



PA/08985/21

PROPOSED SHOWROOM AND OFFICES, L-IMRIEHEL

PROJECT DESCRIPTION STATEMENT



Version I: August 2022



Report Reference:

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Quality Assurance

Proposed Showroom and Offices (PA/08985/21) Project Description Statement August 2022

Report for: **San Ġwakkin Limited**

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 the “*Proposed excavation and construction of four levels of underground parking, proposed construction of showroom [Class 4B] at ground and first floor levels, proposed construction of offices [Class 4A] at second, third and set-back fourth floor levels. Proposed signage on facades.*”. The project has been commissioned by San Ġwakkin Ltd, hereinafter referred to as ‘the Applicant’; the project is hereinafter referred to as ‘the Scheme’.
2. The Scheme site is located in L-Imrieħel, as shown in **Figure 1**.

ALTERNATIVE SITE SELECTION

3. The Applicant did not consider any alternative sites for the Scheme.

LOCATION OF SITE

4. The proposed development (hereinafter referred to as the Scheme) is located on a 2,471 m² site on Triq l-Intornjatur within L-Imrieħel’s *Central Business District*.

CHARACTERISTICS OF THE SCHEME SITE

5. The Central Malta Local Plan (Mrieħel Industrial Area Policy Map) designates the Scheme site as a Commercial Area (**see Figure 2**).
6. **Figure 3** shows images of the Scheme site as it is currently. The site is a greenfield site that includes a derelict structure.
7. The Scheme site also includes a number of trees as shown in **Figure 4**. The survey of the existing Scheme site includes three pine trees.

Figure I: Location of the Scheme Site



Location of site

Legend

Location of site

PA/08985/21: Propsed showroom and offices, L-Imrieħel



Map by:

Adi
ASSOCIATES

Client: San Gwakkın Ltd

Ref: SGL003

Date: 7/2022

PA\Mapping\Adi\PD\SISGL003 - Mrieħel Showroom + Offices

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Figure 2: Policy map (Scheme site showcased with a blue boundary)

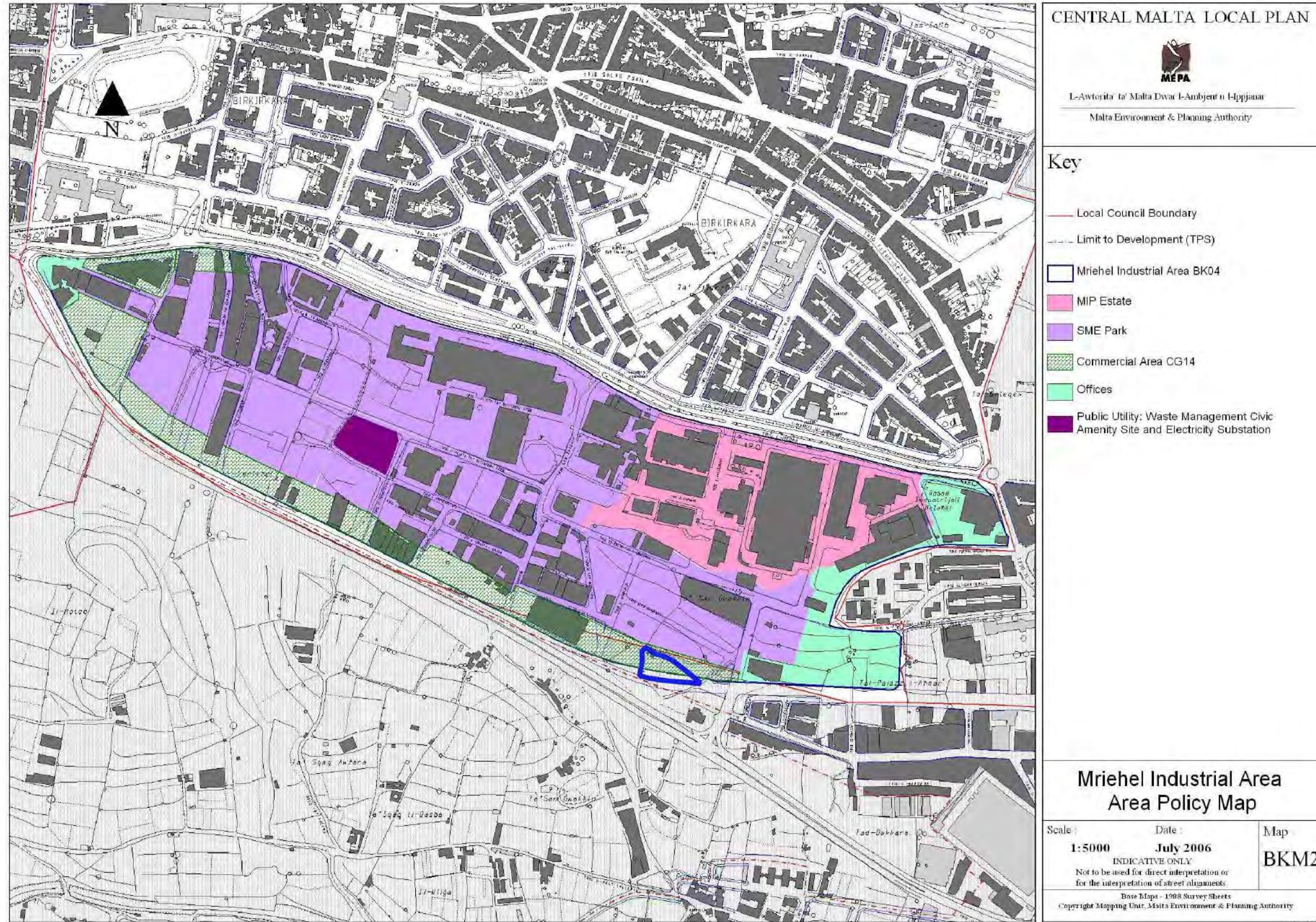


Figure 3: Images of the Scheme site



CHARACTER OF THE AREA AROUND THE SCHEME SITE

Land Uses

8. A land use survey was carried out for an area of approximately 250 m around the Scheme site. The land uses are illustrated in **Figure 5**, and various images of the surrounding area are shown in **Figure 6**.
9. The Area of Study (AoS) is divided by the arterial road Vjal Ir-Royal Malta Artillery. The area to the south of this road is characterised by agriculture. There are also some remnant agricultural pockets to the north of the arterial road.
10. The dominant land uses to the north of Vjal Ir-Royal Malta Artillery are industrial and commercial uses. This part of the AoS is located within the former L-Imrieħel industrial estate, now referred to as the *Central Business District*. The area to the north of the Scheme site is currently being developed into a *food processing hub*.
11. There are three residential pockets within the AoS: one along Triq San Ġwakkin to the south of Vjal Ir-Royal Malta Artillery, another close to the Scheme site between Triq L-Industrija and Triq Il-Kummerċ and another between Triq Pietru Dacoutros and Triq Il-Palazz L-Aħmar. The residences include terraced houses, maisonettes, and apartments.

Figure 4: Existing survey



Figure 5: Land uses

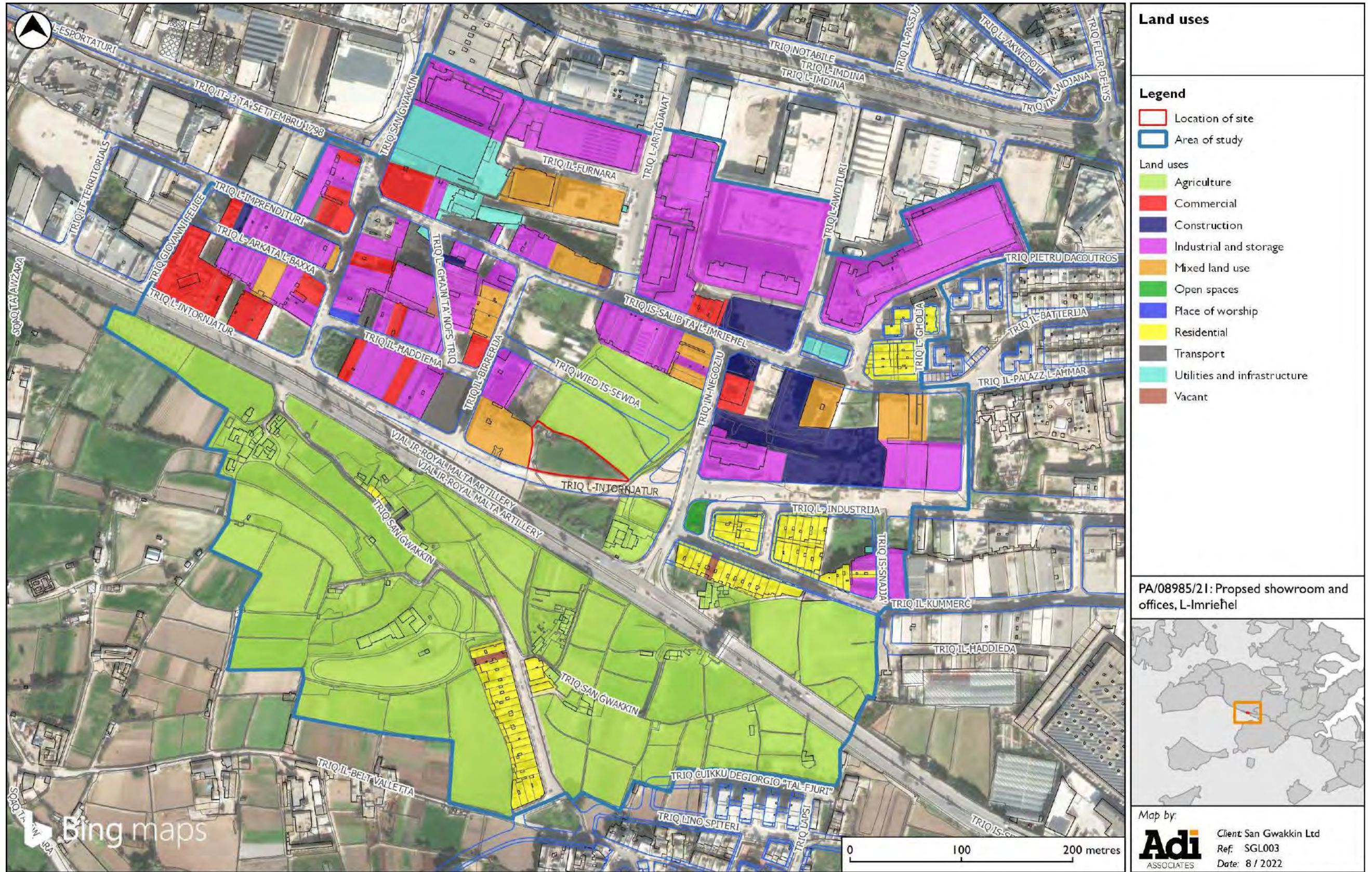


Figure 6: Images of the land uses in the vicinity of the Scheme Site



Mixed retail and office block adjacent to Scheme site



Agricultural land



Warehousing



Residential pocket



Developments under construction



Open spaces

Geology and hydrology

12. The underlying geology of the area around the Scheme site is shown in **Figure 7**. The Scheme site is located in an area characterised by Middle Globigerina Limestone and bordering the Lower Globigerina Limestone Formation (South-Eastern corner). The Scheme site is located on the Malta Mean Sea Level Aquifer and is outside the Groundwater Safeguard Zone.

Cultural heritage designations

13. There are no environmental designations close to the Scheme site. The Scheme site itself has a number of rubble walls that are vernacular rural features. **Figure 8** illustrates the cultural heritage designations in the area around the Scheme site. The closest scheduled cultural heritage feature to the Scheme site is a Muxrabija window (approximately 145 m). The feature is a Grade 2 feature (G.N. 1262/16). The Muxrabija is a Maltese vernacular architectural feature, which helps to circulate air of a building and concurrently enable persons inside the house to check the outside without being seen. Other scheduled features in the L-Imrieħel area include the Grade 2 Farsons Brewery (G.N. 522/12), which has been conserved and integrated in a redevelopment project and the Grade 1 Wignacourt Aqueduct (G.N. 790/94).
14. The Central Malta Local Plan shows that there are a number of recorded Punic tombs in the surrounding area. These tombs are classified as Class E. Class E refers to documented sites that are no longer visible. Hence any development application on these sites should be preceded by a scheme of investigation approved by the Superintendence of Cultural Heritage (SCH). The Planning Authority and the SCH reserve the right to change the assigned class following the investigations.

Figure 7: Geology map

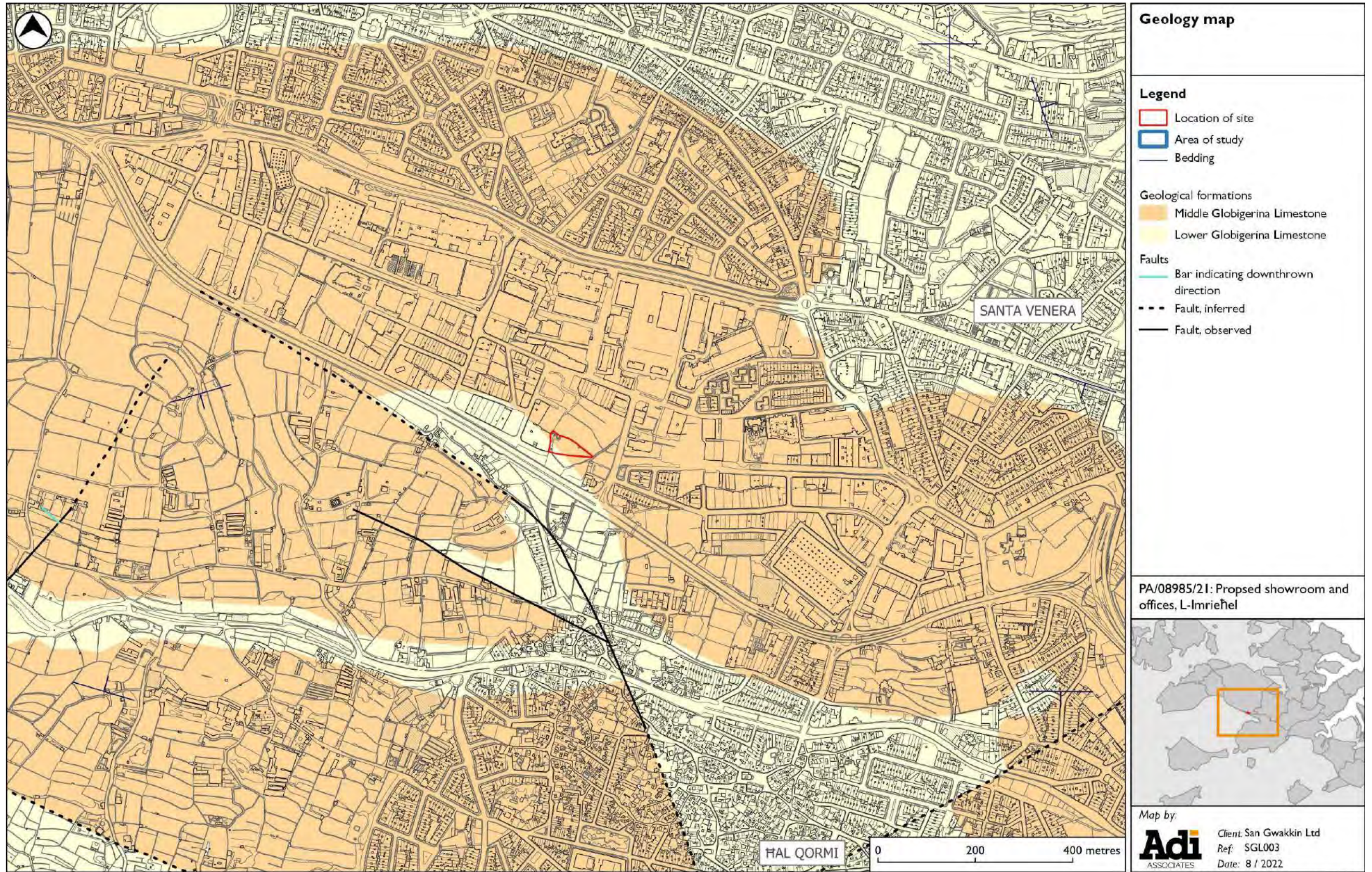
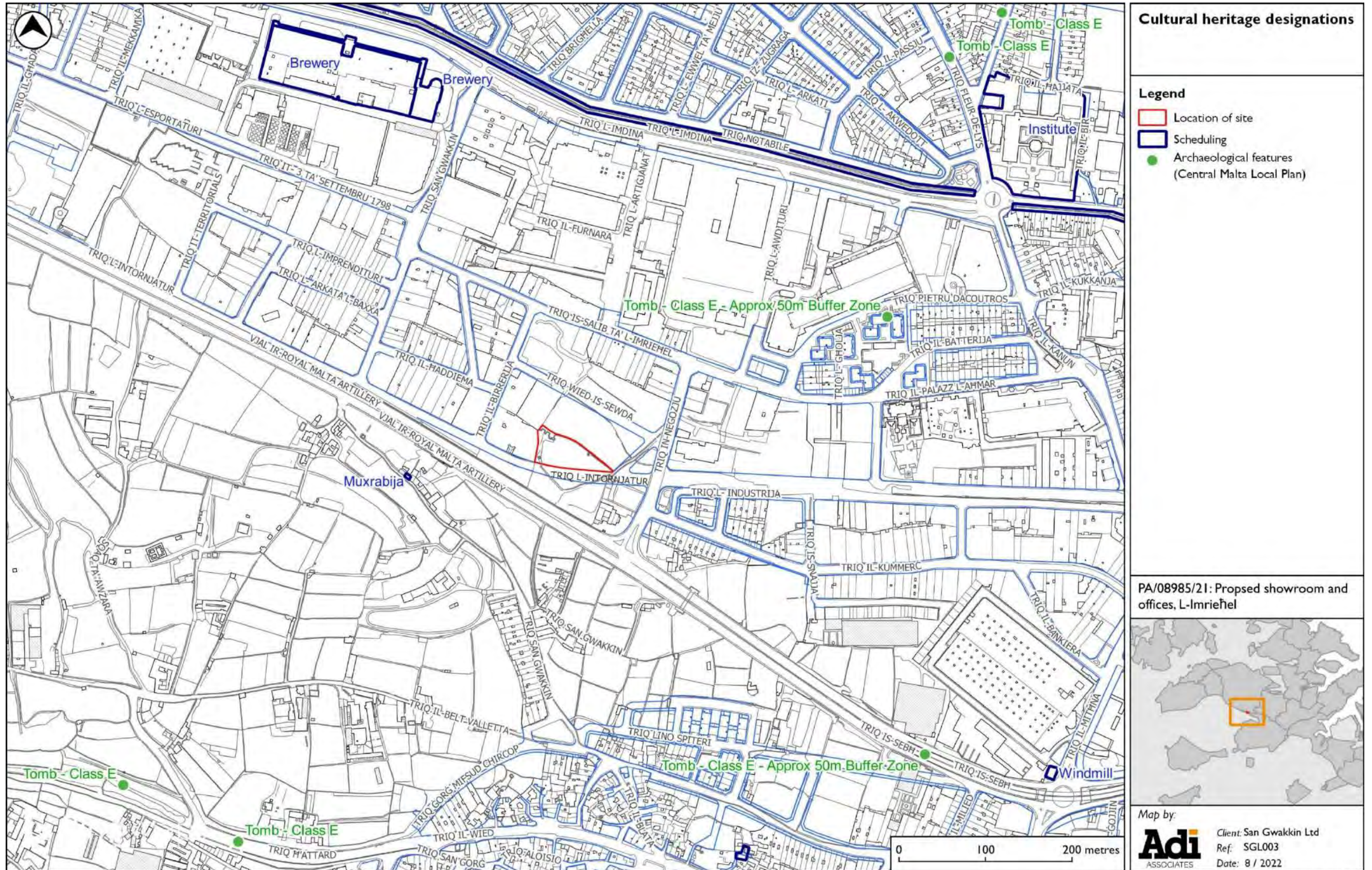


Figure 8: Cultural heritage designations



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DESCRIPTION OF THE SCHEME

15. The Scheme takes the form of a five-storey commercial block comprising two levels of showroom space (Level 0 and Level 1) and open plan offices (Levels 2 to 4). The Scheme will include four basement levels dedicated to car parking. **Figures 9 to 20** show the plans for the different levels, the proposed sections, and the proposed elevation.
16. The site fronts the new section of Triq L-Intornjatur, an *access only* road. This road links to Triq Il-Birrerija, Triq In-Negozju, and Triq I-Industrija.
17. The distribution of the proposed land uses is described in the following table.

Table 1: Schedule of accommodation

Land use	Units
Office	5,995 m ²
Showroom	3,302 m ²
Parking	185 car spaces 12 bicycle racks

18. Access to the Scheme car park will be via Triq L-Intornjatur through a 6 m wide access ramp. The car park is spread on four levels (Level -4 to Level -1). The Scheme will have 44 parking spaces on Level -1, 46 parking spaces on Level -2, 53 parking spaces on Level -3 and 42 parking spaces on Level -4, for a total of 185 car parking spaces.
19. The Scheme will include five accessible-for-all parking car spaces and two accessible-for-all van spaces.
20. The plans also include 12 cycle racks for 24 bicycles to encourage employees and visitors to reach the Scheme using alternative modes of transport. Six bicycle racks will be located at Level -1 and another six bicycle racks will be available at street level. The plans also include various shower facilities, for the showroom at Level 1, and on each office floor level.

Figure 9: Proposed Level -4

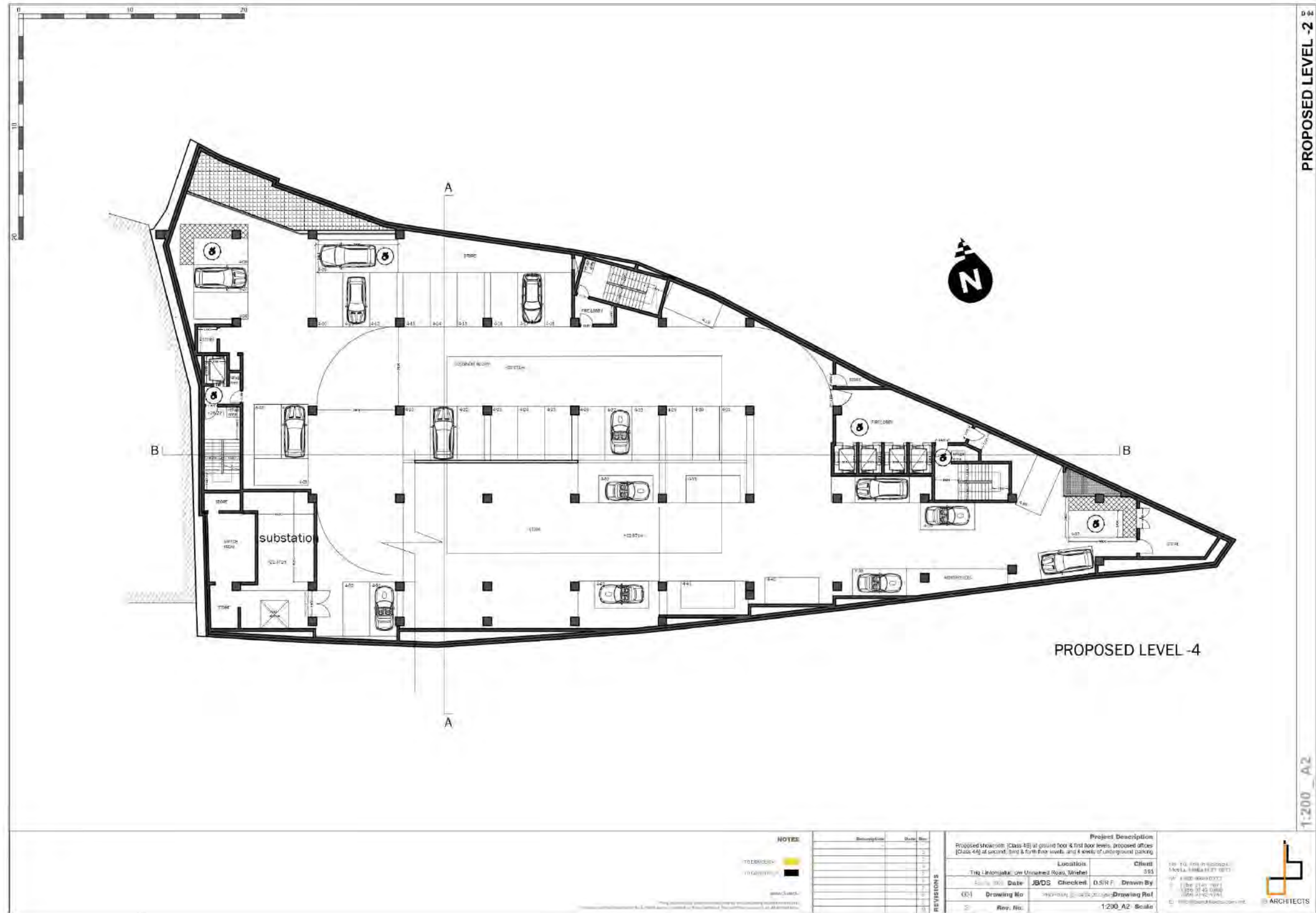


Figure 10: Proposed Level -3

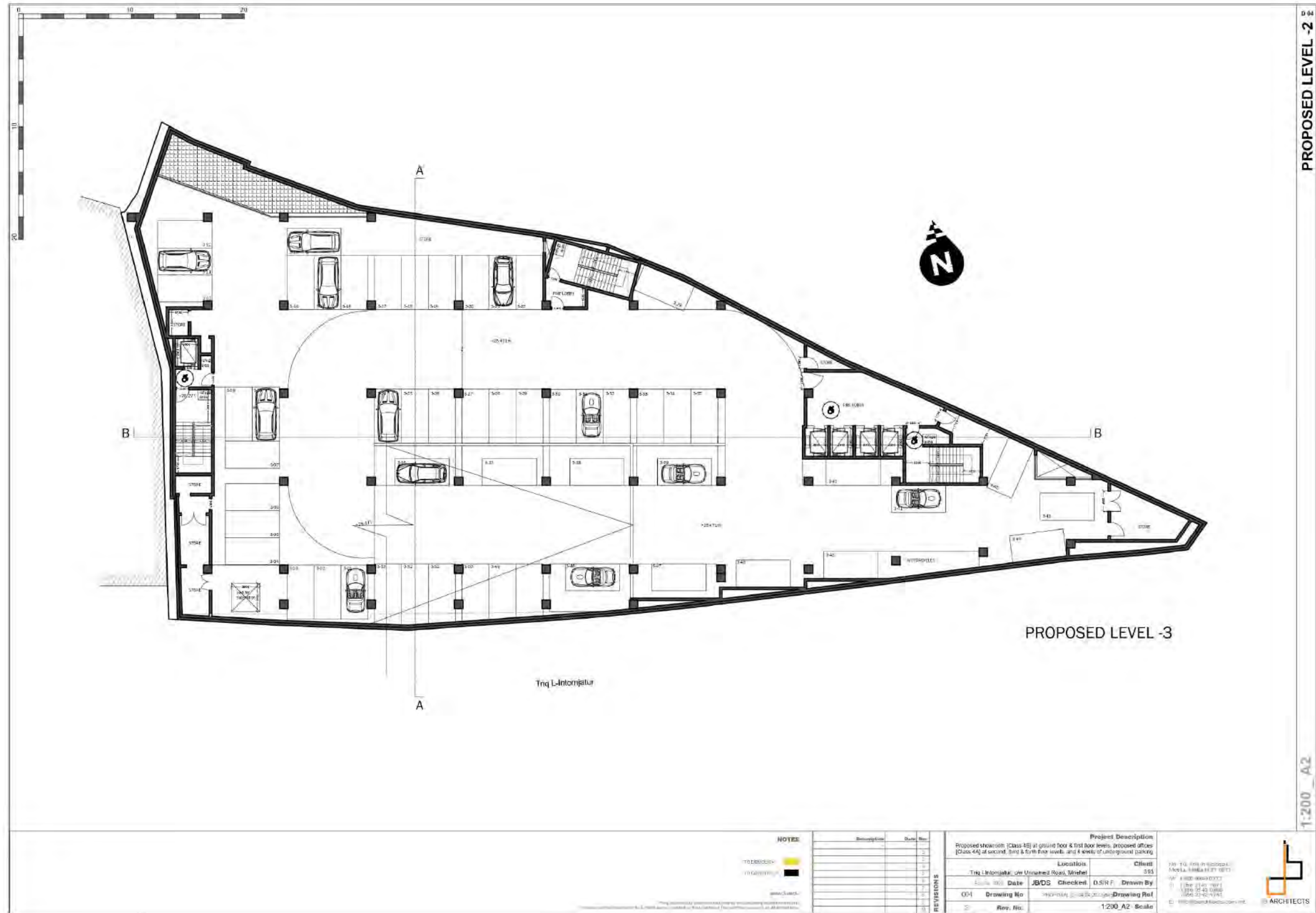


Figure 11: Proposed Level -2

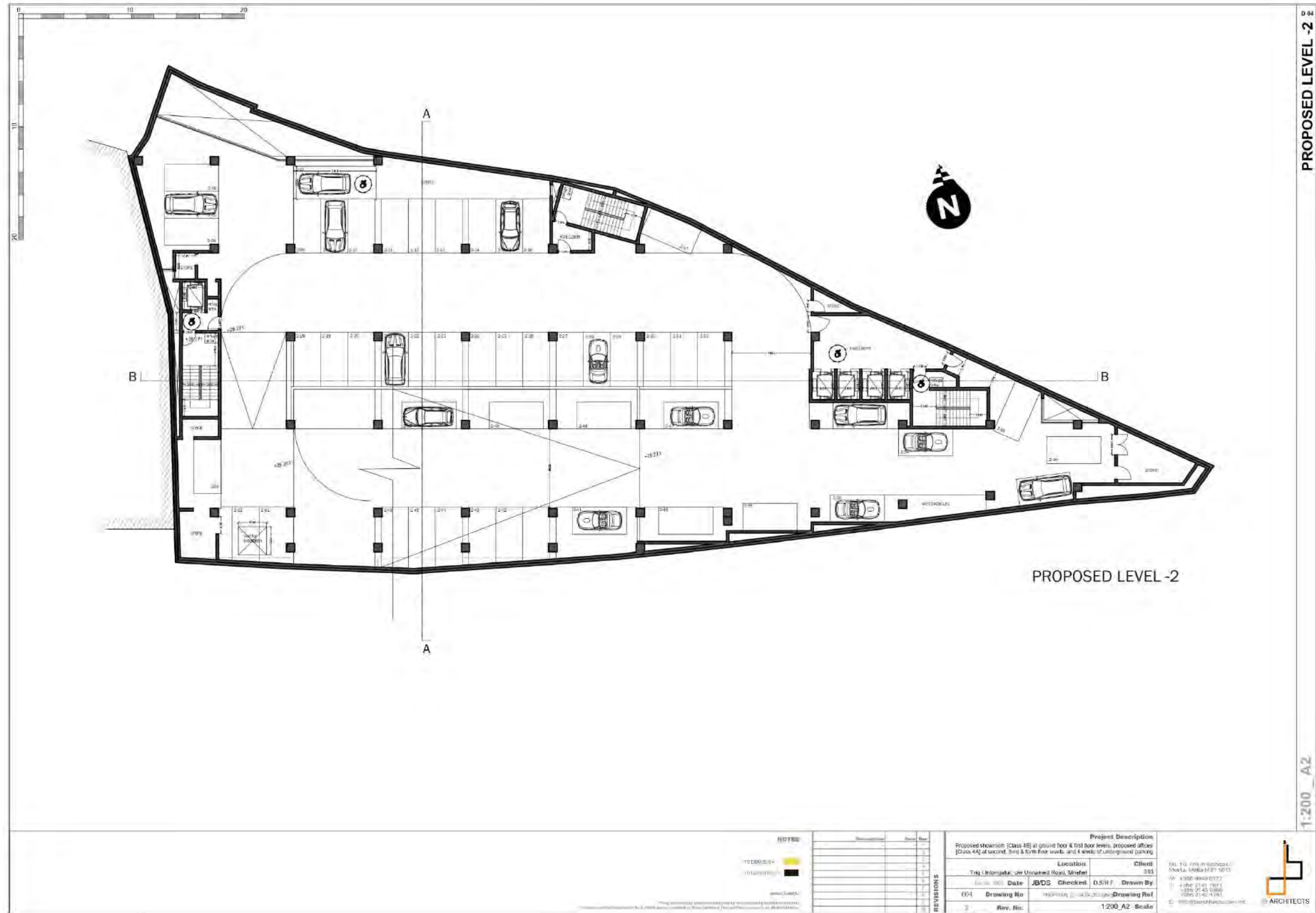


Figure 12: Proposed Level -1

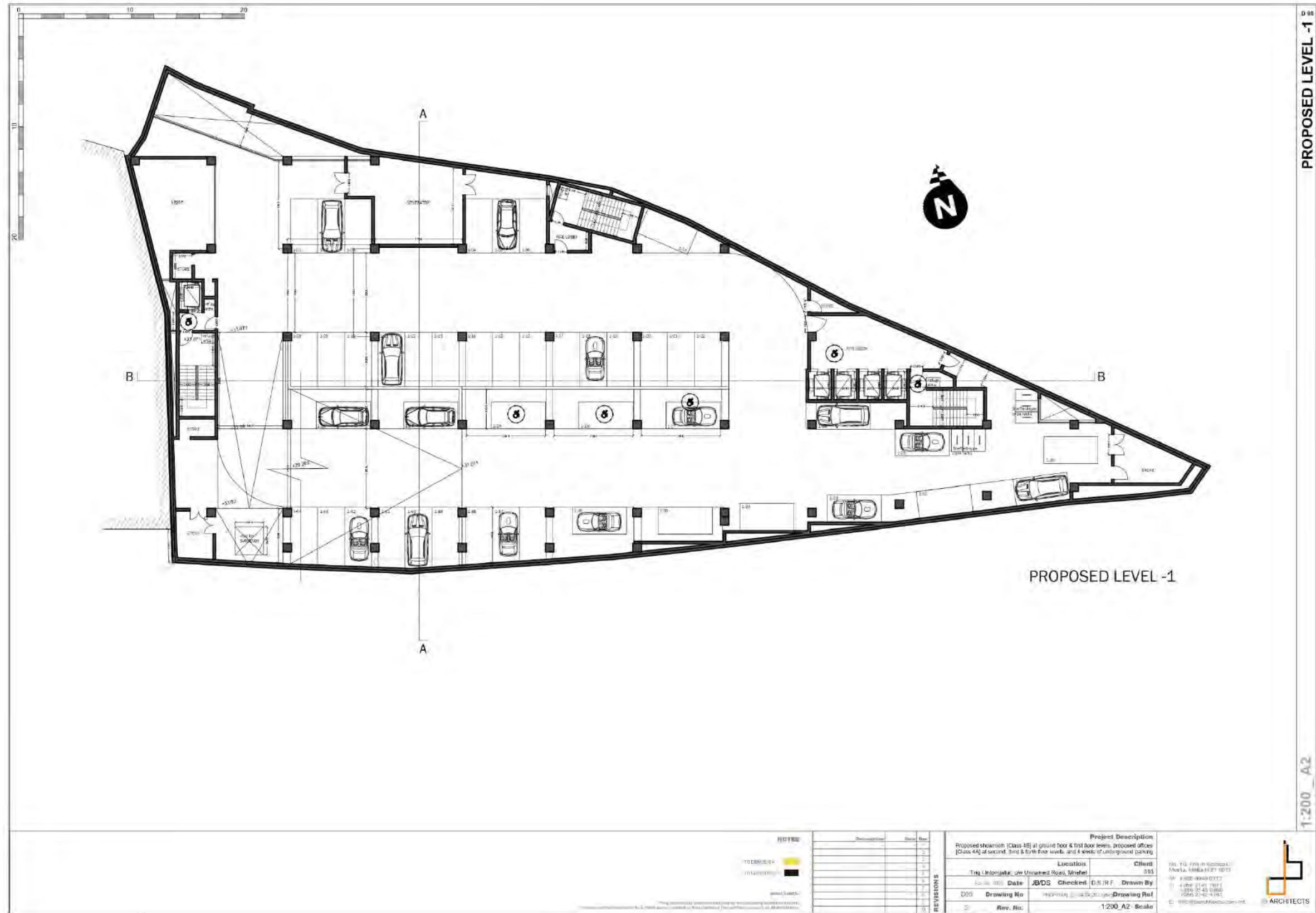


Figure 13: Proposed Level 0

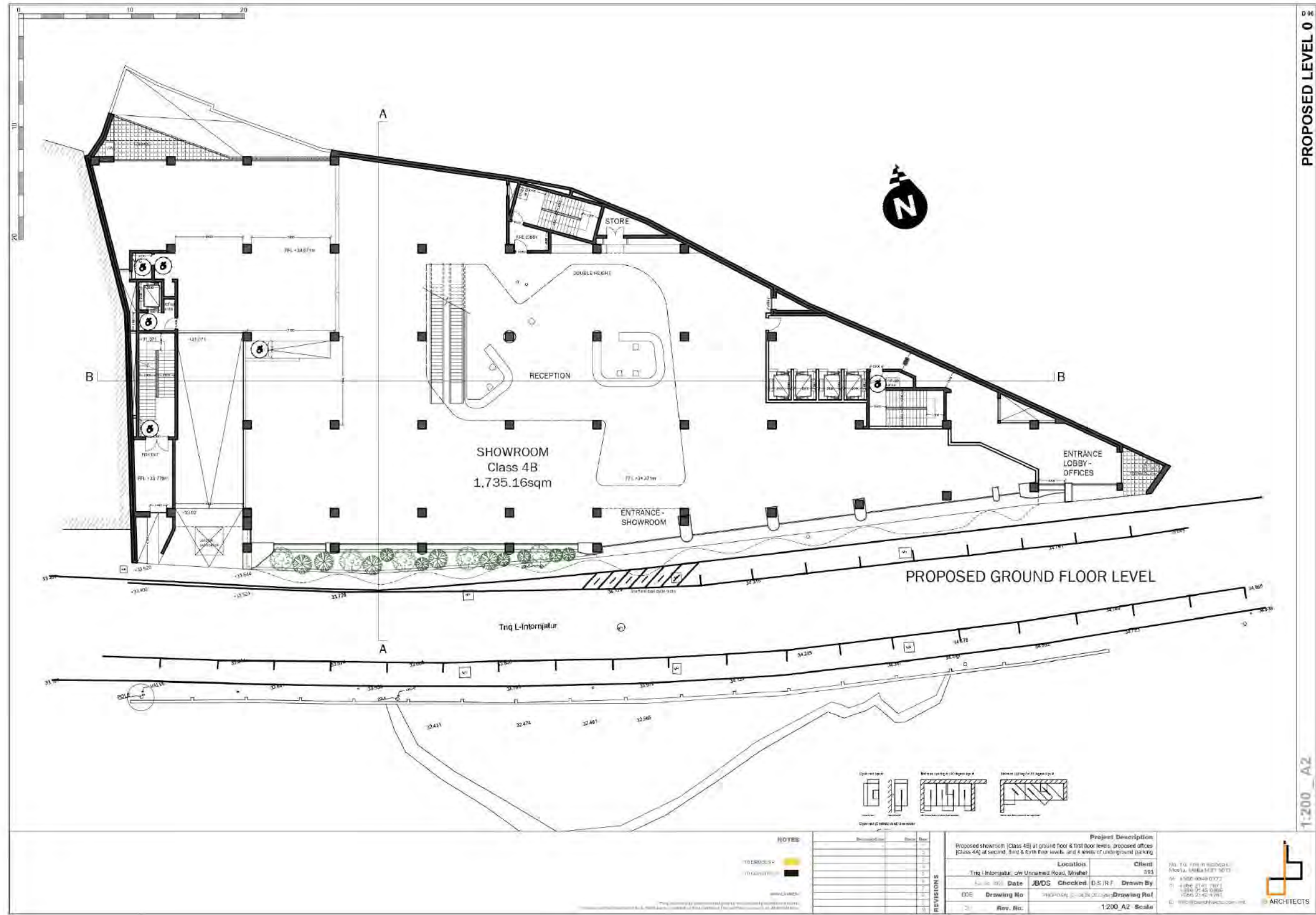


Figure 14: Proposed Level I

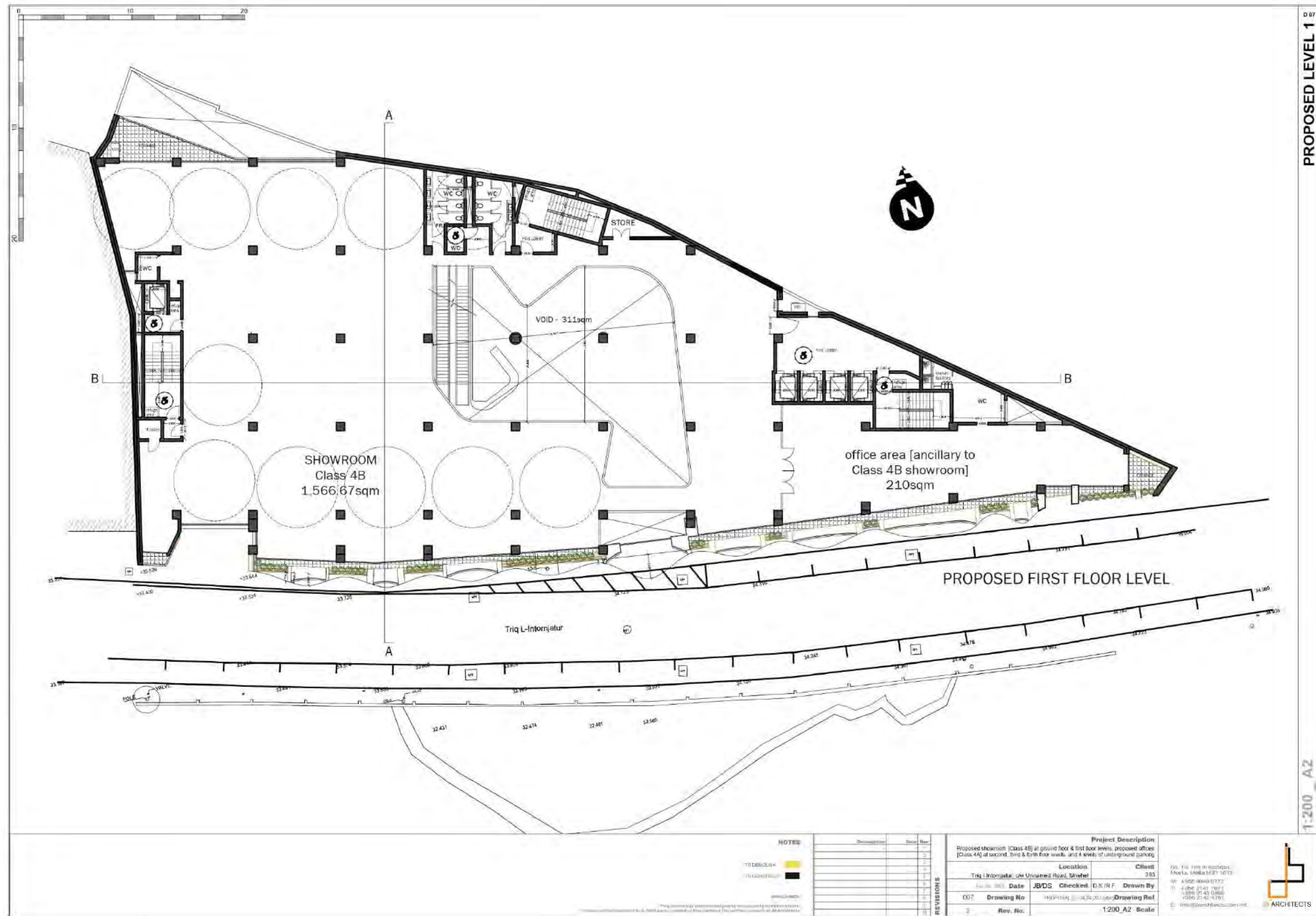


Figure 15: Proposed Level 2

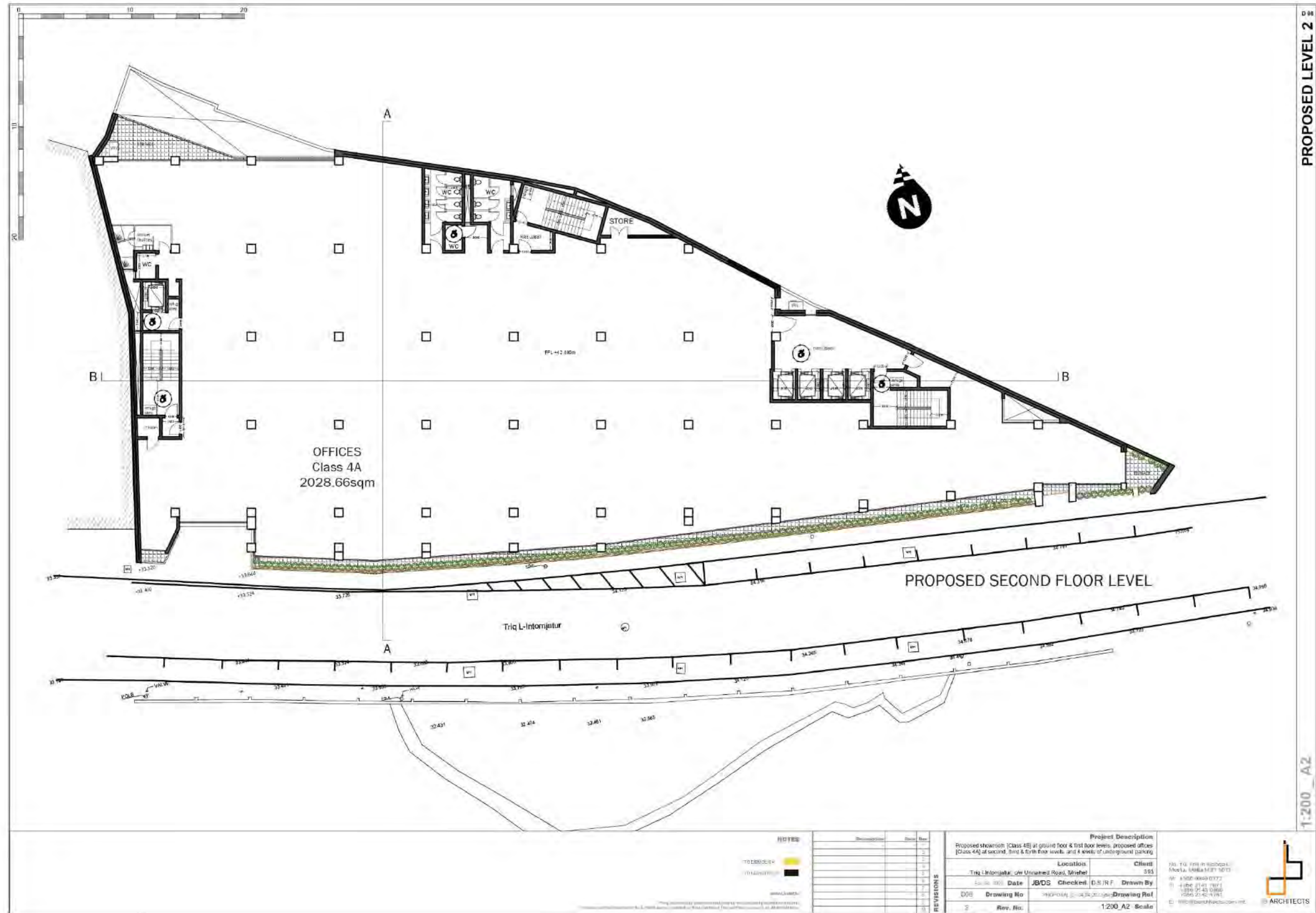


Figure 16: Proposed Level 3

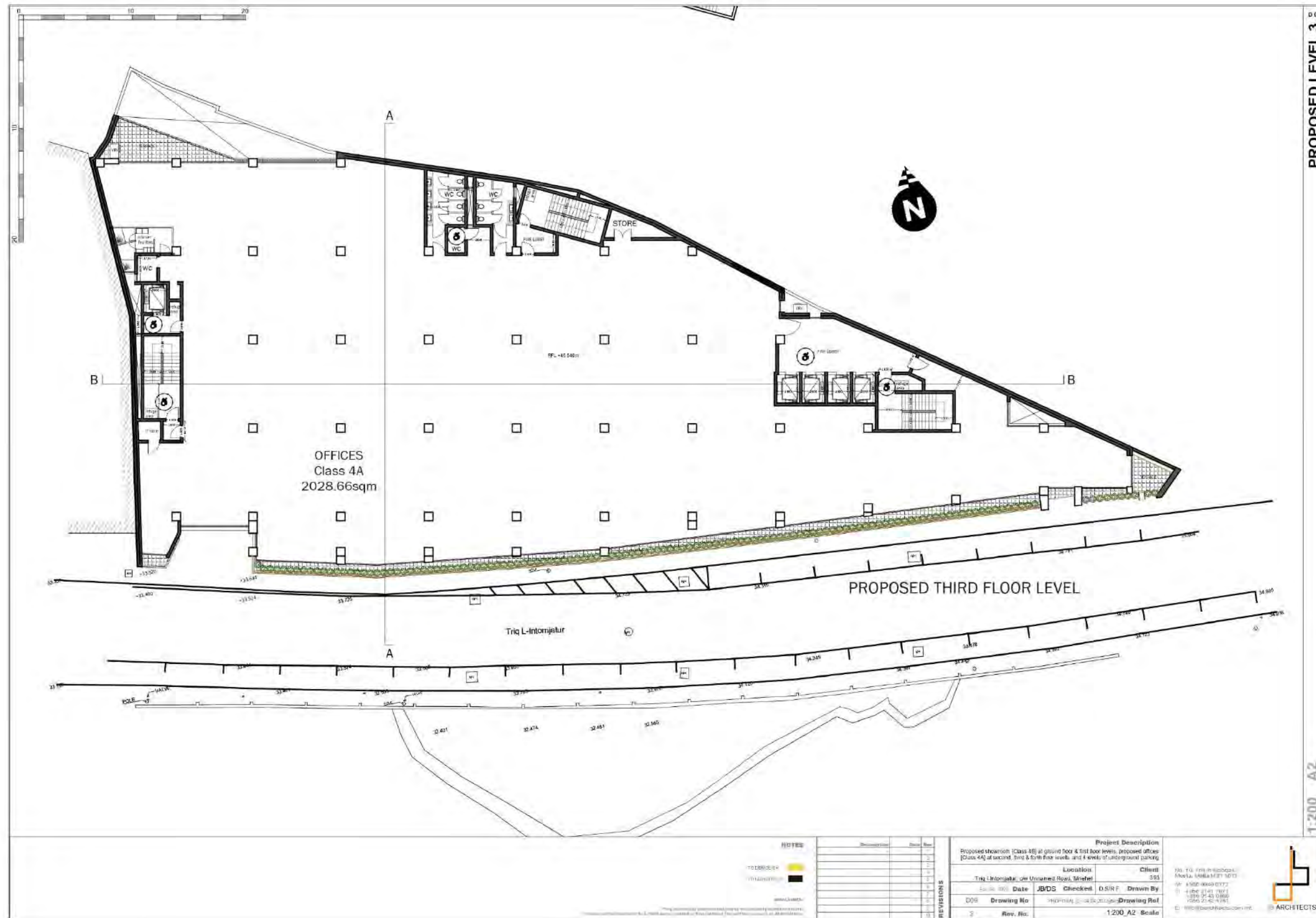


Figure 17: Proposed Level 4

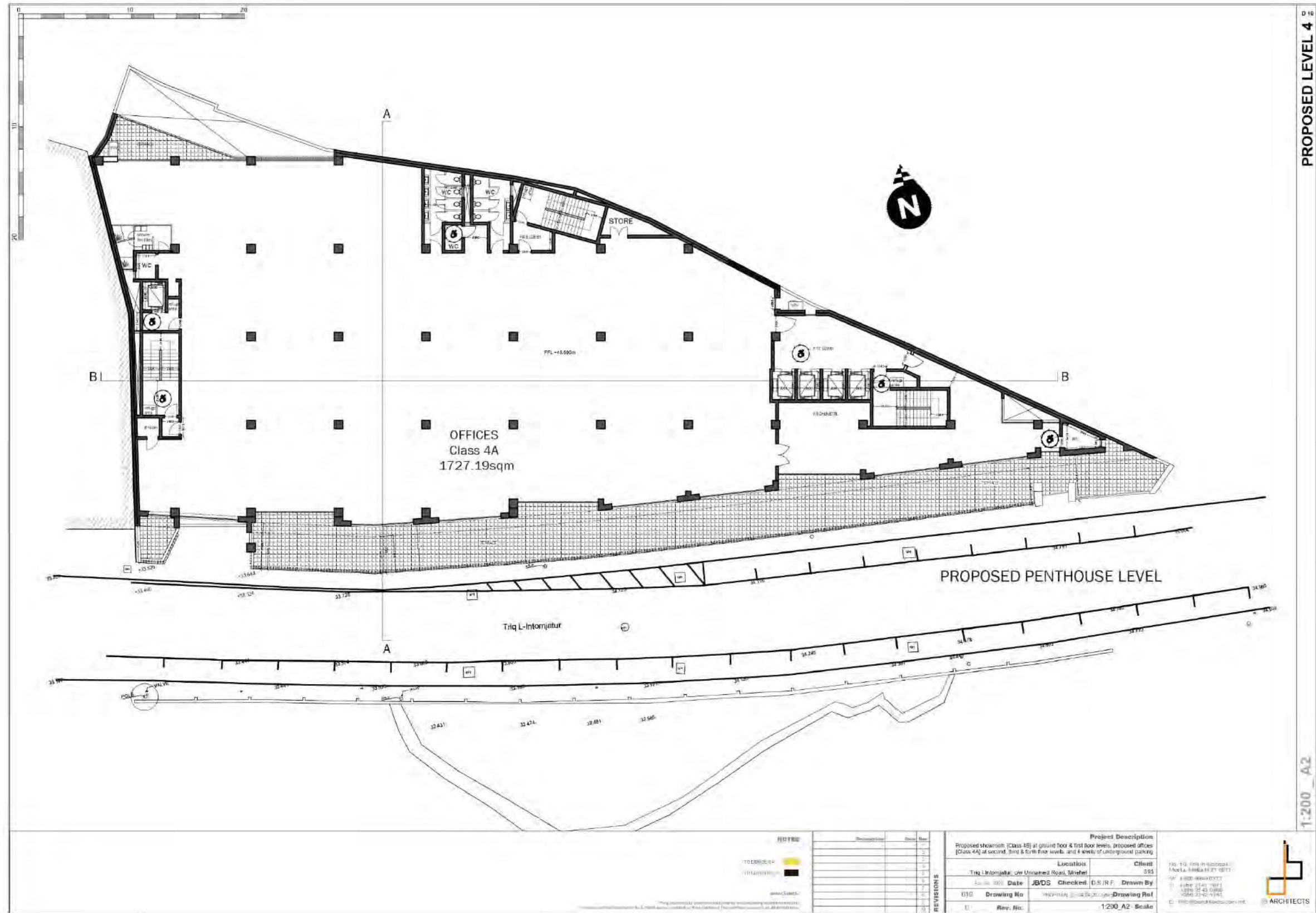


Figure 18: Proposed Roof Level

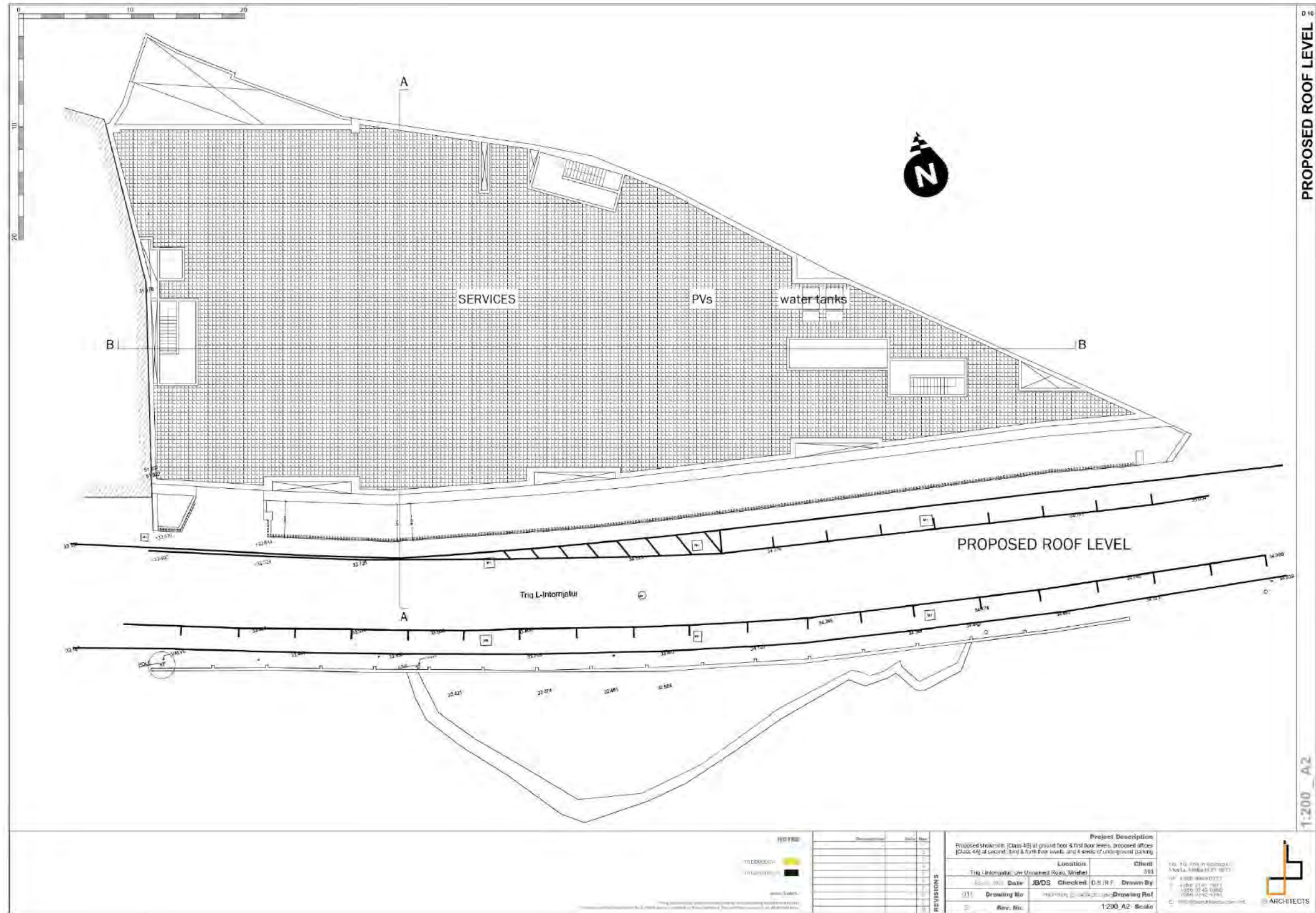


Figure 19: Proposed Sections

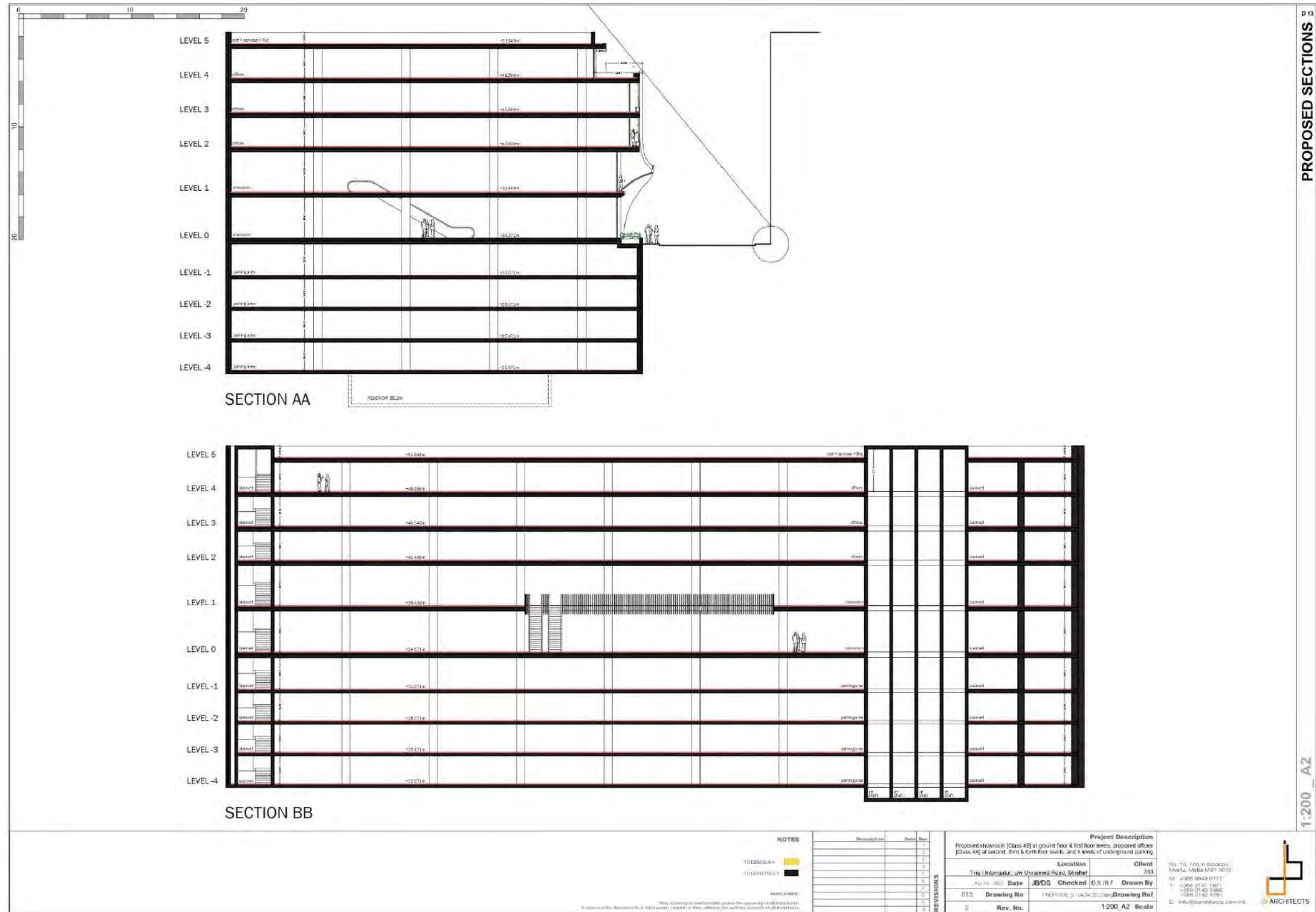
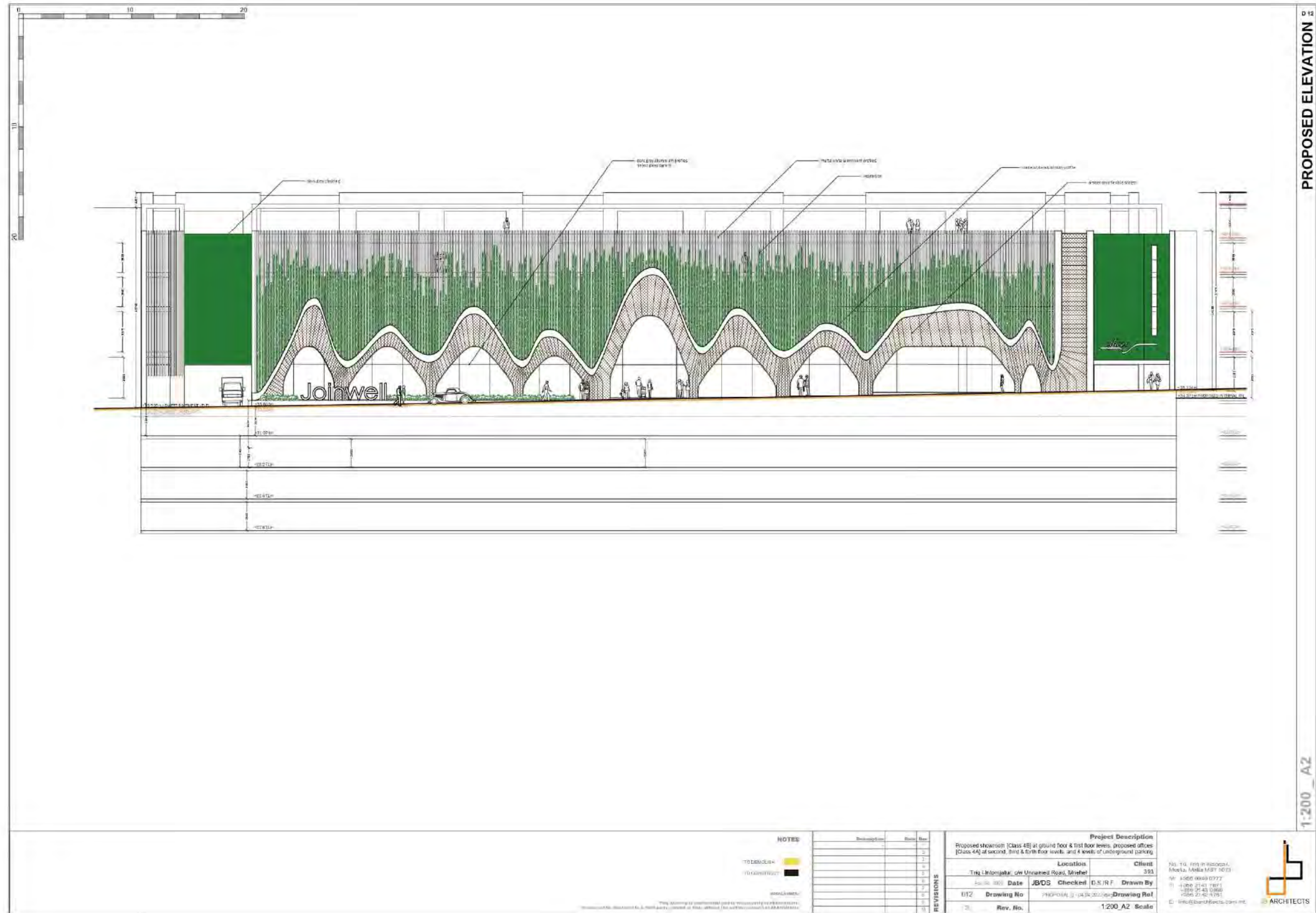


Figure 20: Proposed Elevation



RESOURCES

Raw Materials

21. **Table 2** provides estimates of the raw materials required for the construction of the Scheme.

Table 2: Estimated Raw Materials for Construction

Material	Estimated
Hollow concrete blocks	674 m ³
Other concrete materials (e.g. strip footing, floor slabs, pad foundations, screed, stairs, beams)	7,102 m ³
Steel mesh (as reinforcement in concrete slabs)	751,073 kg
Steel bars (reinforcement in concrete)	
Damp proof course	118 m ²
Gypsum plastering	450 m ²
Bitumen rubber paint	2,375 m ²

Energy

22. The estimated annual electricity consumption for the Scheme is 1,100,000 kWh. It is proposed to install a 400 Photovoltaic (PV) solar energy system on the roof of the Scheme, and it is envisaged that approximately 22% of the estimated annual electricity consumption will come from renewable sources (approximately 242,000 kWh).
23. The Scheme will include a new sub-station (at Level -4)
24. In addition to the PV system, the Applicant explains that there will be a number of in-built measures to reduce energy consumption, including:
- Roof insulation for reduced heat gain;
 - Double glazing;
 - Large glazing for natural daylight; and
 - Louvers on the south-facing façade.

Water

25. The Scheme will include the construction of an 812 m³ reservoir. This water will be used for the collection of second-class water, which will be used for flushings.
26. The estimated annual water demand will be 6,000 m³.

WASTE MANAGEMENT

Construction Phase

27. **Table 3** outlines the types of waste envisaged to be generated during the construction of the Scheme. Waste generated during construction will primarily consist of demolition and excavation waste, from the demolition of the existing building on site and the excavation of the basements and the reservoir. The demolition will generate approximately 350 m³ of inert waste. It is envisaged that approximately 26,030 m³ of rock will be excavated.

Table 3: Construction waste estimates

Phase	Type of Waste	EWG Code	Estimated Quantity	Final Disposal
Demolition	Stone (from walls)	01 04 07	350 m ³	Backfilling of an excavation void
		01 04 08 01 04 10 01 04 13		
Excavation	Rock	01 01 02 17 05 04	26,030 m ³	Backfilling of an excavation void
	Municipal wastes - paper and cardboard; glass; biodegradable kitchen and canteen waste	20 01 01 20 01 02 20 01 08	minimal	Malta North Waste Treatment Plant / Ghallis non-hazardous landfill
Construction / Finishing	Concrete (brick cut-offs)	17 01 01	minimal	Backfilling of an excavation void
	Bricks	17 01 02		Backfilling of an excavation void
	Tiles and ceramics	17 01 03		Backfilling of an excavation void
	Metal (rebar cut-offs)	17 04 05		Sold as scrap metal
	Plastic (packaging waste)	15 01 02		Malta North Waste Treatment Plant
	Municipal wastes - paper and cardboard; glass; biodegradable kitchen and canteen waste	20 01 01 20 01 02 20 01 08	minimal	Malta North Waste Treatment Plant

Operational Phase

28. The Scheme will generate municipal solid waste generated by the office employees.
29. The operational waste will be disposed of by licensed waste contractors, in accordance with the relevant regulations.

CONSTRUCTION

30. The construction access plan identifies the routes that construction vehicles will use to and from the site. The main construction access route to / from the development will be from Vjal Ir-Royal Malta Artillery and Triq In-Negozju. This will require the installation of traffic calming measures including site warning signs, etc. along the access route to the Scheme site.
31. The estimated duration of works is envisaged to be around two years, see table below.

Table 4: Construction Timing and Phasing

Phase	Duration
Demolition and excavation	3 months
Construction	6 months
Finishing	15 months
Total duration of works	24 months

MACHINERY

32. At this stage, it is envisaged that the following equipment and machinery will be used during the various stages of the construction of the Scheme (see **Table 5**).

Table 5: Construction Equipment and Machinery

Demolition	Excavators
	Bulldozers
	Loaders
Excavation	Excavators
	Bulldozers
	Loaders
	Trenchers
Construction	Mobile Cranes
	Tower Cranes
	Telehandlers
	Scissor lifts
	Concrete pumps
Finishing	Paver
	Mobile Cranes
	Telehandlers

EMPLOYMENT

33. Employment estimates for the Scheme include three employees during the demolition and excavation phase, eight employees during the construction phase, and a maximum of 14 employees at any given time during the finishing works.
34. Once operational, it is estimated that the Scheme will employ 30 employees in the showroom and 300 employees in the offices.
35. The offices will operate on weekdays from 08:00 to 17:00 hrs. The showroom will operate from 09:00 to 19:00 hrs on a weekday and 09:00 to 13:00 hrs on a Saturday.

POTENTIAL ENVIRONMENTAL IMPACTS

36. Environmental impacts can be negative as well as positive and their assessment is important 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 of the Scheme can be identified. The list identifies only those impacts that may be significant.
37. The potential impacts of the Scheme are discussed below.
- **Impacts on geology and geomorphology**, *from site excavation.*
 - The Scheme involves relatively substantial excavation. The topsoil that is removed will be stored as directed by the Department of Agriculture. Any extraction of geological resources results in a major negative impact that cannot be mitigated. Additionally, the Scheme site is characterised by Middle Globigerina Limestone, which consists of bedded grey marls and marly limestone. On exposure, this material dries up quickly and shrinks rapidly resulting in desiccation cracks. Any excavation work involving this material should take into account this aspect. Piling will be used to secure adjacent buildings and roads. The excavation sides will also be shotcreted to protect the material from drying and cracking.
 - **Impacts on ecology**, *from removal of trees*
 - The Scheme requires the removal of a number of trees as shown in **Figure 4**. An environment permit may be required for the removal of some of them.
 - **Impacts on landscape and visual amenity**, *arising from the construction and operation of the Scheme*
 - The Scheme will result in modification to the appearance and character of the Scheme site as it is currently.
 - **Impacts on cultural heritage**, *arising from the clearance and excavation of the Scheme*
 - All rubble walls and rural structures are protected under LN 160 of 1997 for their environmental, cultural and biodiversity value. They are also protected under the Cultural Heritage Act. The applicant will seek the approval of the ERA and the SCH for the demolition of existing rubble walls and rural structures within the Scheme site.
 - Given that there are a number of archaeologically sensitivity features in the surrounding area, the possibility of unearthing archaeological artefacts is not discounted, particularly when the site is cleared prior to excavation works. In the eventuality of any accidental discovery during the works, the finds should not be damaged or disturbed, and the SCH informed.

- **Traffic impacts**, *both during construction (including heavy-vehicle traffic) and during the operation of the Scheme.*
 - A Transport Impact Assessment (TIA) Update is currently being prepared for the Scheme. The AADT has already been calculated, as 682 vehicles (see **Appendix I**). Potential impacts from construction traffic could be mitigated through the implementation of a construction traffic management plan as part of the Construction Management Plan (CMP).
- **Impacts on air quality**, *arising from the construction and the operation of the Scheme.*
 - It is expected that there will be some dust generated during the construction of the Scheme; the potential impacts are likely to be short term, temporary and localised, and, with proper adherence to the current construction site regulations, dust impacts during construction could be limited. As mentioned, the scale of increase in operational traffic is predicted to be relatively low (with the AADT calculated as 682 vehicles); hence, increased emissions from operational traffic as a result of the Scheme are unlikely to be significant.
- **Noise impacts**, *arising from the operation of the Scheme.*
 - There may also be increased traffic noise as a result of the Scheme, with impacts on the noise climate in the area around the site.
- **Waste impacts**, *arising from the demolition, excavation, construction and operation of the Scheme.*
 - It is expected that the excavation phase will generate mostly inert and non-hazardous wastes, which will be reused, recycled or disposed of at authorised waste management facilities, in accordance with regulations. The CMP will address waste management, and the Applicant will be required to adhere to the current construction site regulations in respect of construction waste. During operation, the Scheme will generate Municipal Solid Waste.
- **Impacts on energy and water resources**, *arising from the operation of the Scheme.*
 - Some impacts on energy and water resources are likely given the scale of the increase in the number of units and the intensity of use on the site. The use of PV panels and the collection of water in the reservoir are good practices that will mitigate the impact on these resources.
- **Impacts arising from construction activities**, *in relation to noise, vibration, dust, and surface water management.*
 - The potential impacts arising from dust emissions during construction are

identified above. Any noise and vibration emissions arising during the construction of the Scheme are also likely to be short term and temporary. Measures for mitigating the impact from construction activities, including water run-off, will be addressed in the Construction Management Plan (CMP).

MITIGATION PROPOSALS

38. Preliminary potential mitigation measures associated with the identified impacts arising from the Scheme include:
- Careful consideration of traffic, both during construction and following the coming into operation of the Scheme, including through the inclusion of measures addressing construction traffic arrangements and the putting in place of measures to reduce the volume of private car traffic to / from the site during operation;
 - Careful handling of soil to ensure it is preserved and stored as directed by the Director of Agriculture;
 - Archaeological monitoring during the soil removal and excavation phases in line with SCH requirements.
 - Informing the Superintendence of Cultural Heritage in the case of any accidental finds during the site excavation;
 - Transplant trees, where possible;
 - 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 through the preparation of a Construction Management Plan addressing measures for mitigating noise, vibration, and dust impacts on air quality from the construction works (including construction traffic), as well as managing surface water, and the putting in place of appropriate operational monitoring regimes, and having regard to Legal Notice 295 of 2007, the *Environmental Management Construction Site Regulations* (S.L. 552.09).

**Appendix I:
AADT Letter**



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Our ref: SGL002
PA ref: PA/08985/21

12 May 2022

Ms Jessica Grech
Environmental Assessment Unit
Environment & Resources Authority
Hexagon House,
Spencer Hill, Marsa,
MRS 1441

Dear Ms Grech,

**Subject: PA/08985/21:
Proposed Showroom and Offices
Triq l-Intornjatur
L-Imrieħel, Birkirkara**

1. Adi Associates has been commissioned by San Gwakkim Ltd to prepare a note to address the Environment & Resources Authority's (ERA) request, dated 31 January 2022, to provide the Annual Average Daily Traffic (AADT) for the proposed development of a showroom and offices in Birkirkara.
2. The proposed development (hereinafter referred to as the Scheme) is located on a 2,470 m² vacant site in L-Imrieħel. It is fronted by Triq L-Intornjatur, see **Attachment I**.

DESCRIPTION OF THE PROPOSED SCHEME

3. The plans for the Scheme propose the excavation of the site to provide basement parking, a showroom, and overlying office space.
4. The basement parking will consist of four levels, comprising a total of 185 parking spaces. Access to the car park is via Triq L-Intornjatur. The showroom will be split across two levels, with a reception in the centre, surrounded by several display units. Offices are proposed on the overlying three levels.
5. The proposed floor areas are provided in **Table I**.

Table I: Schedule of accommodation

Land use	Units
Office	5,995 m ²
Showroom	3,302 m ²
Parking	185 parking spaces

THE ESTIMATED AADT FLOWS

6. The Annual Average Daily Traffic (AADT) is the total traffic that passes along a road throughout a year, divided by 365 days. It is an average value that includes weekdays, weekends, holiday periods, Christmas peaks, etc. In this regard, land use specific trip generation rates are similar since they are derived from surveys undertaken during normal conditions on an average day.
7. The trip rates used in the below estimates are based on the following local surveys:
- Office: Surveys undertaken at a number of offices across the Maltese Islands over the past few years. These include the *Gasam Centre* in Mrieħel, the *Portomaso Tower*, the *Kappara Business Centre*, the *Marina Business Centre* in Ta' Xbiex, and the *Cornerstone Business Centre* in Mosta¹; and
 - Showroom: Survey at a major tiles and bathroom showroom in Birkirkara.
8. The weekday and Saturday hourly estimates for the proposed Scheme are shown below. No trips are expected to be generated on a Sunday.

Table 2: Estimated hourly trips (Scheme): Weekday

Time	IN			OUT		
	Office	Show-room	Total	Office	Show-room	Total
00:00	-	-	0	-	-	0
01:00	-	-	0	-	-	0
02:00	-	-	0	-	-	0
03:00	-	-	0	-	-	0
04:00	-	-	0	-	-	0
05:00	-	-	0	-	-	0
06:00	8	0	8	0	0	0
07:00	55	0	55	7	0	7
08:00	99	11	110	6	0	6
09:00	38	18	56	33	4	37
10:00	15	15	30	20	16	36
11:00	10	17	27	13	17	30
12:00	15	14	29	22	17	39
13:00	28	16	44	21	17	38
14:00	11	23	34	14	17	31
15:00	13	12	25	11	14	25
16:00	4	10	14	46	15	61
17:00	4	10	14	78	15	93
18:00	1	11	12	25	21	46
19:00	0	0	0	5	4	9
20:00	-	-	0	-	-	0
21:00	-	-	0	-	-	0

¹ Office trip rates are based on Gross Rentable Area of each respective site, provided by Clients or extracted from plans.

Time	IN			OUT		
	Office	Show-room	Total	Office	Show-room	Total
22:00	-	-	0	-	-	0
23:00	-	-	0	-	-	0
TOTAL	301	157	458	301	157	458

Table 3: Estimated hourly trips (Scheme): Saturday

Time	IN			OUT		
	Office	Show-room	Total	Office	Show-room	Total
00:00	-	-	0	-	-	0
01:00	-	-	0	-	-	0
02:00	-	-	0	-	-	0
03:00	-	-	0	-	-	0
04:00	-	-	0	-	-	0
05:00	-	-	0	-	-	0
06:00	-	-	0	-	-	0
07:00	-	-	0	-	-	0
08:00	-	15	15	-	0	0
09:00	-	24	24	-	15	15
10:00	-	29	29	-	17	17
11:00	-	27	27	-	32	32
12:00	-	2	2	-	33	33
13:00	-	0	0	-	0	0
14:00	-	-	0	-	-	0
15:00	-	-	0	-	-	0
16:00	-	-	0	-	-	0
17:00	-	-	0	-	-	0
18:00	-	-	0	-	-	0
19:00	-	-	0	-	-	0
20:00	-	-	0	-	-	0
21:00	-	-	0	-	-	0
22:00	-	-	0	-	-	0
23:00	-	-	0	-	-	0
TOTAL	0	97	97	0	97	97

9. The AADT of the Scheme is calculated as follows:

$((\text{Total weekday trips}) \times 5 \text{ days} + (\text{Total Saturday trips}) + (\text{Total Sunday trips})) / 7 \text{ days}$

$((916 \text{ vehicles} \times 5 \text{ days}) + (194 \text{ vehicles} \times 1 \text{ day}) + (0 \text{ vehicles} \times 1 \text{ day})) / 7 \text{ days}$

= 682 vehicles

10. The AADT of the Scheme is estimated at **682 vehicles**.

CONCLUSION

11. This letter was prepared in response to an ERA request to present the AADT estimate for



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PA/08985/21. The Scheme, consisting of a showroom with overlying office space is estimated to generate an AADT of 682 vehicles.

12. I trust that the above is to the satisfaction of the ERA. Should you require further details, please do not hesitate to contact the undersigned.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "Yury Zammit".

Yury Zammit
Senior Transport Consultant
Adi Associates Environmental Consultants Ltd




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Attachment I



Location of Site

Legend

 Location of site

PA/08985/21: Proposed showroom and offices, L-Imrieħel



Map by: