporary boundary wall".* It was approved in May 2017. An earlier application was withdrawn: *"PA/02900/16: To sanction removal of existing soil for archaeological investigation as per terms condition 12 of PCF 15/09 whilst retaining the farmhouse and deposit of soil at National Agricultural Research and Development Center, Ghammieri, Marsa".*

8. The Centerparc shopping complex opened in October 2019.

9. A subsequent planning application was submitted in 2019 (PA/05493/19) to *"To carry out modifications to permit PA 5491/16 as follows:- Level -2 - proposed alterations and part sanctioning of floor, Level -1 - proposed alterations and part sanctioning of floor, Level 0 - proposed alterations to facade and internal walls and part sanctioning of floor, Level 1 - proposed internal and facade alterations, erection of screens to conceal services and proposed re-configuration of parking area, Level 2 - proposed extension of lifts and staircases, proposed erection of screens to conceal services, proposed minor shifting of location of farmhouse and erection of signs on facade. Proposed gaming parlour at Level 0 and offices at Level 1."*. However, this application is still at screening stage.

10. The latest planning application submitted on site is PA/08866/20, which is the subject of this PDS.

ALTERNATIVE SITE SELECTION

11. No alternative sites were considered for the Scheme since it consists of the extension of an existing commercial facility.

DESCRIPTION OF THE SCHEME SITE

Location of the Scheme site

12. The Scheme is located on the site of the existing Centerparc shopping centre, between Triq Ħal Qormi, Triq it-Tiġrija and Triq l-Isqof Francis Baldacchino.

Characteristics of the Scheme site

13. The Scheme site accommodates the existing Centerparc Shopping Complex, see **Figure 2**. It comprises two levels of underground parking and two levels of retail and F&B outlets. The current floorspace allocation is described in **Table 1**.

Table 1: Current floorspace allocation

Land use	Units
Cafeteria	110 m^2
Gaming parlour	86 m^2
Offices	52 m^2
Retail	9,805 m^2 (14 outlets + 1 outlet beneath escalator)
Restaurant	441 m^2
Parking spaces	495 + 10 accessible spaces

14. Access to and egress from the underground car park are separate and are both on Triq It-Tiġrija.

Figure 1: Location of site

Figure 2: Image of the Scheme Site

DESCRIPTION OF THE GENERAL SURROUNDINGS

Land Uses

15. A land use survey was carried out in May 2021. The area of study spanned approximately 250 m around the Scheme. The various land uses have been mapped out, see **Error! Reference source not found. 3**. Different images of the various land uses are presented in **Figure 4**.

16. Ħal Qormi is a city in the central part of Malta, whilst Il-Marsa is a harbour town in inner part of the Grand Harbour. The Area of Study includes different land uses.

17. The predominantly residential areas are located to the north-west of the Scheme. Dwelling types include terraced houses, maisonettes (including 'Casa Bottega' type dwellings) and apartments. Commercial and industrial premises are mixed with the residential uses.

18. Ħal Qormi's industrial area is located to the north of the Scheme. This area consists of commercial outlets, light industry complexes, showrooms and 'Casa Bottega' type dwellings.

19. To the east of the Scheme there are residences, stables and premises related to horse-racing. The Marsa Race Track is located to the south-east of the Scheme.

20. The Area of Study includes two supermarkets located to the south and south-west of

the Scheme. This area includes commercial and food & beverage outlets.

21. A manufacturing facility is located to the south-west of the Area of Study between Triq Manwel Dimech and Triq l-Iljun.

Figure 3: Land uses

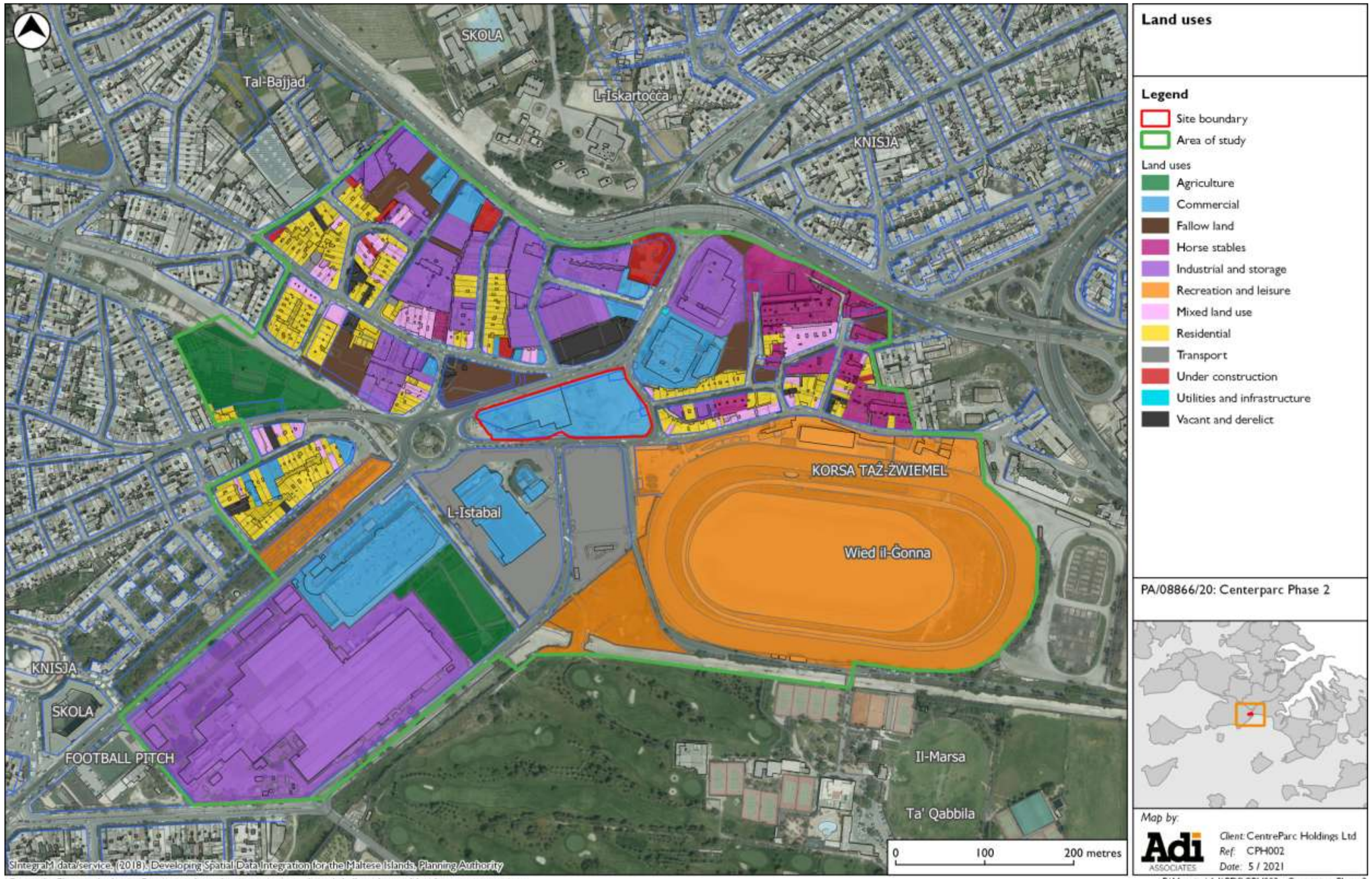


Figure 4: Images of surrounding land uses

Different residential types

Mixed use – 'Casa Bottega' type

Ħal Qormi Industrial Area

Supermarket

Marsa Race Track

Public garden between Triq Manwel Dimech and Vjal de la Cruz

Environmental and Cultural Heritage Designations

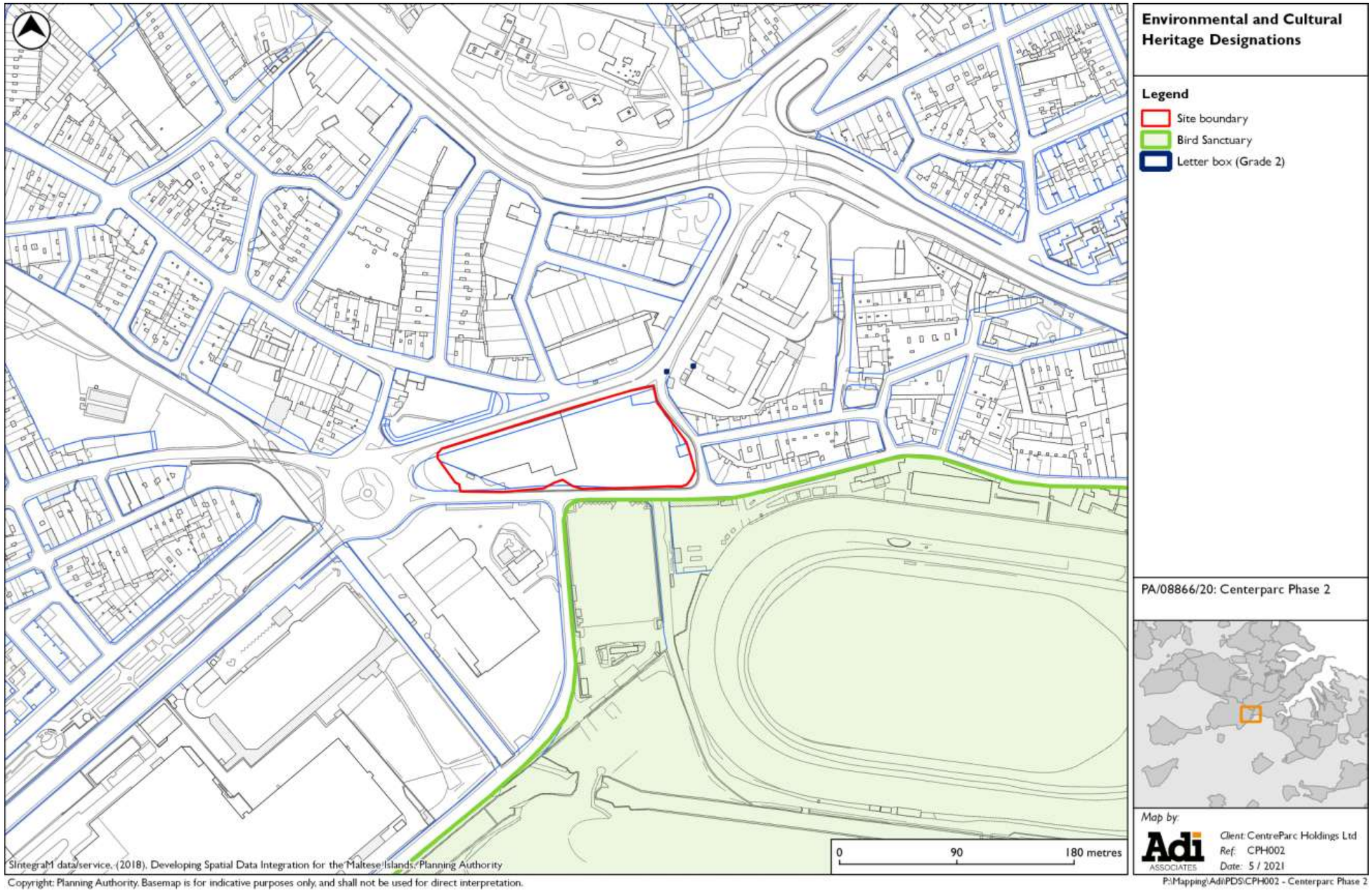
22. The Marsa Sports Grounds, located to the southeast of the Scheme, and which include the horse racecourse and the golf course, is designated as a bird sanctuary, see **Figure 5.**

23. Two Grade 2 George VI pillar letter boxes are located to the northeast of the site.

24. The Central Malta Local Plan identifies an archaeological feature located to the west of the Scheme site. It is described as a late Roman tomb and the Local Plan recommends a Class E protection with 50 m buffer protection zone.

25. It is noted that during site investigations as part of Phase 1, a late Roman tomb and several cart ruts were discovered on site. These were preserved and incorporated in the development. A mill room dating to the Knights' period, previously located at the centre of the site, was dismantled and will be reconstructed in the corner facing the roundabout at Level 0. Finally, a farmhouse, located in the north-eastern corner of the site which was, was demolished and will be relocated within the Scheme site.

Figure 5: Environmental and Cultural Heritage Designations



DESCRIPTION OF THE SCHEME

26. The Scheme proposes the upward extension of the existing Centerparc shopping complex.

27. The Scheme will result in the reconstruction of the mill room in the open area immediately to the west of the built-up area of the Scheme site and the reconstruction of the Knight's Period farmhouse in the eastern part of the Scheme site. The farmhouse will be located at Level 2. The farmhouse will be used as the premises for the Scheme's security.

28. The Scheme will result in additions to the western part of Level 1, which is currently the development's roof level. This area will accommodate a drive thru restaurant, a restaurant and a restaurant outdoor area.

29. The Scheme will include the addition of two levels. The eastern part of the Scheme will include a DIY centre which spans across two floors (Level 2 and Level 3). The western half will include two levels of parking. The parking at Level 3 will be at roof level.

30. On the roof level of the eastern section of the Scheme there will be an outdoor gym and a running track. The running track will have three, one-metre lanes. The inner circumference will be 125 m long.

31. The total area of the roof level (including the running track, the outdoor gym and the green roof) is 3,458 m^2.

32. The proposed floorspace allocation is described in **Table 2**.

Table 2: Proposed floorspace allocation

Land use	**Units**
DIY centre	5,400 m^2
Outdoor gym	231 m^2
Restaurant (Drive thru)	615 m^2
Restaurant (Indoor area)	127 m^2
Restaurant (Outdoor area)	60 m^2
Parking spaces	56 + 4 car accessible spaces + 4 van accessible spaces

33. The plans for the Scheme are presented from **Figure 6** to **Figure 9**.

Figure 6: Existing and Proposed First Floor Level

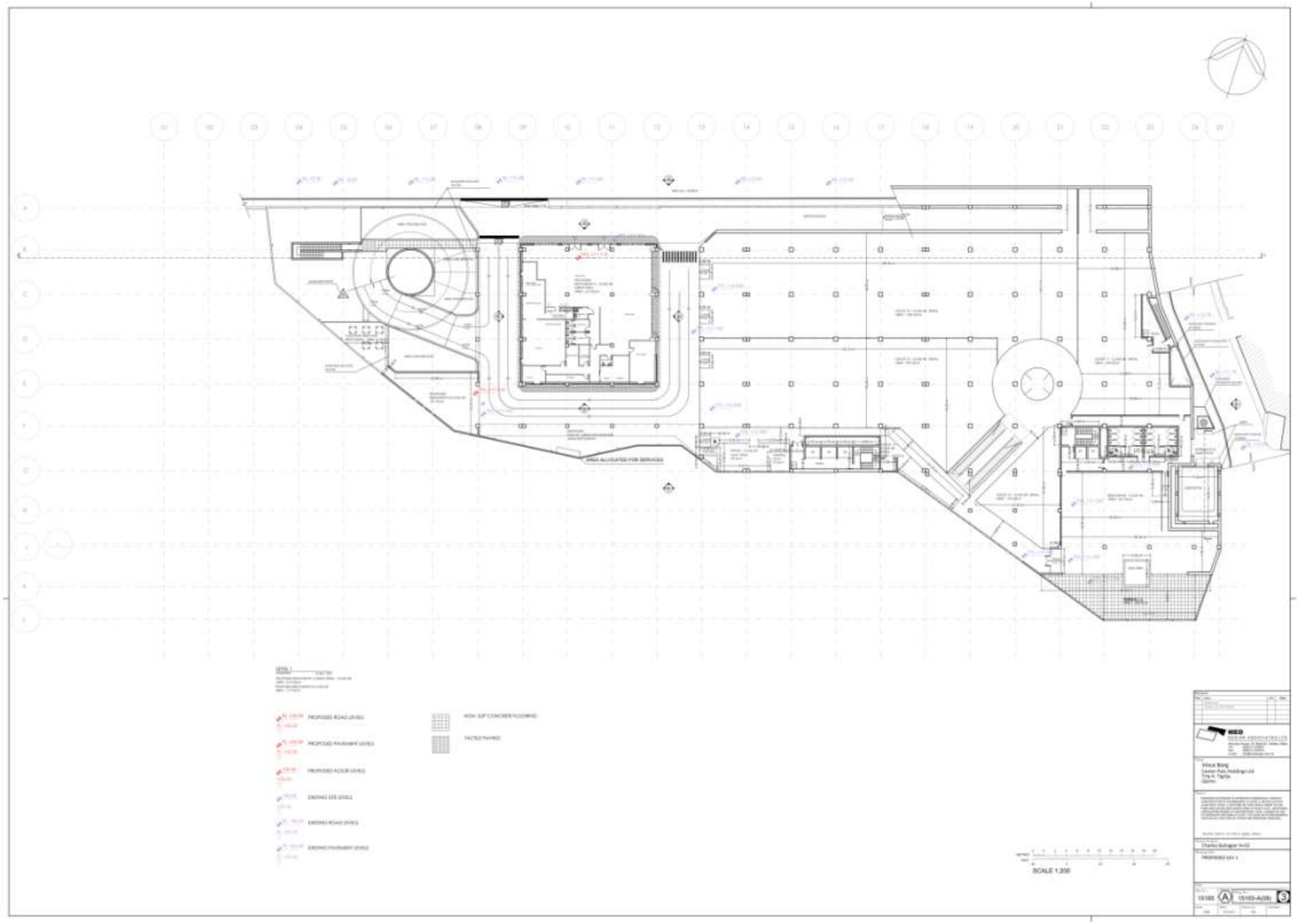


Figure 7: Proposed Second Floor Level

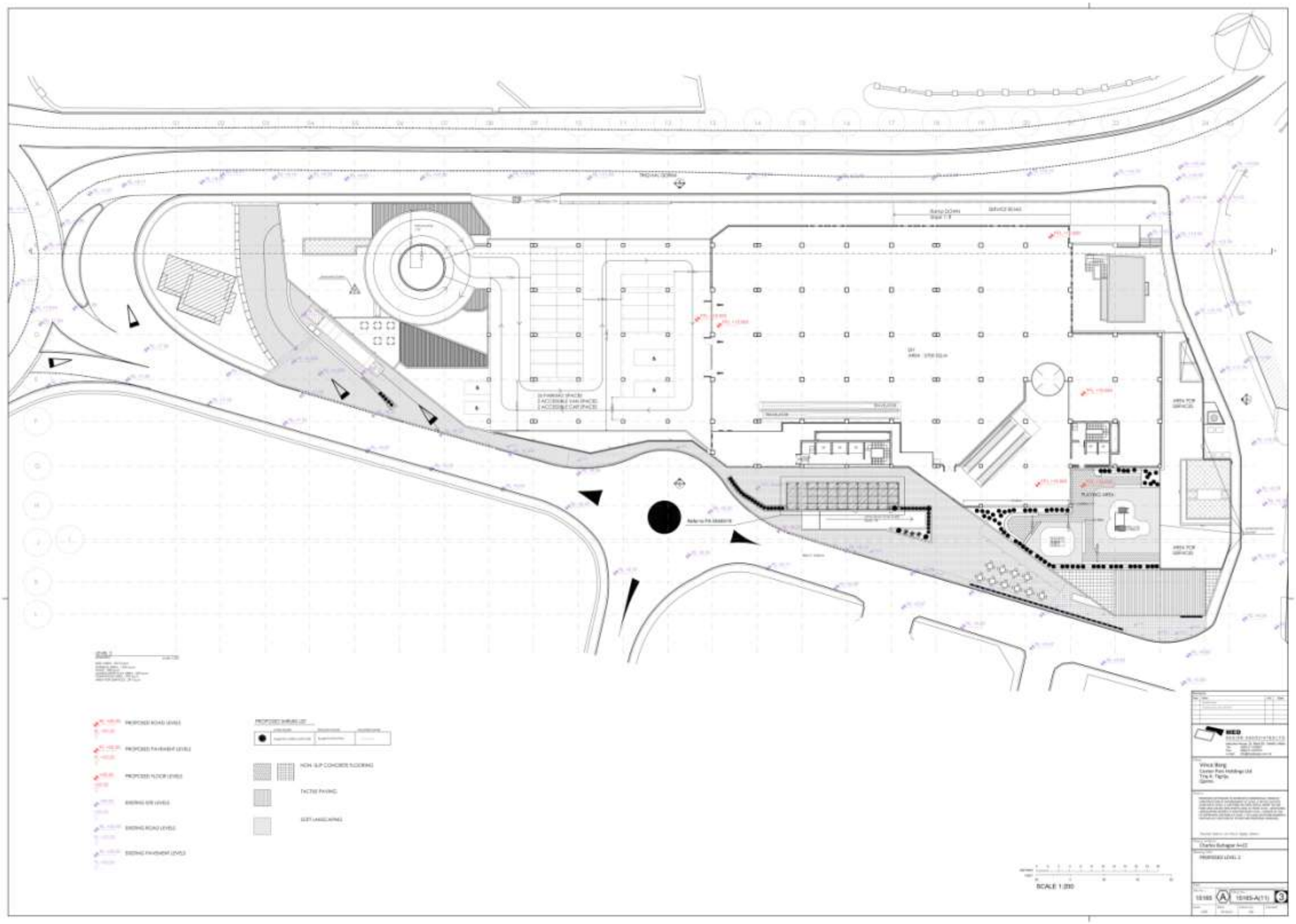


Figure 8: Proposed Third Floor Level

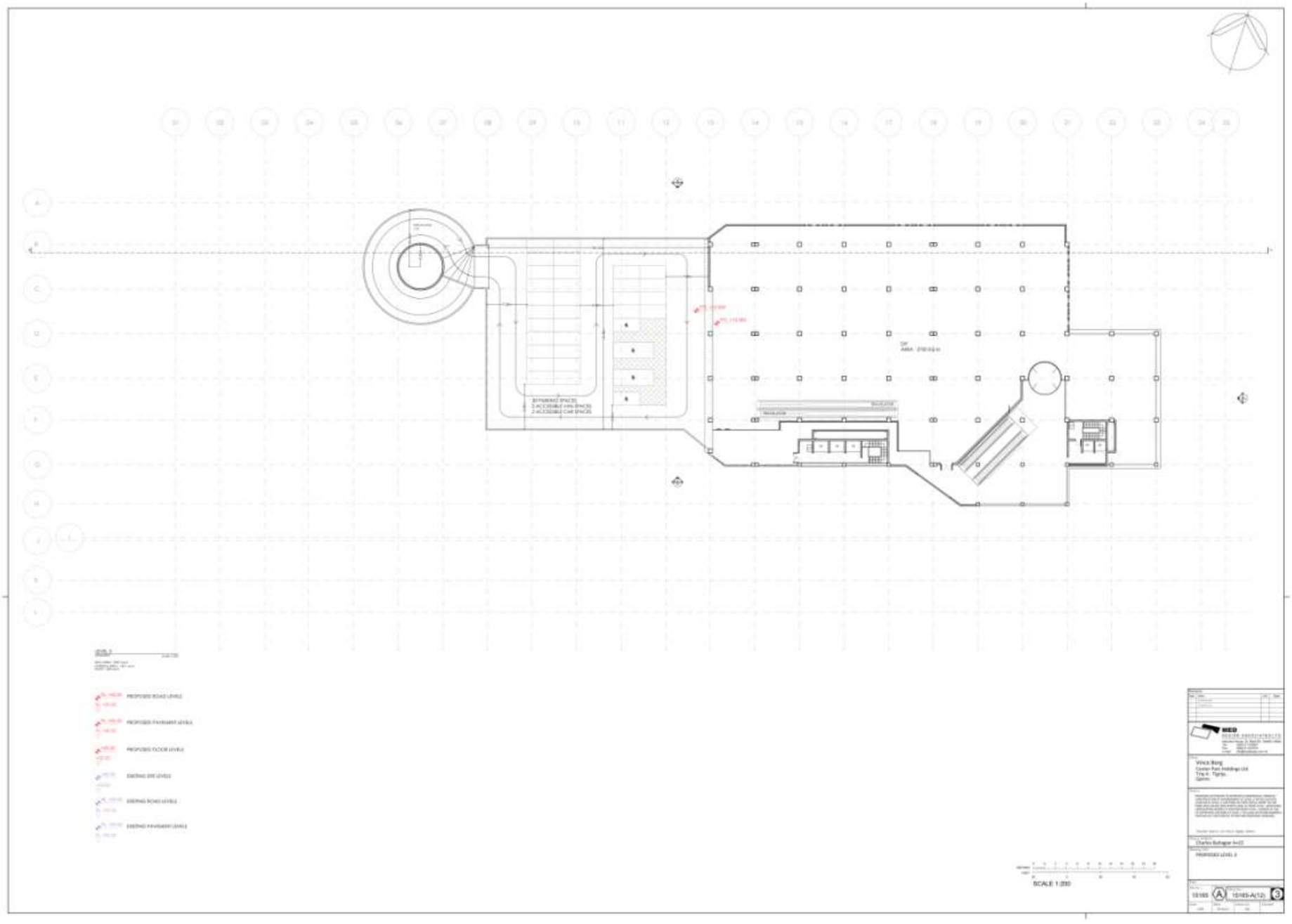
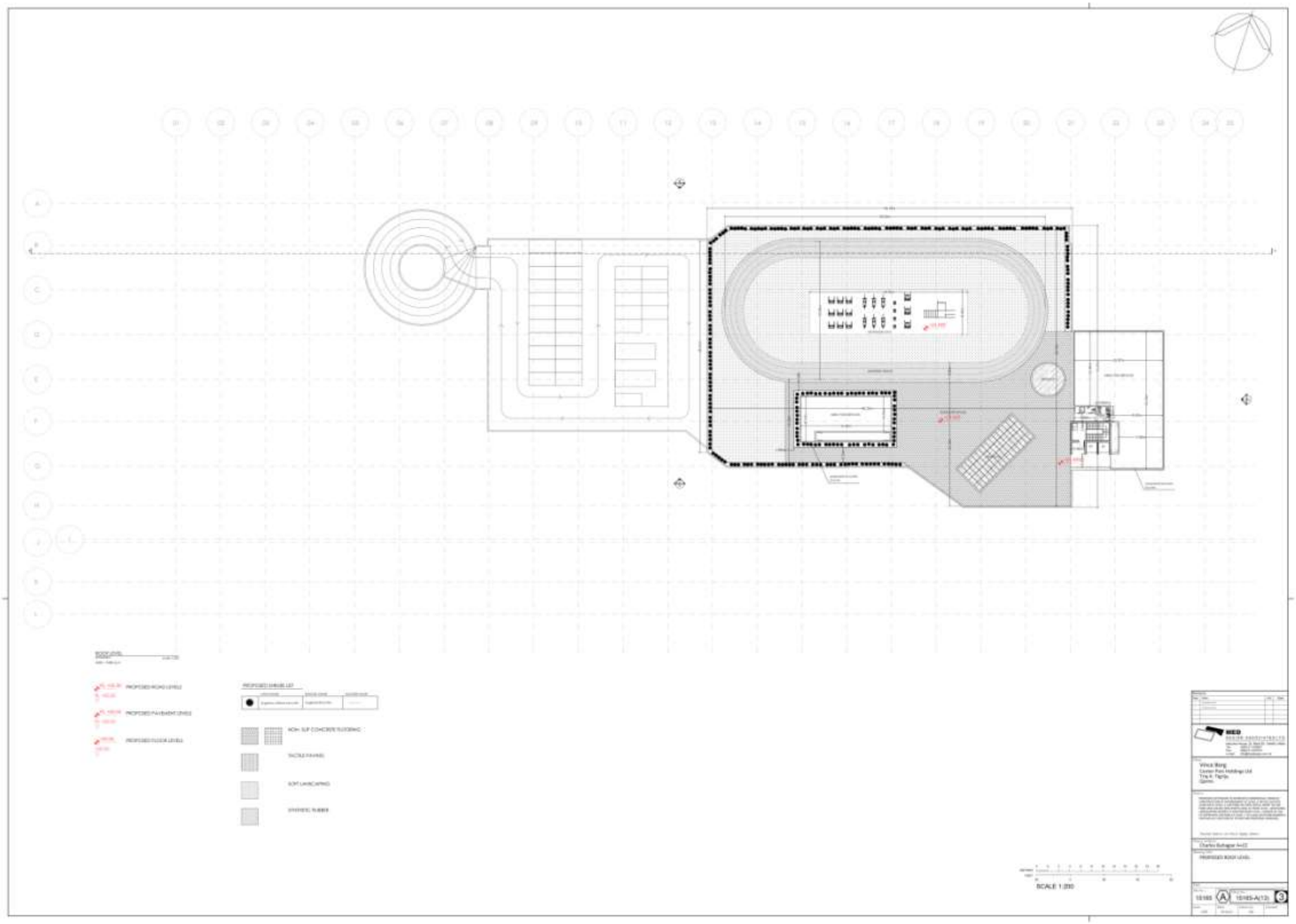


Figure 9: Proposed Roof Level



Access and Parking

34. The existing access and parking facilities will remain unchanged; however, the Scheme will result in a new access to the drive thru' restaurant and the provision of additional parking spaces spread over two levels. Access to the drive thru' restaurant and car parking will be via a new service road that will be accessed from Triq Ħal Qormi corner with Triq l-Isqof Francis Baldacchino. The new egress will be separate from the new access and will also be on Triq Ħal Qormi.

35. The new parking area will be above the drive thru' restaurant and will be spread across Level 2 and Level 3. There will be 26 car parking spaces, two accessible car spaces and two accessible van spaces at Level 2, and another 30 car parking spaces, two accessible car spaces and two accessible van spaces at Level 3.

36. In a document dated February 2021 and prepared by Crowdnet Ltd, it was estimated that the Scheme will generate an Annual Average Daily Traffic (AADT) of 1,377 primary trips (see **Appendix 1**).

Resources

Raw Materials

37. The main raw materials to be used in the construction of the Scheme, and their estimated volumes, are shown in **Table 1**.

Table 3: Estimated Raw Materials for Construction

Material	Estimated Quantity
Hollow concrete blocks	5,000 m^2
Other concrete materials (e.g. bases, strip foundations, flooring, slab, infill, columns, beams, lintels)	3,500 m^3
Limestone blocks	n/a
Damp proof course	1,000 m
Waterproofing membrane	6,500 m^2
Geo-textile membrane	n/a
Reinforcement	250,000 kg
Rendering	n/a

Energy

38. The existing electrical infrastructure already in place will be enough to cater for the future extension works.

39. It is noted that the electrical infrastructure already in place will be enough to cater for the extension of Centerparc. In order to reduce consumption, the building will be supplied with energy efficient VRF units and energy recovery lifts.

Water

40. Current water consumption levels are of approximately 12,000 m^3 per year. It is

estimated that the Scheme will result in an additional consumption of 12,000 m^3 per year.

41. Rainwater falling on the roofs is collected in an 82 m^3 reservoir and used for both irrigation purposes and the toilet flushing system. This rainwater collection system will be adjusted to collect rainwater falling on the new roof once the additional two floors are constructed.

Emissions and Waste

Construction Waste

42. There will be relatively little waste generated from the construction itself. In addition, there may be steel and aluminium offcuts, residual inert building material (like broken concrete blocks), and residual timber, as well as domestic waste generated by the workers. When the mechanical, electrical and finishing works begin, other wastes will likely include plastic conduit, copper wires covered in plastic, offcuts of steel supporting rods and cable trays, ceramic tiles, paper, plastic bags and other packaging waste for materials, aluminium offcuts, broken glass items, and gypsum soffit ceiling parts.

Operational Wastes

43. The Scheme will result in additional waste streams from the restaurant and DIY components.

44. The operation of the restaurants will generate food waste, packaging waste, and mixed municipal wastes. The DIY centre will mainly generate packaging waste. These waste streams will be transported to the disposal facilities by licensed carriers.

Wastewater

45. Rainwater from the roof of the building will be collected in an underground reservoir. The collected water will be used for irrigation purposes and the toilet flushing system.

46. Sanitary waste from toilets will be discharged directly to the sewer.

Emissions to Air

47. The construction processes are expected to generate minor dust emissions (both total suspended particulates and PM_{10}), which are temporary.

48. The operation of the Scheme will result in an increase in traffic flows in the area and associated impacts related to NO_2 and PM_{10} emissions. The Scheme will increase the site's AADT to an additional 1,377 vehicles.

Noise and Vibration

49. The increase in traffic will also result in increased noise emissions, especially on Triq Ħal Qormi and Triq it-Tiġrija.

45. There will be limited vibration during the construction of the Scheme since the

Scheme will not include excavation works.

Employment

50. The different construction phases will require the following number of employees as shown in the table below.

Table 4: Construction employees

Phase	Employees
Construction	25
Mechanical & Electrical Systems	30
Finishing	40
Total	95

51. There are currently a total of 92 employees working at Centerparc. The Scheme will result in the addition of 45 employees.

Construction Timing

52. Construction of the Scheme is expected to last nine months. It will be split into two phases: construction and finishing. The first phase will be five months long, whilst the second phase will be four months long.

53. It is expected that the Scheme will become operational from January 2023.

Construction Machinery

54. The construction machinery that will be used for the completion of the project will include:

- Excavators (2);
- Tower crane (1);
- Mobile cranes (2);
- Concrete mixers (2);
- Concrete pumps (1);
- Various machinery required for stone cutting and other hand tools; and
- Trucks / delivery trucks (4).

POTENTIAL ENVIRONMENTAL IMPACTS

55. Environmental impacts can be negative as well as positive and their assessment is important so as to better define the effects that a proposal may have on its receiving environment. At this stage in the process, a preliminary list of the potential environmental impacts from the operation of the Scheme can be identified. The list identifies only those potential impacts that could be significant.

56. The potential significant impacts from the construction and operation of the proposed extensions are considered to be:

- ***Impacts on cultural heritage****, from reconstruction of relocated mill and demolished farmhouse.* The plans include the reconstruction of these two elements.

- ***Traffic impacts****, from the operation of the Scheme.* The Scheme will result in an increase in the trips generated from what has been estimated for the approved uses. The current Scheme will generate an additional 1,377 trips daily. Hence, the Scheme will have an impact in respect of operational traffic, with implications for traffic flows, and to changes in air quality and traffic noise levels. A stand-alone air quality study is underway to assess the impact of the development on air quality.

- ***Impacts from waste****, generated during both construction and operational phases of the Scheme.* The construction, M&E and finishing phases will result in the generation of packaging waste and off-cuts from the different materials that will be used. The Scheme operation will generate additional waste streams to the approved development. This will include more packaging and food waste. The different waste streams will be transported to disposal facilities by licensed carriers.

- ***Impact on human populations****, in relation to potential negative impacts from increased activity in the vicinity, as well as increased air and noise pollution, and potential positive impacts from the provision of new commercial amenities.* The Scheme will result in an increased number of persons using / visiting the site, as well as increased traffic generation. The increased operational traffic could potentially increase emissions to air and noise emissions. On the other hand, the Scheme has the potential to enhance the commercial facilities available in the area.

MITIGATION PROPOSALS

57. Preliminary potential mitigation measures associated with the identified impacts arising from the Scheme include:

    - Careful consideration of the arrangements for energy and water supply, through the use of alternative energy technologies to maximise self-sufficiency and mechanisms to reduce water consumption, in the interests of protecting energy and water resources;

- Ensuring compliance with waste management regulations and the adoption of best practice in relation to operational waste management; and

- Ensuring the adoption of best practice environmental measures throughout the construction, including the formulation and implementation of a Construction Management Plan, with measures for mitigating noise, vibration, and dust impacts on air quality from the construction works (including construction traffic), as well as managing surface water. An appropriate operational monitoring regime will also be required.

Appendix 1:

Document prepared by Crowdnet Ltd.Re: AADT for the new Scheme

BOV 002-003

PA/08866/20

Centre Parc - Phase 2 - proposed extension to approved commercial complex approved in PA5491/16

Site at Centre Parc, Triq it-Tigrija &, Triq Hal-Qormi QORMI, MALTA

CALCULATION OF THE DAILY TRAFFIC GENERATED BY THE PROPOSED DEVELOPMENT

MAY 2021

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1. Scope

The scope of this report is the calculation of the annual average daily traffic generated by the proposed development.

2. The Development

The proposed development comprises the proposed extension to approved commercial comples approved in PA/5491/16. The proposal includes the construction of Supermarket at level 2, Retail Outlets Class 4B at level 3, Car Park on two levels, ramp to car park and leisure and sports area at roof level. Additional landsaping works ar existing roof level. Change of use of approved car park at level 1 to Class 4D establishments. Shifting of location of totoem and proposed signage.

The proposal fronts on Triq it-Tigrija and Triq Hal Qormi. Triq Hal Qormi which is a distributor road links Qormi to Hamrun. The site is located within the vicinity of Qormi Park and Ride, together with various other commercial outlets.

Existing		**Proposed interventions as per PA/08866/20**	
Level -2		**Level -2 (as existing)**	
Parking Spaces	256		
Accessible Parking Spaces	5		
Stairwell	4		
Lift	5		
Reservoir	1no.		
Stores	73.4		

Level -1		**Level -1 (as existing)**	
Parking Spaces	239		
Accessible Parking Spaces	5		
Stairwell	4		
Lift	5		
Level 0		**Level 0**	
Class 4B Retail	6,484		
Class 4C Cafeteria	110		
Gaming Parlour	86		
Lifts	5		
Stairwell	4		
Restrooms	4		
Level 1		**Level 1**	
Parking Spaces	33		
Accessible Parking Spaces	4		
Stairwell	4	Stairwell	4
Lift	5	Lift	5
Class 4B Retail	3,373		
Class 4D Restaurant	441	Class 4D Restaurant	802
Class 4A Office	52		
Restrooms	2	Restrooms	4

Proposed interventions as per PA/08866/20	
Level 2	
Parking Spaces	26
Accessible Parking Spaces	4
Stairwell	2
Lift	5
DIY Area	2,700

Playing Area	433
Level 3	
Parking Spaces	30
Accessible Parking Spaces	4
Stairwell	2
Lift	5
DIY Area	2,700
Level 4	
Area of Roof (Running track, outdoor gym & Green Roof)	3,458

3. Traffic Generated by the development

According to the Transport Impact Assessment compiled for this development, which uses trip generation rates which are adopted from other TIAs of similar developments, the trips generated by the development are as follows:

Class 4D Restaurant (802m^2 at First Floor)

	IN	OUT	Total
Weekday AM peak	0.64	0.48	1.12
Weekday PM peak	2.53	2.37	4.90
Weekend	4.39	3.53	7.92

Table 3.1: Trips attracted by new development per 100m^2 of retail (restaurant) per hour

	IN	OUT	Total
Weekday AM peak	5	4	10
Weekday PM peak	20	19	39
Weekend	35	28	64

Table 3.2: Traffic generated by proposed Restaurant per hour (802m^2)

DIY (2700m² at Second Floor and 2700m² at Third Floor)

	IN	OUT	Total
Weekday AM peak	0.64	0.48	1.12
Weekday PM peak	2.53	2.37	4.90
Weekend	2.38	1.72	4.00

Table 3.3: Trips attracted by the new development per 100m² of DIY per hour

	IN	OUT	Total
Weekday AM peak	35	26	61
Weekday PM peak	137	128	265
Weekend	129	93	216

Table 3.4: Traffic generated by proposed DIY per hour (5,400m²)

4. Calculation of daily traffic

Considering Class Class 4D Restaurant (802m^2)

Considering a typical day during the year, the following are the projected trips generated per hour.

TIME (hours)	**TRIPS GENERATED** (rates per hour)		**TRAFFIC GENERATED by 1774m^2 Restaurant**	
	IN	**OUT**	**IN**	**OUT**
01:00 – 02:00	0.00	0.00	0	0
02:00 – 03:00	0.00	0.00	0	0
03:00 – 04:00	0.00	0.00	0	0
04:00 – 05:00	0.00	0.00	0	0
05:00 – 06:00	0.00	0.00	0	0
06:00 – 07:00	0.00	0.00	0	0
07:00 – 08:00	0.11	0.01	1	0
08:00 – 09:00	0.54	0.08	4	1
09:00 – 10:00	0.39	0.40	3	3
10:00 – 11:00	0.54	0.37	4	3
11:00 – 12:00	0.67	0.40	5	3
12:00 – 13:00	0.93	0.20	7	2
13:00 – 14:00	0.55	0.52	4	4
14:00 – 15:00	0.37	0.59	3	5
15:00 – 16:00	0.28	0.85	2	7
16:00 – 17:00	0.53	0.71	4	6
17:00 – 18:00	0.63	0.78	5	6
18:00 – 19:00	0.90	0.96	7	8
19:00 – 20:00	1.45	0.58	12	5
20:00 – 21:00	1.97	1.02	16	8
21:00 – 22:00	1.11	1.21	9	10
22:00 – 23:00	0.05	0.57	0	5
23:00 – 24:00	0.03	0.42	0	3
TOTAL			**88**	**77**

Thus, the daily traffic generated by the Restaurant is of **166 trips**.

Considering DIY (5400m^2)

Considering a typical day during the year, the following are the projected trips generated per hour.

TIME (hours)	**TRIPS GENERATED** (rates per hour)		**TRAFFIC GENERATED by 1719m^2 Supermarket**	
	IN	**OUT**	**IN**	**OUT**
01:00 – 02:00	0	0	0	0
02:00 – 03:00	0	0	0	0
03:00 – 04:00	0	0	0	0
04:00 – 05:00	0	0	0	0
05:00 – 06:00	0	0	0	0
06:00 – 07:00	0	0	0	0
07:00 – 08:00	0.095	0	5	0
08:00 – 09:00	0.63	0	34	0
09:00 – 10:00	0.63	0.47	34	25
10:00 – 11:00	0.84	0.63	45	34
11:00 – 12:00	1.11	0.9	60	49
12:00 – 13:00	1.15	1.04	62	56
13:00 – 14:00	1.06	1.14	57	62
14:00 – 15:00	1.03	1.14	56	62
15:00 – 16:00	1	0.76	54	41
16:00 – 17:00	0.84	0.71	45	38
17:00 – 18:00	2.55	2.34	138	126
18:00 – 19:00	1.2	0.66	65	36
19:00 – 20:00	0	0.5	0	27
20:00 – 21:00	0	0	0	0
21:00 – 22:00	0	0	0	0
22:00 – 23:00	0	0	0	0
23:00 – 24:00	0	0	0	0
TOTAL			**655**	**556**

Thus, the daily traffic generated by the DIY is of **1211 trips**

5. Conclusion

All landuses presented in this report are relevant to establish the daily traffic generated by the full development proposed. The proposed DIY will generate a total of 1211 trips. The proposed Restaurant will generate 166 trips.

Therefore, overall the projected Annual Average Daily Traffic from the proposed development will be 1,377 Trips.