

Environmental Impact Assessment

Screening (According to Schedule IB of LN 114/2007)

PA file no.:	<u>PA 04917/09</u>	GF File no.:	<u>/</u>
Case Officer:	<u>Jonathan Orlando</u>	EA Officer:	<u>Josianne Abela Vassallo</u>
Project Title:	PA 04917/09 – Demolition of existing buildings and construction of a grade separated junction		
Location:	Site At, Triq Mikiel Anton Vassalli and Triq Tas- Sliema, Gżira / San Ġwann, and, Triq M. A. Vassalli, Msida.		
Date/s of Screening:	<u>30 April 2010</u>		

1. Brief History and Description of Proposal

A Project Description Statement (PDS) was prepared for PA 04917/09 and received by the Environmental Assessment Unit on 25 March 2010. This project proposes the upgrade of Junction EA15 which forms part of Route 1 of the Maltese arterial network shown in Figure 1 below. The proposal consists in the upgrading of a junction which involves the replacement of:

- The existing Kappara Roundabout into a partially grade-separated junction;
- Sections of Triq Mikiel Anton Vassalli (popularly known as Regional Road) and Triq tas-Sliema; and
- Parts of third party properties and the Wied Għolliġa Special Area of Conservation (SAC) of National Importance, by a grade separate junction designed to minimise congestion caused by the decreasing capacity of the Roundabout.

The proposal aims to provide:

- Strength and durability of roads which will contribute to smoother traffic flows and the reduction of the need for repairs;
- Improved road capacity and safety of links and junctions;
- Lowering of pollution levels due to improved junctions;
- More efficient use of water resulting from stormwater drainage systems and reservoirs.

The proposed project shall involve the upgrading of a 0.4km length of Triq Mikiel Anton Vassalli within which Junction EA15 is located. The road junction between Junctions EA14 and EA15 shall be of the 2-lane double carriageway configuration which will be retained in the fully grade separated section (Figure 2). Entry to and exit from the roundabout junction will be through flared diverge and merge slip roads. The section between Junction EA16 and EA 15 shall be of the 3-lane double carriageway type. The nearside lanes of carriageway will form the merge/diverge roundabout slip roads. The lane widths shall be 3.5m and footpaths shall be provided on both sides of the road. The existing bus stops shall be retained, through the inclusion of lay-bys.

2. Screening Matrix

The following screening matrix is based on information in the Project Description Statement (PDS) provided by the developer and the European Commission Guidance on Screening (2001). Explanatory details on use of the matrix can be found in Appendix I:

	Questions to be Considered	Identified potential impacts Briefly describe	Is this likely to result in a significant effect?			PDS reference.
			Yes <input type="checkbox"/>	No <input type="checkbox"/>	Unclear <input checked="" type="checkbox"/>	
1	Will construction, operation or decommissioning of the Project involve actions which will cause physical changes in the locality (topography, landuse, changes in water bodies, etc)?	Yes. The proposal consists in a major highway redesign including road widening and a new multi-level junction. Proposal will encroach on third party property, which consists of buildings (including residential properties), fields and part of the Special Area of Conservation (SAC) of National Importance of Wied Ghollieqa as per GN 223 of 2005. Displacement of uses and redesign of buildings near the existing roundabout is also envisaged.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Pg 11, 20
2	Will construction or operation of the Project use natural resources such as land, water, materials or energy, especially any resources which are non-renewable or in short supply?	Yes. Proposal will require materials, namely hardstone aggregates including limestone (10,000m ³), concrete (2,500m ³), granular material (32,400m ³), asphalt (2,500m ³), steel (400 tons) and energy. Such resources are neither renewable nor in such short supply as to be markedly affected by this project <i>per se</i> .	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Pg 49
3	Will the Project involve use, storage, transport, handling or production of substances or materials or energy, especially any resources which could be harmful to human health or the environment or raise concerns about actual or perceived risks to human health?	No.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	/
4	Will the Project produce solid wastes during construction, operation or decommissioning?	Yes. Excavation waste including municipal waste and hazardous waste such as waste oils, filters, bituminous materials and contaminated packaging. Such wastes will be generated during the construction phase.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Pg 64
5	Will the project release pollutants or any hazardous, toxic or noxious substances to air?	Yes, air emissions from traffic.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Pg 54, 55, 56

	Questions to be Considered	Identified potential impacts Briefly describe	Is this likely to result in a significant effect? Briefly justify	PDS reference.			
			<p>congestion in this particular area or in other areas due to traffic rerouting.</p> <p>An increase in traffic flows is predicted during the operational phase. As a result of the proposal, improvements in the road network relative to the problematic baseline situation is expected i.e. through the envisaged removal of a major bottleneck and smoother traffic flows as a result of the increased capacities of the links and junctions across this route. Nevertheless, the proposal is a major alteration of the road network in the area and will affect traffic flows both in the area itself and well beyond (since this is a major traffic artery connecting southern and northern Malta).</p> <p>Given the above, the likely impacts on air emissions from traffic during both the construction and the operation phases of the development are unclear and merit more detailed study.</p>				
6	Will the Project cause noise and vibration or release of light, heat, energy or electromagnetic radiation?	<p>Yes. Noise and vibration during construction phase from site clearance and excavation.</p> <p>Noise from vehicles during operation.</p>	<table border="1" data-bbox="954 996 1385 1048"> <tr> <td data-bbox="954 996 1098 1048">Yes <input type="checkbox"/></td> <td data-bbox="1098 996 1225 1048">No <input type="checkbox"/></td> <td data-bbox="1225 996 1385 1048">Unclear <input checked="" type="checkbox"/></td> </tr> </table> <p>Unclear. Noise impacts and vibration, to a lesser extent, are expected to be significant during construction works, although of a temporary nature. Standard mitigation measures during construction should be enforced in accordance with the Environmental Management Construction Site Regulations, 2007.</p> <p>The expected increase in traffic flows should result in an increase in noise during operation. Although it is predicted that the proposal will reduce traffic congestion, in view that the proposed reconstruction/upgrading will have a new surface and vibration levels are likely to be reduced, the residents of the houses/apartments located along the western and eastern peripheries of the road will be the most affected. Such impact is considered unclear.</p>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Unclear <input checked="" type="checkbox"/>	Pg 55
Yes <input type="checkbox"/>	No <input type="checkbox"/>	Unclear <input checked="" type="checkbox"/>					
7	Will the Project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?	<p>Yes. During construction, spillages of oils and lubes may result.</p> <p>Contaminated runoff and accidental spillages from the road surface during operations.</p>	<table border="1" data-bbox="954 1662 1385 1691"> <tr> <td data-bbox="954 1662 1098 1691">Yes <input type="checkbox"/></td> <td data-bbox="1098 1662 1225 1691">No <input checked="" type="checkbox"/></td> <td data-bbox="1225 1662 1385 1691">Unclear <input type="checkbox"/></td> </tr> </table> <p>No. Any spillages generated during the construction and operational phase are not likely to be significant. Any spillages during construction can be mitigated through the application of mitigation measures identified in the Environmental Management Construction Site Regulations, 2007. Other standard mitigation measures include sediment traps to filter the polluted and sediment-laden runoff from the road into the valley.</p> <p>Moreover, this impact is not expected to be significantly increased relative to the</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Unclear <input type="checkbox"/>	Pg 53
Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Unclear <input type="checkbox"/>					

	Questions to be Considered	Identified potential impacts Briefly describe	Is this likely to result in a significant effect? Briefly justify	PDS reference.
			baseline situation, taking in to account the net change in overall asphalted land cover and in surface runoff patterns.	
8	Will there be any risk of accidents during construction or operation of the Project which could affect human health or the environment?	No, other than those for any normal construction site or any normal intensive-traffic highway.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unclear No significant impacts are being envisaged for EIA purposes. Prima facie, junction improvements may also be conducive to reduced accident rates, but this aspect is addressed through other specialised channels and is considered to be outside the EIA remit.	/
9	Will the Project result in social changes for example, in demography, traditional lifestyles, employment?	<p>Yes. Between 20 to 50 employees during the construction phase. Employment generation during operations shall be limited to maintenance works.</p> <p>Property will need to be expropriated, including some fields, fuel station, a restaurant, dwellings, an excavated but vacant site and part of the SAC of National Importance of Wied Ghollieqa as per GN223 of 2005.</p> <p>No. Changes in demography, traditional lifestyles and employment in the area is not expected.</p>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unclear No significant changes in demography, traditional lifestyles and employment in the area are expected. Localised impacts on individual properties are potentially severe (albeit offset by compensatory measures), but not vis-à-vis EIA remit.	Pg 26, Sheet 8, 15-17
10	Are there any such factors which should be considered such as the consequential development which could lead to environmental effects or the potential for cumulative impacts with other existing or planned activities in the locality?	No.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unclear No significant impacts are being envisaged.	/
11	Are there any areas on or around the location which are protected under international or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the project?	Yes. The planned junction abuts and will encroach part of the Wied Ghollieqa which is designated as a Level 1 and Level 2 Area of Ecological Importance and Level 1 Site of Scientific Importance surrounded by a Level 3 and Level 4 buffer zones via GN 869 of 2009 (which supersedes GN 241 of 1997). The site has also been declared a Bird Sanctuary by virtue of LN 41 of 2003, a nature reserve under Schedule IV of the Trees and Woodlands (Protection) Regulations, 2001 (LN 12 of 2001). The site is also a Special Area of Conservation (SAC) of National	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear Unclear. Direct habitat clearance and disturbance may have an impact on both structure and function of the national SAC. In this regard the significance of the impacts arising from this proposal on the overall coherence of the national SAC are unclear. The main concerns arising from this project proposal vis-à-vis the national SAC site are likely to be: <ul style="list-style-type: none"> - Direct land clearance namely via the uprooting of protected species; - Edge effects (construction-phase 	Pg 38, 39

	Questions to be Considered	Identified potential impacts Briefly describe	Is this likely to result in a significant effect? Briefly justify	PDS reference.			
		Importance as per GN 223 of 2005. This valley is split into two parts by Triq Mikiel Anton Vassalli.	overspills, trampling within valley); - Impacts vis-à-vis water quantity reaching the watercourse. The impacts on the integrity of the national SAC as a result of this proposal are unclear. In fact, proposal also requires an Appropriate Assessment in terms of Article 19 of LN 311 of 2006 (based on Article 6 of Directive 92/43/EEC [EU Habitats Directive]). Impacts on valley ecology and valley hydrology may be broader in scope than afforded by the Appropriate Assessment.				
12	Are there any areas on or around the location which are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other water bodies, the coastal zone, mountains, forests or woodlands, which could be affected by the project?	Yes. The integration of the upper fully grade-separated road with the existing Triq Mikiel Anton Vassalli will require the taking up of parts of the protected valley i.e. Wied Ghollieqa a SAC of National Importance (GN 223 of 2005) and the uprooting of a substantial number of trees, some of which are protected (including <i>Ceratonia siliqua</i> , <i>Pinus halepensis</i>) under the Trees and Woodlands (Protection) Regulations, 2001 (LN 12 of 2001).	<table border="1" data-bbox="954 719 1385 748"> <tr> <td>Yes <input type="checkbox"/></td> <td>No <input type="checkbox"/></td> <td>Unclear <input checked="" type="checkbox"/></td> </tr> </table> <p>Unclear. Direct habitat clearance and disturbance may have an impact on both structure and function of the national SAC. In this regard the significance of the impacts arising from this proposal on the overall coherence of the national SAC are unclear.</p> <p>The main concerns arising from this project proposal vis-à-vis the national SAC site are likely to be:</p> <ul style="list-style-type: none"> - Direct land clearance namely via the uprooting of protected species; - Edge effects (construction-phase overspills, trampling within valley); - Impacts vis-à-vis water quantity reaching the watercourse. <p>The impacts on the integrity of the national SAC as a result of this proposal are unclear. In fact, proposal requires further assessment in terms of Article 19 of LN 311 of 2006 (based on Article 6 of Directive 92/43/EEC [EU Habitats Directive]). See also comment 11 above.</p>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Unclear <input checked="" type="checkbox"/>	Pg 26, 38, 39
Yes <input type="checkbox"/>	No <input type="checkbox"/>	Unclear <input checked="" type="checkbox"/>					
13	Are there any areas on or around the location which are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected by the project?	Yes. The proposed junction upgrade shall encroach on Wied Ghollieqa a SAC of National Importance (GN 223 of 2005). This valley is also designated as a Level 2 AEI, Level 1 SSI (GN 869 of 2009), Bird Sanctuary (LN 41 of 2003) and Nature Reserve (Woodland) (LN 12 of 2001).	<table border="1" data-bbox="954 1462 1385 1491"> <tr> <td>Yes <input type="checkbox"/></td> <td>No <input type="checkbox"/></td> <td>Unclear <input checked="" type="checkbox"/></td> </tr> </table> <p>Unclear. Direct habitat clearance and disturbance may have an impact on both structure and function of the national SAC. In this regard the significance of the impacts arising from this proposal on the overall coherence of the national SAC are unclear.</p> <p>The main concerns arising from this project proposal vis-à-vis the national SAC site are likely to be:</p> <ul style="list-style-type: none"> - Direct land clearance namely via the uprooting of protected species; - Edge effects (construction-phase overspills, trampling within valley); - Impacts vis-à-vis water quantity reaching the watercourse. <p>The impacts on the integrity of the national SAC as a result of this proposal are unclear. In fact, proposal requires</p>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Unclear <input checked="" type="checkbox"/>	Pg 38-40
Yes <input type="checkbox"/>	No <input type="checkbox"/>	Unclear <input checked="" type="checkbox"/>					

	Questions to be Considered	Identified potential impacts Briefly describe	Is this likely to result in a significant effect? Briefly justify	PDS reference.			
			further assessment in terms of Article 19 of LN 311 of 2006 (based on Article 6 of Directive 92/43/EEC [EU Habitats Directive]). See also comment 11 above.				
14	Are there any inland, coastal, marine or underground waters on or around the location which could be affected by the project?	<p>Yes. The relative proximity of the road to the coastline will be likely that the Mean Sea Level Aquifer in the underlying limestone bedrock is likely to be brackish to saline quality due to influence of the sea. Groundwater levels are expected to lie close to sea level.</p> <p>The proposal will further encroach on Wied Ghollieqa a SAC of National Importance (GN 223 of 2005). The proposal may increase surface water runoff and drainage from rainwater generated from Wied Ghollieqa.</p>	<table border="1" data-bbox="954 483 1385 533"> <tr> <td data-bbox="954 483 1098 533">Yes <input type="checkbox"/></td> <td data-bbox="1098 483 1225 533">No <input type="checkbox"/></td> <td data-bbox="1225 483 1385 533">Unclear <input type="checkbox"/><input checked="" type="checkbox"/><input type="checkbox"/></td> </tr> </table> <p>Unclear. It is planned that surface water runoff between nodes EA14 and EA15 will be focused on the valley features down to Ir-Ramla tal-Balluta and Id-Daħla ta' Tas-Sliema/Id-Daħla ta' Lazzarett creeks in Marsamxett Harbour. In the event that the proposed flood relief project is approved and implemented, it is expected that runoff will be discharged in Ta' Xbiex.</p> <p>The proposal also mentions the possibility for the construction of a reservoir underneath the current roundabout to harvest rainwater run-off. If the reservoir as considered by the applicant will be developed, this may improve the water quality within the valley since the latter would not receive contaminated surface run-off from the road.</p> <p>It is unclear, however, whether containment of such water will have an impact on the lower part of the valley in the form of decreased run-off passing through it and supplying its habitats and species.</p> <p>See also comment 11 above.</p>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Unclear <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	Pg 37
Yes <input type="checkbox"/>	No <input type="checkbox"/>	Unclear <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>					
15	Are there any areas or features of high landscape or scenic value on or around the location which could be effected by the project?	<p>Yes. The draft 'Landscape Assessment of the Maltese Islands' issued by MEPA indicates that the area in which the proposed development site is located is not of a particularly high landscape value. One of the elements which may contribute to this is the high retaining wall which 'separates' Kappara and Triq Mikiel Anton Vassalli.</p> <p>The North Harbours Local Plan considers Wied Ghollieqa as a SAC of National Importance (GN 223 of 2005), and as an Area of High Landscape Sensitivity.</p>	<table border="1" data-bbox="954 1339 1385 1366"> <tr> <td data-bbox="954 1339 1098 1366">Yes <input type="checkbox"/></td> <td data-bbox="1098 1339 1225 1366">No <input type="checkbox"/></td> <td data-bbox="1225 1339 1385 1366">Unclear <input checked="" type="checkbox"/></td> </tr> </table> <p>Unclear. Although the site is located within an urban context, it is not clear whether the proposal will have an effect on the Wied Ghollieqa, which is also designated as an Area of High Landscape Sensitivity presumably in view of its serving as a relatively natural 'oasis' and strategic open space between heavily urbanised areas such as Kappara, Gżira, Msida and the University/Mater Dei grounds.</p>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Unclear <input checked="" type="checkbox"/>	Pg 38
Yes <input type="checkbox"/>	No <input type="checkbox"/>	Unclear <input checked="" type="checkbox"/>					

	Questions to be Considered	Identified potential impacts Briefly describe	Is this likely to result in a significant effect? Briefly justify	PDS reference.
16	Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?	Yes, but these are integrated into the project itself. Indeed, the project also seeks to improve the interface of the Regional Road motorway with other main roads serving the surrounding urban areas.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unclear No major changes are expected, other than those related to the project itself.	Pg 51
17	Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the project?	Yes. The proposed junction upgrade is aimed at addressing existing congestion points due to current roundabout.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unclear No significant impacts are being envisaged in view that the proposal is aimed at improving existing congestion points.	Pg 26
18	Is the project in a location where it is likely to be highly visible to many people?	Yes. The proposal will result in the intensification of an existing land use within an urban environment. The proposed grade separated junction, replacing the existing roundabout, will be visible to many people, namely residents and motorists.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unclear No. The proposed junction improvement is not considered to be out of context with adjacent buildings and uses. Although, the use will be intensified, the proposed upgrade is not expected to be out of scale considering the current land use i.e. that of one of the busiest existing roads at national level.	Pg 26
19	Are there any areas or features of historic or cultural importance on or around the location which could be affected by the project?	No.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unclear No impacts to features of historic or cultural importance are envisaged.	/
20	Is the project located in a previously undeveloped area where there will be loss of greenfield land?	Yes, part of the proposal will encroach on existing fields and part of the Wied Ghollieqa a SAC of National Importance (GN 223 of 2005).	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear Unclear. Direct habitat clearance and disturbance may have an impact on both structure and function of the national SAC. In this regard the significance of the impacts arising from this proposal on the overall coherence of the national SAC are unclear. The main concerns arising from this project proposal vis-à-vis the national SAC site are likely to be: <ul style="list-style-type: none"> - Direct land clearance namely via the uprooting of protected species; - Edge effects (construction-phase overflows, trampling within valley); - Impacts vis-à-vis water quantity reaching the watercourse. The impacts on the integrity of the national SAC as a result of this proposal are unclear. In fact, proposal requires further assessment in terms of Article 19 of LN 311 of 2006 (based on Article 6 of Directive 92/43/EEC [EU Habitats	Pg 26

	Questions to be Considered	Identified potential impacts Briefly describe	Is this likely to result in a significant effect? Briefly justify	PDS reference.			
			Directive]). See also comment 11 above.				
21	Are there existing land uses on or around the location e.g. homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying which could be affected by the project?	Yes. Junction EA 15 is located in an area which is sandwiched between Gżira and Kappara, two densely populated settlements which are predominantly residential. There are a number of schools, offices and commercial establishments located in the vicinity of the proposed junction. Site will also encroach part of the Wied Għolliqqa a SAC of National Importance (GN 223 of 2005).	<table border="1" data-bbox="954 483 1385 535"> <tr> <td>Yes <input type="checkbox"/></td> <td>No <input type="checkbox"/></td> <td>Unclear <input checked="" type="checkbox"/></td> </tr> </table> <p>Unclear. Such developments, in particular schools, generate substantial traffic loads with the morning trips coinciding with the weekday AM peaks. Although the proposal is not expected to be out of context with most of the existing neighbouring land uses, it being an intensification of an already existing land use, the impact of the proposal on the protected area is unclear. Furthermore, the impacts on the Wied Għolliqqa SAC as per comment above are still considered to be unclear.</p>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Unclear <input checked="" type="checkbox"/>	Pg 43, 38, 39
Yes <input type="checkbox"/>	No <input type="checkbox"/>	Unclear <input checked="" type="checkbox"/>					
22	Are there any plans for future land uses on or around the location which could be affected by the project?	None that are known of.	<table border="1" data-bbox="954 927 1385 956"> <tr> <td>Yes <input type="checkbox"/></td> <td>No <input checked="" type="checkbox"/></td> <td>Unclear <input type="checkbox"/></td> </tr> </table> <p>No significant impacts are envisaged.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Unclear <input type="checkbox"/>	/
Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Unclear <input type="checkbox"/>					
23	Are there any areas on or around the location which are densely populated or built up, which could be affected by the project?	Yes. Junction EA15 is located in an area which is sandwiched between Gżira and Kappara, two densely populated settlements which are predominantly residential.	<table border="1" data-bbox="954 1102 1385 1131"> <tr> <td>Yes <input type="checkbox"/></td> <td>No <input checked="" type="checkbox"/></td> <td>Unclear <input type="checkbox"/></td> </tr> </table> <p>No. The proposal is not expected to be out of context with existing neighbouring land uses, being an intensification of an already existing land use.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Unclear <input type="checkbox"/>	Pg 43
Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Unclear <input type="checkbox"/>					
24	Are there any areas on or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities which could be affected by the project?	Yes. Schools and Zammit Clapp hospital lie in close proximity to the proposal.	<table border="1" data-bbox="954 1296 1385 1326"> <tr> <td>Yes <input type="checkbox"/></td> <td>No <input checked="" type="checkbox"/></td> <td>Unclear <input type="checkbox"/></td> </tr> </table> <p>No. Given that the proposal involves the intensification to an existing land use i.e. road junction, significant impacts are not expected.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Unclear <input type="checkbox"/>	Pg 43 and Figure 0-2.
Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Unclear <input type="checkbox"/>					
25	Are there any areas on or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, which could be affected by the project?	No, other than already identified above.	<table border="1" data-bbox="954 1599 1385 1628"> <tr> <td>Yes <input type="checkbox"/></td> <td>No <input checked="" type="checkbox"/></td> <td>Unclear <input type="checkbox"/></td> </tr> </table> <p>No significant impacts are envisaged, other than already identified above.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Unclear <input type="checkbox"/>	/
Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Unclear <input type="checkbox"/>					
26	Are there any areas on or around the location which have already subject to pollution or environmental	Yes. The existing road network has already by-passed the Wied Għolliqqa a SAC of National Importance (GN 223 of 2005). Encroachment to this protected site will intensify such damage further.	<table border="1" data-bbox="954 1928 1385 1957"> <tr> <td>Yes <input type="checkbox"/></td> <td>No <input type="checkbox"/></td> <td>Unclear <input checked="" type="checkbox"/></td> </tr> </table> <p>Unclear. Direct habitat clearance and disturbance may have an impact on both structure and function of the national SAC. In this regard the significance of the impacts arising from this proposal on the</p>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Unclear <input checked="" type="checkbox"/>	Pg 26
Yes <input type="checkbox"/>	No <input type="checkbox"/>	Unclear <input checked="" type="checkbox"/>					

	Questions to be Considered	Identified potential impacts Briefly describe	Is this likely to result in a significant effect? Briefly justify	PDS reference.			
	damage e.g. where existing legal environmental standards are exceeded, which could be affected by the project?		<p>overall coherence of the national SAC are unclear.</p> <p>The main concerns arising from this project proposal vis-à-vis the national SAC site are likely to be:</p> <ul style="list-style-type: none"> - Direct land clearance namely via the uprooting of protected species; - Edge effects (construction-phase overflows, trampling within valley); - Impacts vis-à-vis water quantity reaching the watercourse. <p>The impacts on the integrity of the national SAC as a result of this proposal are unclear. In fact, proposal requires further assessment in terms of Article 19 of LN 311 of 2006 (based on Article 6 of Directive 92/43/EEC [EU Habitats Directive]).</p>				
27	Is the project location susceptible to earthquakes, or subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	No. The project is located within a built-up area which is not susceptible to earthquakes etc, except for flash floods and consequent runoff management issues.	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Yes <input type="checkbox"/></td> <td style="text-align: center;">No <input checked="" type="checkbox"/></td> <td style="text-align: center;">Unclear <input type="checkbox"/></td> </tr> </table> <p>No significant impacts are expected relative to the problematic baseline situation vis-à-vis surface runoff at the roundabout junction and its urban side streets. The project actually seeks to introduce currently inexistent measures (such as catchment reservoirs and new drainage/overflow culverts) to improve the situation.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Unclear <input type="checkbox"/>	/
Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Unclear <input type="checkbox"/>					

Summary of features of the Project and of its location indicating the need for EIA.

Based on the information provided in the Project Description Statement (PDS) proposal qualifies for an EIA (EPS) under Category II Projects Sections 2.1.2.1 and 2.1.2.2 of the EIA Regulations (Legal Notice 114 of 2007).

Detailed screening based on the criteria outlined in Schedule IB of the same Regulations, indicated that the proposal has unclear impacts with regards to the following environmental parameters:

1. Air quality impacts likely to arise during the construction and operational phases of the proposal, the latter in view of the predicted increases in traffic flows. Such impact may also affect areas beyond Kappara;
2. Noise impacts on the sensitive receptors, namely residents, in particular during the operation phases;
3. Impacts on the Wied Ghollieqa SAC and its ecology due to direct land clearance, namely via the uprooting of a number of protected species, edge effects and impacts on water quantity reaching the watercourse. This aspect is also being addressed through a request for an Appropriate Assessment since direct habitat clearance and disturbance are likely to have an impact on the structure and function of the national SAC; and,
4. Localised landscape and visual impacts.

Given the above, the EIA (EPS) should be targeted and focused on the above-listed environmental parameters.

Appendix I: Explanatory notes on the Screening matrix

The matrix is designed to help users decide whether Environment Impact Assessment (EIA) is required for a project, based on the characteristics of the project, its environment, and any other relevant information. Essentially, it consists of 2 complementary sets of criteria, as follows:

Checklist A (Screening Criteria)

Each question in Column 2 should be answered as **YES**, **NO** or **UNCLEAR** (as relevant) and a concise explanation for the answer should be provided. An indication as to whether the factor in question is expected to result in any significant effect should then be entered into Column 3 with a note of the reasons why. Should difficulty be encountered in evaluating significance, Checklist B below should be used for guidance.

Checklist B (Criteria for Evaluating Significance)

A useful simple check to help determine significance is to ask whether the effect is one that ought to be addressed in the development consent decision or in any permit conditions. At the early stage of Screening there may be little information on which to base this decision but the following list of questions may be helpful. The questions are designed so that a "Yes" or "Unclear" answer in Column 3 will generally point towards the need for EIA (and/or other appropriate measures in line with EIA regulations) and a "No" answer to EIA not being required.

Questions to be Considered.

- 1 Will there be a large change in environmental conditions?
- 2 Will new features be out-of-scale with the existing environment?
- 3 Will the effect be unusual in the area or particularly complex?
- 4 Will the effect extend over a large area?
- 5 Will there be any potential for transfrontier impact?
- 6 Will many people be affected?
- 7 Will many receptors of other types (fauna and flora, businesses, facilities) be affected?
- 8 Will valuable or scarce features or resources be affected?
- 9 Is there a risk that environmental standards will be breached?
- 10 Is there a risk that protected sites, areas, and features will be affected?
- 11 Is there a high probability of the effect occurring?
- 12 Will the effect continue for a long time?
- 13 Will the effect be permanent rather than temporary?
- 14 Will the impact be continuous rather than intermittent?
- 15 If it is intermittent will it be frequent rather than rare?
- 16 Will the impact be irreversible?
- 17 Will it be difficult to avoid, or reduce or repair or compensate for the effect?