



PA/02248/22

**PROPOSAL TO CONSTRUCT ARTS AND CULTURE COMMUNITY HUB,
GOVERNMENT GARAGE, TRIQ TROUBRIDGE, C/W TRIQ IL-BIĊĊERĪJA, MARSĀ**

PROJECT DESCRIPTION STATEMENT

Version I: February 2024



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Quality Assurance

PA/02248/22 - Proposal to Construct Arts and Culture Community Hub Project Description Statement February 2024

Report for: **Festivals Malta**

Revision Schedule

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INTRODUCTION

1. This Project Description Statement describes a proposal to construct an Arts and Culture Community Hub on the site of the former Government Garage, in Marsa. The proposal is being taken forward as Full Development Permit application, under PA/02248/22.
2. The project is proposed by Festivals Malta, hereinafter referred to as 'the Applicant'; the project is hereinafter referred to as 'the Scheme'. **Figure I** shows the location of the Scheme site.
3. The proposal envisages a revision of the 'Malta Carnival Experience' project approved for the site in 2016 (under PA/03062/16), including through extension of the approved site boundary. The 2016 permit relates to the southern part of the Scheme site. Notably, the application under PA/03062/16 originally pertained to the Scheme site as a whole, but the site boundary was revised during the assessment of the application. The land uses envisaged in the approved project are being retained as part of the Scheme (including workshops, dance studios, a museum, and Class 4B and 4D uses), with some expansion of the approved uses and proposed new uses, including a cinema and theatre.
4. There is a second Full Development Permit pertaining to the Scheme site, for the demolition and removal of asbestos containing material (ACM) – under PA/03060/16. This permit was issued in 2016 and works commenced in 2017. To date, only the buildings in the southern part of the site have been demolished. The Applicant explains that the works (demolition and removal of remaining buildings and ACM, and the site clearance) are intended to be undertaken as Phase I of the construction programme for the Scheme, having an envisaged duration of approximately nine months. All former uses have been relocated off-site and the remaining buildings are currently vacant.

BACKGROUND

5. In October 2016, a Full Development Permit was granted for the Scheme site for "Demolition of existing structures including the dismantling and disposal of asbestos containing materials at Triq Troubridge c/w, Triq il-Biċċerija, Marsa, Albertown (PA/03060/16). As mentioned, the demolition and removal of the ACM commenced in early 2017, on the southern part of the Scheme site, but has yet to be completed.
6. In December 2016, a Full Development Permit was granted on the southern part of the Scheme site for "Excavation to the required levels and construction of the Malta Carnival Experience, including interactive workshops, parking area, piazza, substation and a multi-purpose structure consisting of Museum, Audio-visual Centre, Dance Rehearsal Studio, Class 4D Cafeteria, Administration spaces and a class 4B Souvenir Shop (PA/03062/16). As mentioned, the application originally pertained to the Scheme site as a whole, but the site boundary was revised during the assessment of the application (in September 2015). The approved layout plan and elevation /



section drawings are included in **Figure 2**.

7. The Full Development Permit application for the Scheme was submitted to the PA in March 2022, specifically for: *“Excavation to the required levels as per approved PA/03062/16, and construction of an arts and culture community hub. The proposal shall comprise of the following uses that were already approved in the PA/03062/16, including but not limited to a Class 4D cafeteria, Class 4B souvenir shop, dance studios, interactive workshops and museum. The new proposal shall include the following additional uses: construction of substation, carnival museum, 5D cinema with two levels and interconnecting bar area, carnival workshops, indoor theatre, open piazza, band hub and studios plus offices, additional dance studios plus offices, lecture rooms and one multipurpose hall. The proposal shall also include installation of additional passenger lifts, goods lift, and emergency escape staircases, and the installation of a retractable canopy at piazza level”*.
8. In January 2024, the Environment and Resources Authority (ERA) requested submission of a Project Description Statement (PDS) for the Scheme. Notably, a PDS had been prepared for the development subsequently approved under PA/03062/16, submitted to the ERA in 2015¹. This PDS referred to a development pertaining to the Scheme site as a whole.
9. At the request of the ERA, Adi Associates has also prepared a separate Waste Management Plan for the Scheme², which was submitted to ERA in June. A Traffic Scoping Statement³ for the Scheme, also prepared by Adi Associates, was submitted to the Planning Authority (PA) in July 2023.

OBJECTIVES OF THE SCHEME

10. As mentioned, the Scheme envisages a revision (including expansion) of the Malta Carnival Experience project approved under PA/03062/16. An explanation of the Applicant’s objectives for the Malta Carnival Experience project was included in the 2015 PDS prepared for the project. This explanation remains valid in respect of the Scheme, which retains and expands upon the approved land uses and activities. Taken from the 2015 PDS, the Applicant explains the objectives for the Scheme as follows:

“The proposed development has been put forward due to the high demand for a Cultural Village – a designated area where to cultivate traditional arts, music and other activities and promote interactivity between visitors and enthusiasts.

This project aims to ensure growth and sustainability of cultural activities such as carnival and provide enthusiasts with a platform to

¹ Cultural Village Project Description Statement. AIS Environment Ltd. November 2015

² Letter to ERA dated 19th June 2023

³ Adi Associates Environmental Consultants Ltd, 2023. Construction of an Arts & Culture Community Hub, Il-Marsa (PA/02248/22). Transport Scoping Statement. San Ġwann, July 2023



showcase their talent for the enjoyment of the general public and tourists. It is the remit of the applicant (Arts Council Malta) to provide this space and make this project happen.

The proposed cultural village will have an allocated space for carnival-related activities. Carnival has long been and still is a very popular event in the Maltese calendar. In preparation for this event, carnival participants plan and construct carnival floats and other initiatives. These activities require dedicated workshops and studios where such creative skills can be unleashed. For a number of years these enthusiasts have been operating in huts and sites which do not rightfully belong to them.

The Cultural Village is intended to attract tourists, increase visitor numbers during Carnival, and maximize financial input by supporting the creative economy. It will attempt to create an atmosphere of another place and time. This will be achieved by emphasizing on one dominant theme around which the architecture, landscape, shows, food services, costumed personnel and retailing will be orchestrated accordingly.

The design phase of the project considers the following beneficial principles:

- Regenerate dilapidated buildings*
- Regenerate an entire village*
- Encourage public access for encounter, retail and entertainment*
- Support interactivity and collaboration*
- Encourage participation*
- Support the growth and sustainability of an important tradition*

The Cultural Village will also aim to develop and implement management strategies to address the following objectives for sustainable tourism:

- 1. To provide high-quality visitor experiences that are welcoming, engaging and raise awareness of local cultural values.*
- 2. To achieve environmental, social and economic benefits through partnerships and commercial arrangements.*
- 3. To achieve social and economic benefits through tourism
Economic, social and environmental aspects of sustainable*

development must include the interests of all stakeholders including participants who are key to this project, local communities, visitors, the industry and government”.

ALTERNATIVE SITE SELECTION

11. A site selection exercise was conducted for the Malta Carnival Experience project, and an explanation of this exercise was included in the 2015 PDS. As explained in the PDS, there were two main criteria established for the site selection, as follows:

- *An extensive area was required in order to accommodate the warehouses; and*
- *The vicinity to Valletta was crucial in order to ensure a concise commute between the warehouses and Valletta.*

12. Three potential sites were identified and assessed for their suitability, including the Scheme site (described in the site selection exercise as “The Government Manufacturing and Services Directorate, Alberttown”), as follows:

- *Ospizio Complex, Floriana*

The Ospizio Complex in Floriana was ideal in terms of its geographical location and its size, however, bastions surrounding the Ospizio Complex are listed as Grade I monuments and an Area of High Landscape value of the Harbour Fortifications. This would have created a significant visual impact due to the height of the proposed warehouses, which conflict with the historical views of the bastions.

- *Park & Ride Facility, Floriana*

The size and location of the site rendered it ideal. However, since it was already committed to the public transport provider at the time, it was quickly disregarded as an option. The site considered in this report was proposed as the best option due to its extensive area and vicinity to Valletta. Moreover, the site is located within an Industrial Area and contains around six to seven float workshops that are already operating successfully in the site’s surroundings.

- *Government Manufacturing and Services Directorate, Albert Town*

Currently, the site at Albert Town houses the Government Manufacturing and Services Directorate, which consists of various workshops. The location of the proposed scheme forms part of the Grand Harbour Local Plan, as observed in the Local Policy Map for Marsa (refer to Figure 4). The site lies within the Albert Town Industrial Zone (GM 21) allowing for improvement of existing dwellings and good industrial uses. In fact, the local plan describes the zone as:



“A commercial and industrial area, whose location and a wide variety of undertakings, renders it of interest in general development terms”.

The local plan also explains how measures must be taken to ensure minimum inconveniences for residents residing within area GM2 I, and that all industrial activities must mitigate any potential threats to improve the traffic management and environmental performance of the area.

Moreover, the plan recognises the requirement for a longer term development of Albert Town, suggesting an area for industrial and commercial purposes and a refusal to accept further residential related applications.

13. The site selection exercise was also referred to in the PA Case Officer’s Report on the planning application, where the Case Officer explained the following in respect of the Scheme site:

“the site was deemed as the best option for the proposed development in view of its extensive area and vicinity to Valletta. Moreover, the site is located within an Industrial Area rather than in the vicinity of a historical context and contains a number of float workshops that are already operating within the site’s surroundings”.

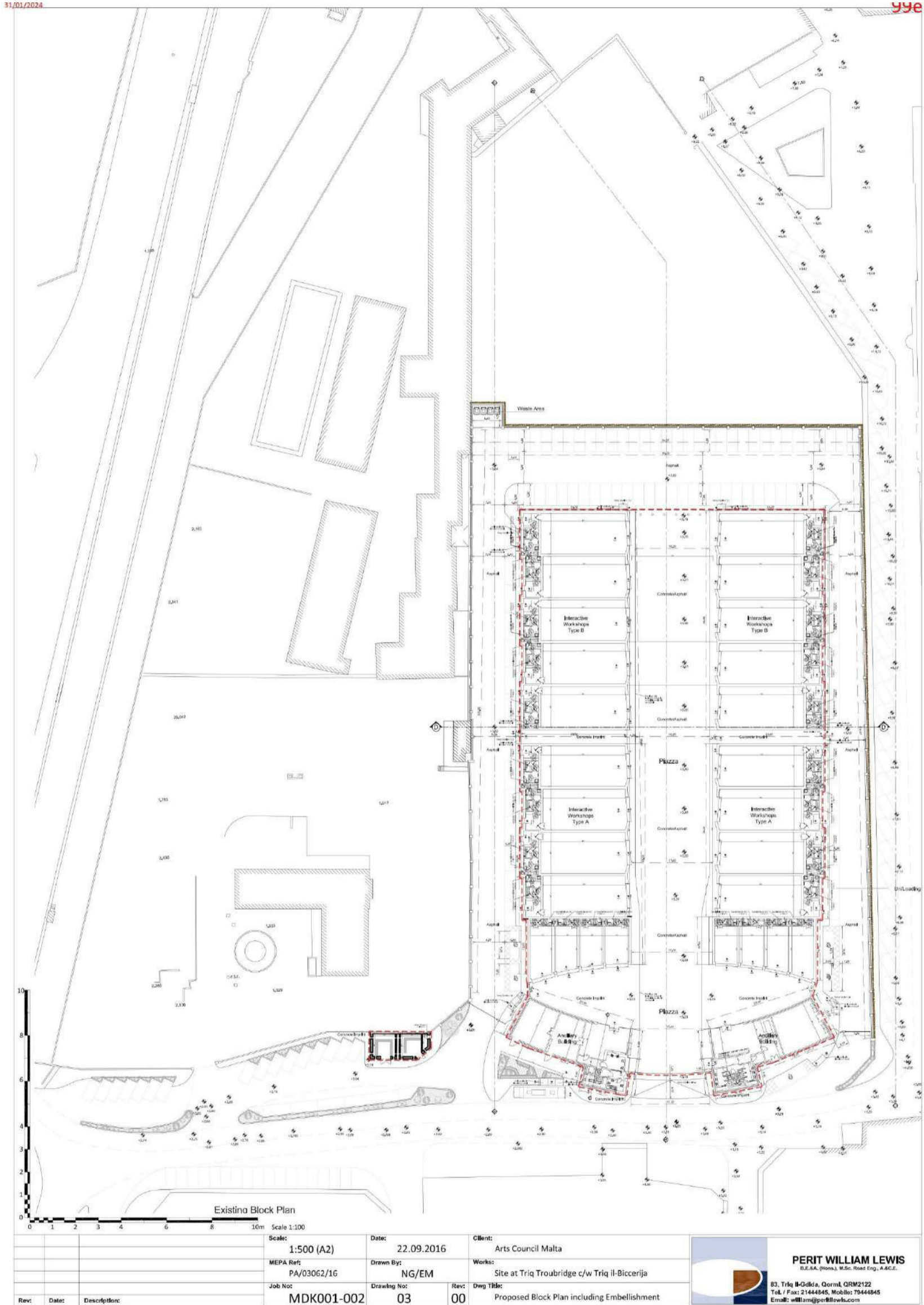


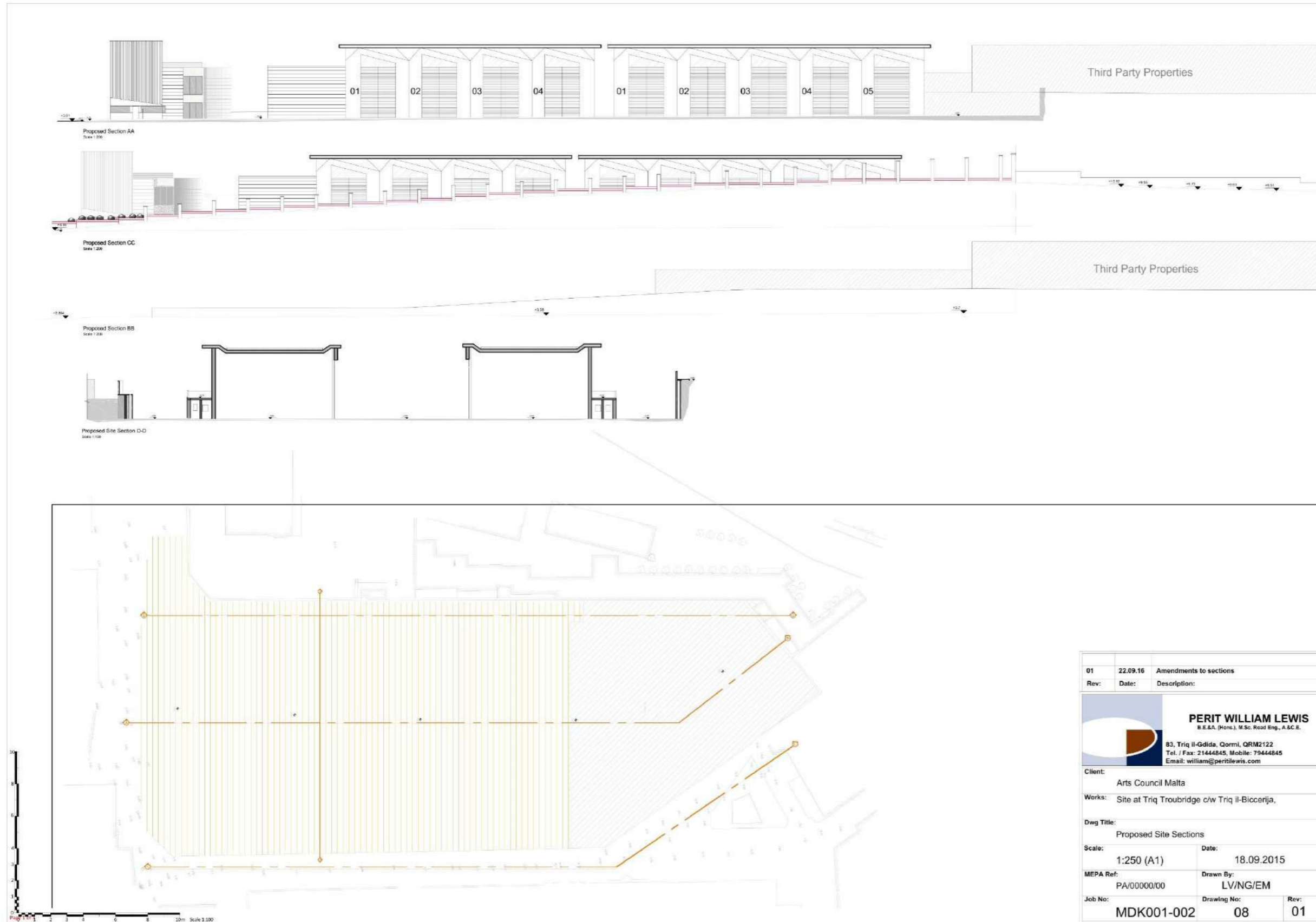
Figure I: Location of the Scheme Site





Figure 2: Approved Layout Plan, Elevations and Section (PA/03062/16)





01	22.09.16	Amendments to sections
Rev:	Date:	Description:
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Client: Arts Council Malta		
Works: Site at Triq Troubridge c/w Triq Il-Biccerija.		
Dwg Title: Proposed Site Sections		
Scale: 1:250 (A1)	Date: 18.09.2015	
MEPA Ref: PA/00000/00	Drawn By: LV/NG/EM	
Job No: MDK001-002	Drawing No: 08	Rev: 01

DESCRIPTION OF THE SCHEME

LOCATION OF THE SCHEME SITE

14. The Scheme site is located in Marsa, on the site of the former Government Garage (see **Figure 1** above). The site is on the corner of Triq Troubridge with Triq il-Biċċerija.

CHARACTERISTICS OF THE SCHEME SITE

15. The Scheme site covers an area of approximately 19,280 m². The southern part of the site, committed in respect of the 2016 permit for the Malta Carnival Experience project, occupies approximately 13,610 m² (71% of the total site area). The extension in the approved site area is to the scale of approximately 5,670 m² (29%).
16. As mentioned, there have been some works in pursuance of the 2016 permit for the demolition and removal of the asbestos containing material (ACM). The buildings on the southern half of the site have been demolished and this part of the site has been cleared. The remaining buildings / structures on the northern half of the site have been vacated ready for their demolition. The Scheme site is currently secured, within a high limestone wall (ranging from 2 to 3 m). **Figure 4** shows images of the exterior of the Scheme site as it is currently.

POLICY CONTEXT

17. The Scheme site lies within the Alberttown Industrial Area, currently subject to the policy objectives of **POLICY GM 21** of the Grand Harbour Local Plan. The maximum allowable building height is four floors (in accordance with the Local Plan), overall height of 20.80 m (as interpreted by DC2015).
18. The Scheme also lies within the 'Marsa Regeneration Area – Phase I', which is the subject of a Partial Local Plan Review, initiated in November 2021 (see the extent of the Marsa Regeneration Area in **Figure 5**). The Review envisages a strategic vision for the Marsa Regeneration Area as follows:
 - a) *The Marsa Regeneration Area (Inner Harbour Area and Inner Coast) shall be transformed into a prime tourism and leisure harbour destination, integrated with a socially diverse, coastal residential neighbourhood on the site of the x-Marsa Power Station and its immediate areas, with the Menqa tal-Braken ideal as a space for organised moorings, and a high-quality innovation hub with facilities and shared spaces for start-ups in the creative industries, niche areas of R&D, such as smart technologies, maritime technologies and other industries located at the Albert Town area.*
 - b) *Public access to the coast shall be restored as part of a network of public green open spaces and recreational areas.*



- c) *A major transport interchange shall accommodate the widest range possible of public transport including buses, taxis, ferries, and water taxis to facilitate the modal shift and access and circulation in the area by private car shall be managed through necessary road network improvements and parking facilities.*
- d) *Buildings shall adopt innovative architectural designs evoking the maritime history of the harbour location and relate well to the existing buildings of cultural importance, especially the Chadwick Building, the x-Sea Malta Building and the other traditional warehouse buildings on the quays. Tall buildings are not deemed appropriate in this location as they may detract from the wider historical landscape value of the fortifications and may not relate well to the strategic location for tall buildings already designated in another part of Marsa.*
- e) *This vision entails the closure or scaling down or relocation of heavy industries and cargo handling from within the Marsa Regeneration Area, such as the ship repair facilities and the abattoir, and of other obnoxious industries on the outside periphery of the Regeneration Area.*

19. The Planning Authority (PA) advocates that the vision for the Marsa Regeneration Area should be guided by the following principles:

The future of the area should be driven by a shared vision by all stakeholders - the residents, community leaders, the business community, and Government - stimulated by a holistic planning policy framework and a sustained programme of investment in infrastructure promulgated through a process of collaborative planning and public engagement.

The plan shall prioritise the current and urgent needs of the community and set the future development objectives of the locality as an attractive place to live in, set up new business ventures and improve the overall well-being of the community.

Development in Marsa shall embrace sustainability and social inclusion and seek to be smart, carbon neutral, energy efficient and green; respect cultural and industrial heritage and provide a high level of quality of life for residents and a unique experience for visitors.

20. The Local Plan also identifies the Scheme site as lying within an Area of Archaeological Importance, designated under **POLICY GH07**. This recognises the location of the site flanking the Grand Harbour and the antiquity of the Marsa area. There is a recognition in the Local Plan that much of the archaeology in the area has been lost over the years, with the extensive maritime and industrial development in the area. However, there is also an acknowledgment of the potential for

undiscovered features to be unearthed during redevelopment, and / or new development works. The Policy advocates archaeological assessment and monitoring for developments “Where large earth moving operations are required”.

21. As described below, archaeological artefacts were unearthed during the clearance of the southern portion of the Scheme site (in pursuance of the permit issued under PA/03062/16). **Figure 9** below shows the extent of the archaeological survey and the location of the artefacts unearthed.

DESCRIPTION OF THE GENERAL SURROUNDINGS

Land Uses

22. A detailed survey was conducted in July 2023 to assess the land use patterns within an approximately 250 m radius of the Scheme site. The land uses were verified in February 2024. **Figure 6** shows the land uses in the vicinity of the Scheme site; **Figure 7** shows images of the land uses.
23. The Scheme site is located within the Alberttown Industrial Area, as mentioned. Accordingly, the primary land uses in the area generally industrial in nature. The harbour location has also influenced the evolution of land uses in the area, with warehousing and harbour-related activities predominating. There is however a sizeable mix of light industrial (service garages) and commercial (offices and retail) development in the area, as well as some residential development.
24. The Malta Abattoir complex (il-Biċċerija) is located immediately opposite the Scheme site, on Triq il-Biċċerija. The Pixkerija Fish Market adjoins the Abattoir, towards the southern end of Triq il-Biċċerija. The Marsa Open Centre, one of the largest asylum centres in Malta, adjoins the Scheme site on its northern boundary, overlooking Xatt il-Mollijiet. The Marsa Wastewater Pumping Station adjoins the Scheme site on its western boundary, fronting Triq Troubridge.
25. The nearest residential development is on Triq Prince Albert, located approximately 20 m (plan distance) from the Scheme site at the closest point.

Natural and Cultural Heritage

26. The rock beneath the Scheme site is Globigerina Limestone Formation and artificial material (backfill). Lower Globigerina Limestone Formation is a relatively weak limestone consisting of the shells of marine micro-organisms that were once deposited at the bottom of a deep sea, and subsequently compacted and cemented together with time.
27. The water catchment of the Scheme site is shown in **Figure 8**. The Scheme site is located at the lowest point of the Marsa Catchment (Marsa Creek), at an elevation of approximately 5 m to 10 m above sea level⁴. The change in elevation occurring

⁴ [Preliminary Flood Risk Assessment for the Malta River Basin District \(gov.mt\)](#)

within the Scheme site results from the depression caused by Wied il-Gonna, which tilts the terrain towards the north.

28. The Scheme site is located on the Malta Mean Sea Level Aquifer and is outside the 300 m buffer of the Groundwater Safeguard Protection Zone. There are no water galleries in the immediate vicinity of the Scheme site.
29. There are no natural heritage designations within or in the immediate vicinity of the Scheme site.
30. As mentioned, the Scheme site lies within a designated Area of Archaeological Importance, and a number of archaeological artefacts were unearthed during the clearance of the southern portion of the Scheme site (in pursuance of the permit issued under PA/03062/16). **Figure 9** shows the extent of the archaeological survey and location of the archaeological features. The Superintendence of Cultural Heritage (SCH) has commented on this new application, alerting the PA as follows:

*“The removal of the backfill over Area F (along the southwestern boundary of the Scheme site - see **Figure 9**) is to be monitored by an appointed archaeology monitor. This area contains archaeological remains which are to be preserved and incorporated in any proposed development. These features are to be archaeologically investigated by the Superintendence following removal of the backfill. The Superintendence will eventually be in a position to assess whether the foundations may be carried out or not, how and which machinery can be used.*

Works within the entire site (including the already excavated area and the new undeveloped area) are to be subject to archaeological monitoring in keeping with the Terms of Reference issued by the Superintendence of Cultural Heritage”.

31. The Applicant confirms that there have, to date, been no works undertaken in Area F, and that removal of the backfill in this area will be conducted in accordance with the SCH's stipulations. The Applicant explains that the Works Method Statement (to be agreed by the SCH) will outline the procedure for works, the equipment that will be used to clear the area, and the procedure to be taken should artefacts be uncovered.
32. There are several cultural heritage designations pertaining to the Malta Abattoir. These include a Grade I scheduled 'Torri tal-Ilma u Bazi' and Grade I scheduled 'Dhul Principali il-Biċċerija, located on the eastern and western boundaries of the Abattoir complex, respectively (scheduled under Government Notice (GN) 314 of 2022). There is also a protected 'visual link' between these two structures. **Figure 10** shows the map of these scheduled features (extracted from GN 314 of 2022). **Figure 3** (below) shows an image of the features and illustrates the visual link.

33. The Scheme site lies within close proximity of the Harbour Fortifications Area of High Landscape Value (AHLV), which extends to the Inner Harbour to the north of the Scheme site.

Figure 3: Grade I Scheduled 'Torri tal-Ilma u Bazi' and 'Dhul Principali il-Biċċerija, and the 'Visual Link' Between the Structures





Figure 4: Images of the Exterior of the Scheme Site



Gateway on the southwest corner of the Scheme site (off Triq Troubridge)



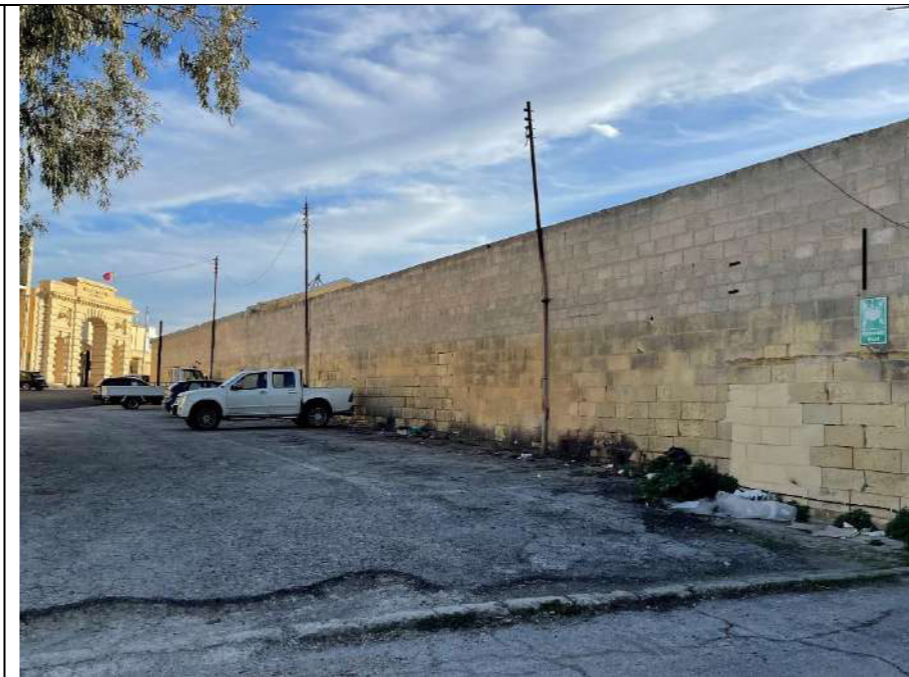
Boundary wall along the eastern boundary of the Scheme site (looking north)



Northeast corner of the Scheme site (looking south)



Northern boundary of the Scheme site (looking northwest)



Northern boundary of the Scheme site (looking southeast)



Figure 5: Marsa Regeneration Area

(Scheme site outlined in blue)





Figure 6: Land Uses in the Vicinity of the Scheme Site

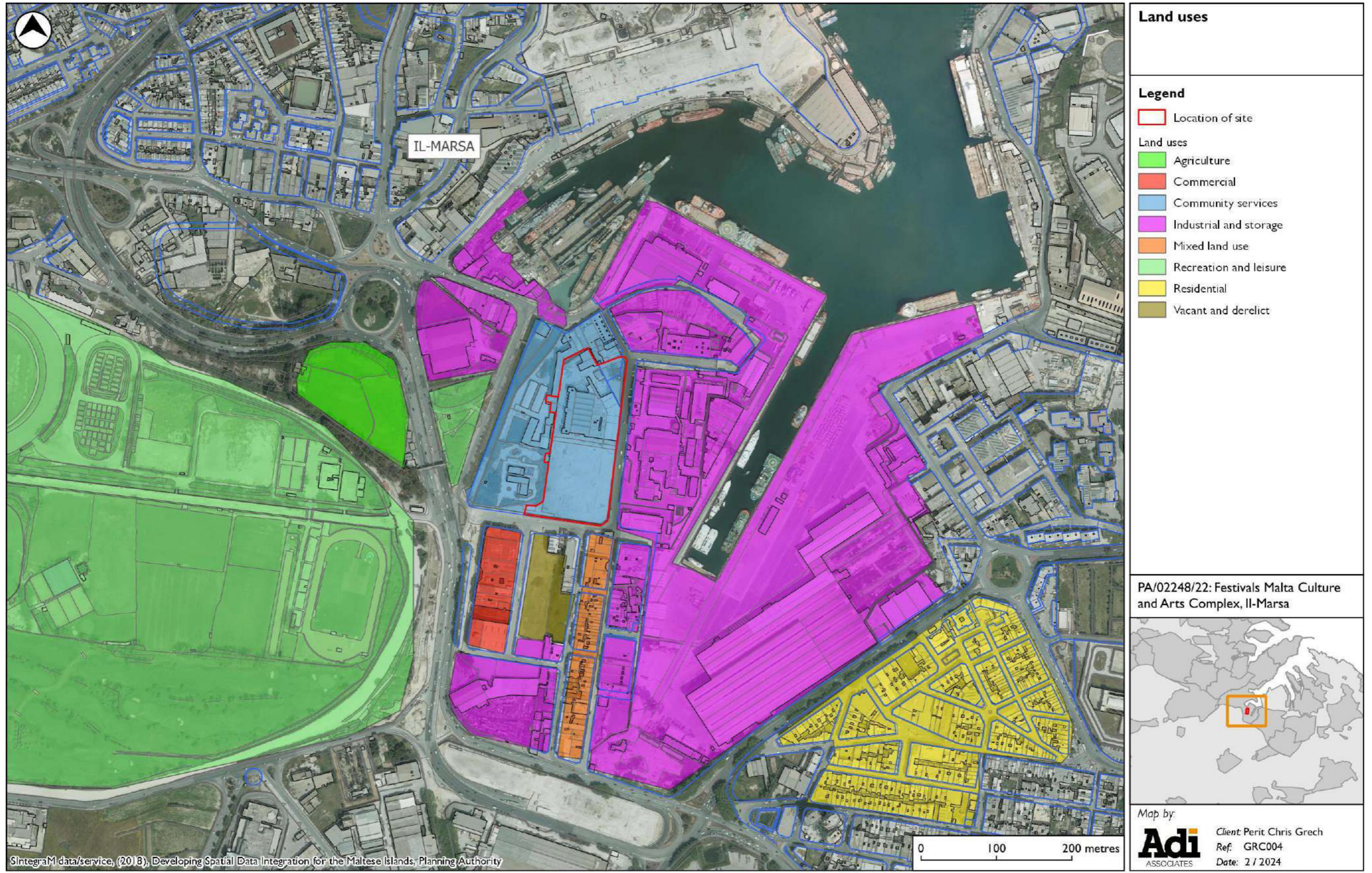




Figure 7: Images of the Land Uses in the Vicinity of the Scheme Site



Malta Abattoir (on Triq il-Biċċerija)



Pixkerija Fish Market (on Triq il-Biċċerija)



Marsa Wastewater Pumping Station (on Triq Troubridge)



Marsa Open Centre (on the left), on Xatt il-Mollijiet and looking towards the Scheme site



Warehousing development (on Triq il-Biċċerija).



Older warehousing development on Triq Garrick



Older warehousing development on Xatt il-Mollijiet



Commercial development on Triq Aldo Moro



Commercial development on Triq Troubridge





Residential and Community Development on Triq Prince Albert



Figure 8: Catchment of the Scheme Site

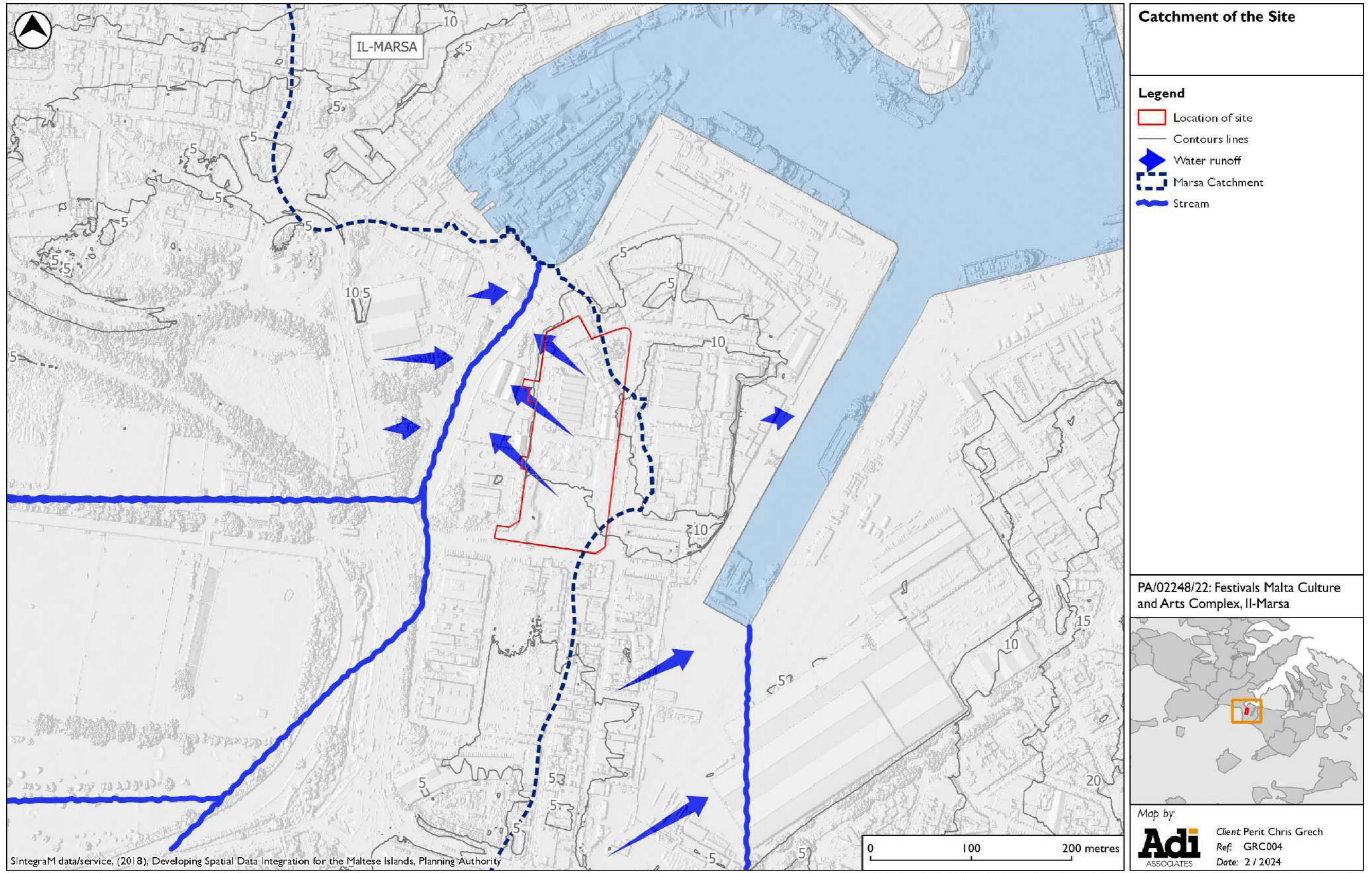




Figure 9: Archaeological Survey of the Scheme Site



- Legend
- Features uncovered in Area F
 - Area of Works
 - - - Outline of Demolished Factories
 - [0] SU No.
 - 0 Feature No.
 - PC Pottery Concentration
 - B Human Bone



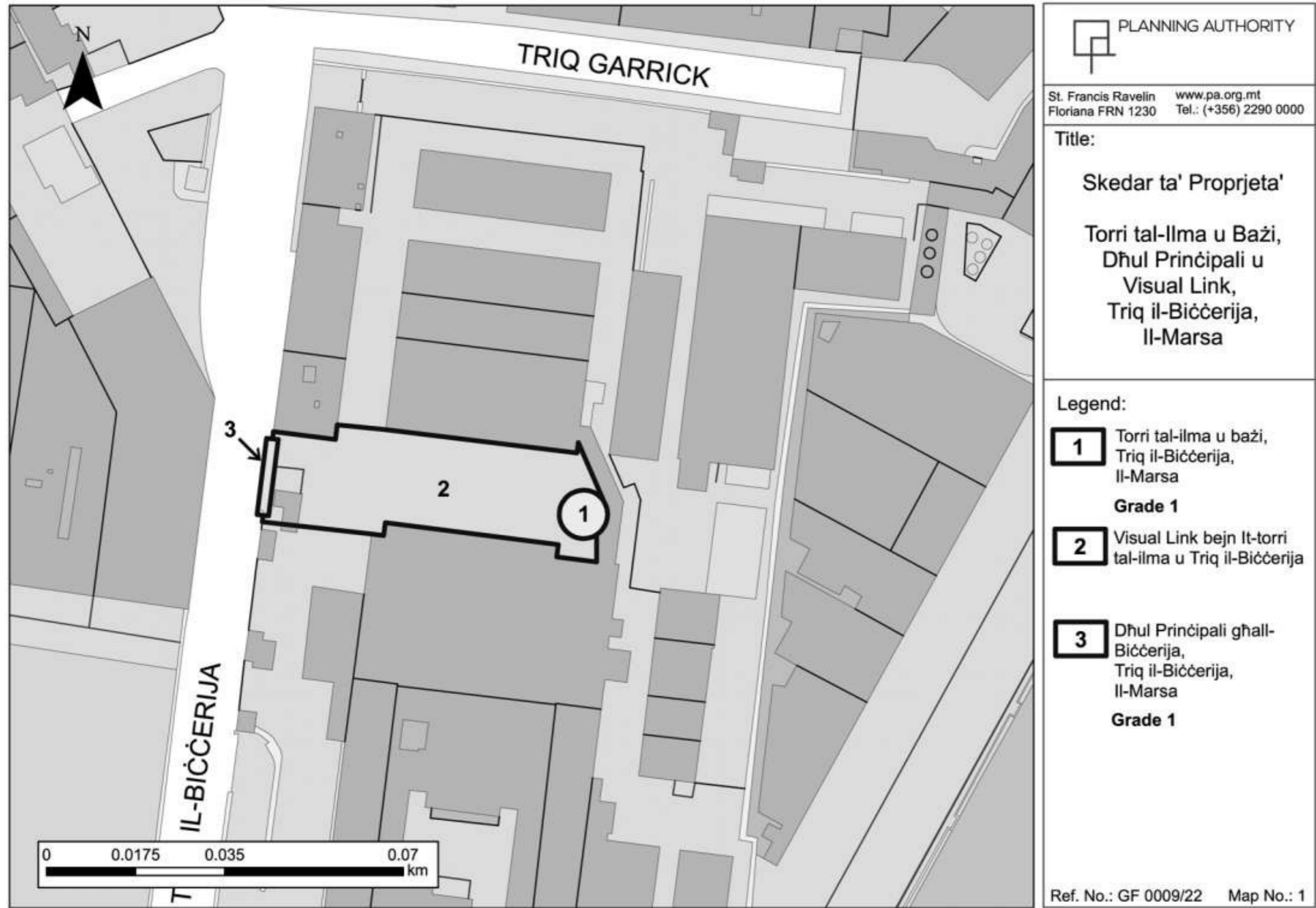
DocRef : BCR 26C – Plan of Areas and update of rock-cut features uncovered in Area F

PA 03060/16 -- SCH 517/16- TRB2018

Site: Marsa Government Garage, Triq Troubridge
C/W Triq Il-Biccerija, Marsa



Figure 10: Scheduled Features within the Malta Abattoir Complex (extracted from GN 314 of 2022)



THE SCHEME

34. This Scheme envisages construction of an Arts and Culture Community Hub, revising the 'Malta Carnival Experience' project approved for part of the site in 2016. Notably, as mentioned, the original proposal for the Malta Carnival Experience had pertained to the Scheme site as a whole, but the site boundary was revised during the assessment of the application.
35. The land uses envisaged in the Malta Carnival Experience project are being retained as part of the Scheme. The Scheme envisages expansion of the approved land uses and proposed new uses. As described by the Applicant, the Hub "*will have dedicated space for carnival enthusiasts, rock bands, dance troupes, an indoor and outdoor theatre, a 5D cinema, a museum, a cafeteria, and administrative offices*". **Figure 11** includes the Scheme drawings. **Figure 12** shows the superimposition of the Scheme height profile on that of the Malta Carnival Experience project approved under PA/03062/16. **Figure 13** includes visual impressions of the Scheme.
36. **Table I** lists and gives the floor area and / or capacity of the approved land uses and the proposed uses envisaged by the Scheme. The Scheme will have a Gross Floor Area (GFA)⁵ of approximately 77,200 m² and a built footprint of approximately 19,215 m². This compares with the approved GFA of approximately 26,970 m² and footprint of approximately 13,010 m². The Scheme envisages an almost three-fold increase in the approved GFA.
37. The height profile of the Scheme, and as it relates to the approved height profile, is illustrated in **Figure 12**, as mentioned. The tallest element from highest street level on Triq il-Biċċerija will be 16.60 m; the tallest element from highest street level on Triq Troubridge will be 21.69 m. This compares with an overall height of approximately 12 m in the case of the approved Malta Carnival Experience project.
38. The Hub is envisaged to be used all year round. The Carnival-related activities will take place throughout the year, with the main focus on November to February (main carnival) and in the summer (summer carnival). The Carnival Museum, Theatre, Cinema, and studios will be used open all year round. It is envisaged that the Hub will be the base for government agencies such as Festivals Malta and ŻfinMalta.
39. The main vehicular access (ingress / egress) to the Scheme will be from Triq Troubridge. There will be three additional vehicular access points on Triq Il-Biċċerija, two directly serving the parade ground (catering for heavy vehicles, including carnival floats) and the third located at the northernmost corner of the Scheme site, giving access to / from the stores. There will be a drop-off point on Triq Troubridge, in front of the entrance to the Carnival Museum. Pedestrian access will be from both Triq Troubridge and Triq Il-Biċċerija.

⁵ ⁵ Definition of GFA as provided in Regulation I of the EIA Regulations, 2017 (S.L. 549.46) – "*gross floor area*' means the total combined area of all the floors of a building as measured externally without any deduction of internal yards, the spaces overlying them or the thickness of internal or external walls and also includes all cellars, basements and roofs"

Table I: Approved and Proposed Development

Land use	Approved	Proposed
Interactive Workshops	3,321 m ² (26 units)	6,246 m ² (30 units)
- Carnival Float workshops		4,852 m ² (22 units)
- Carnival Costume workshops		1,394 m ² (8 units)
Dance Rehearsal Studios	90 m ²	1,333 m ²
Museum (of Local Performing Arts)	57 m ²	1,404 m ²
Audio-visual Centre	68 m ²	593 m ²
- Multi-purpose room		401 m ²
- Lecture rooms		192 m ²
Rock Band Area	-	2,159 m ² (18 studios)
Theatre	-	Indoor – 380 seats Outdoor (parade ground) – 914 seats
Cinema (5D)	-	616 seats
Cafeteria / Souvenir Shop	217 m ²	982 m ²
- Cafeteria		511 m ² (indoor) 256 m ² (outdoor) 111 m ² (kitchen)
- Shop		104 m ²
Offices	113 m ²	2,017 m ²
Stores	9 m ²	1,823 m ²
Reception	20 m ²	-
Orientation Centre	65 m ²	-
Security Room	8 m ²	-
Parking	85 car spaces 4 accessible-for-all spaces 1 van-accessible space 1 coach alighting facility	313 parking spaces 295 car spaces 7 motorcycle spaces 8 accessible-for-all spaces 1 van-accessible space

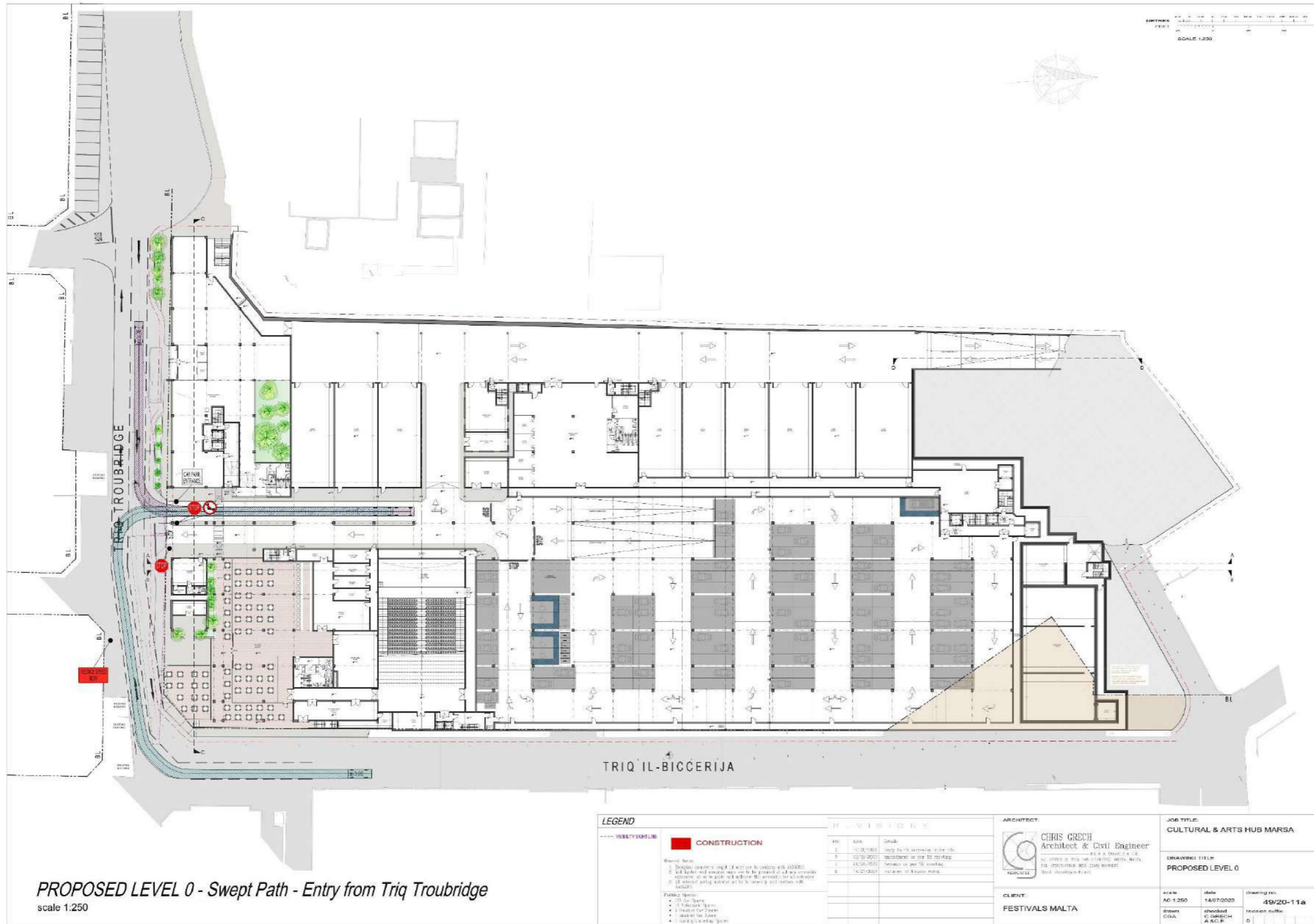
40. Parking will be provided primarily at Level 0 and Level 2 (on Triq il-Biċċerija). As described in the Traffic Scoping Statement (TSS), there is an agreement with the Fisheries Department to allocate 33 car parking spaces for users of the near Fish Market (to be used in the early morning, when the Fish Market is in operation).
41. The Scheme will include 40 bicycle racks (accommodating 80 bicycles), with six racks on each car parking level and another 28 outdoor at Level 2.

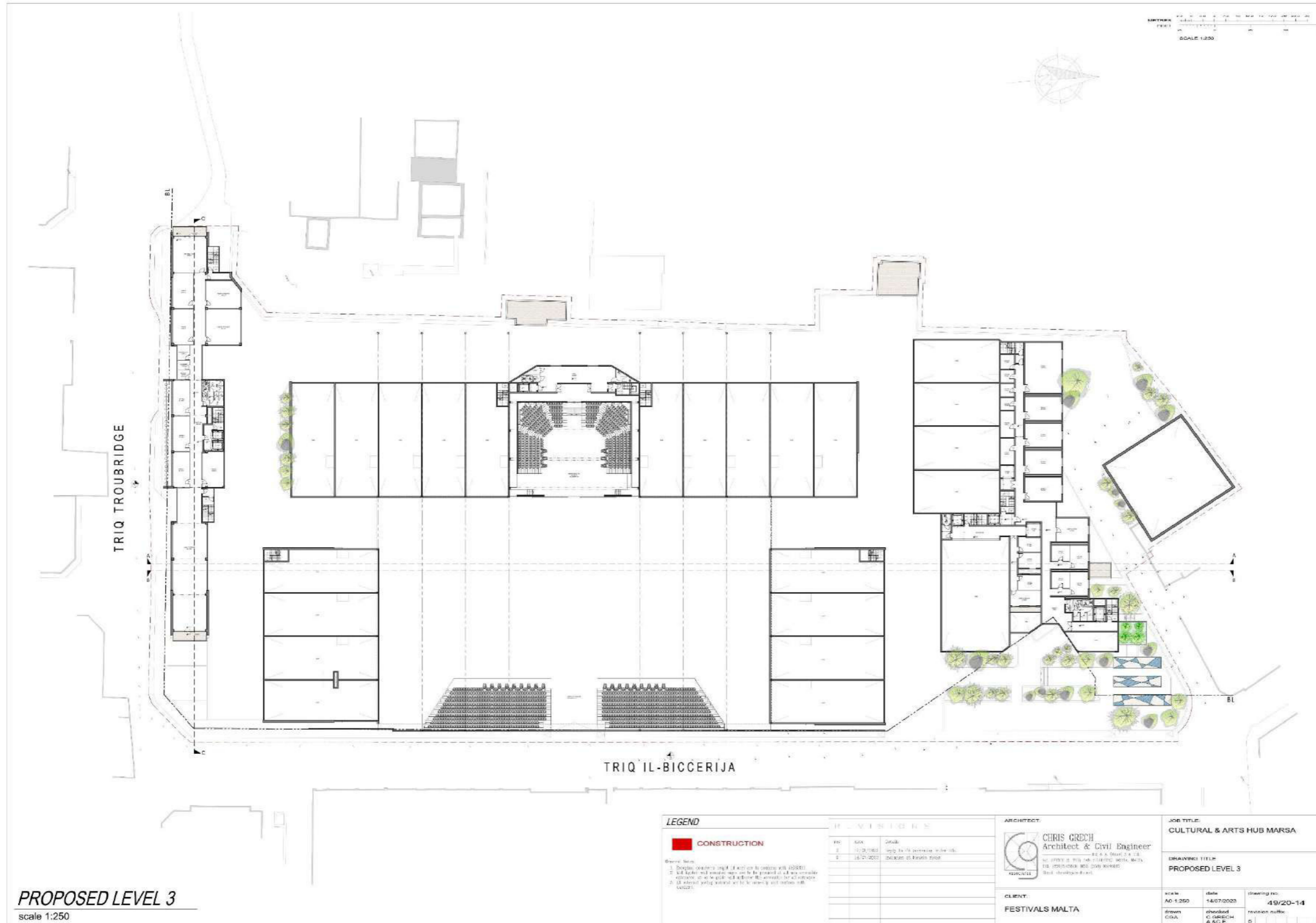


42. The Average Annual Daily Traffic (AADT) for the Scheme has been calculated as 973 trips. This is an approximately 160% increase on the AADT calculated for the approved Malta Carnival Experience (373 trips). The peak hour trip estimates for the Scheme are: Weekday AM Peak (74 vehicles), Weekday PM Peak (130 vehicles), and Saturday Peak (135 vehicles).



Figure 11: Scheme Drawings





PROPOSED LEVEL 3
scale 1:250

LEGEND

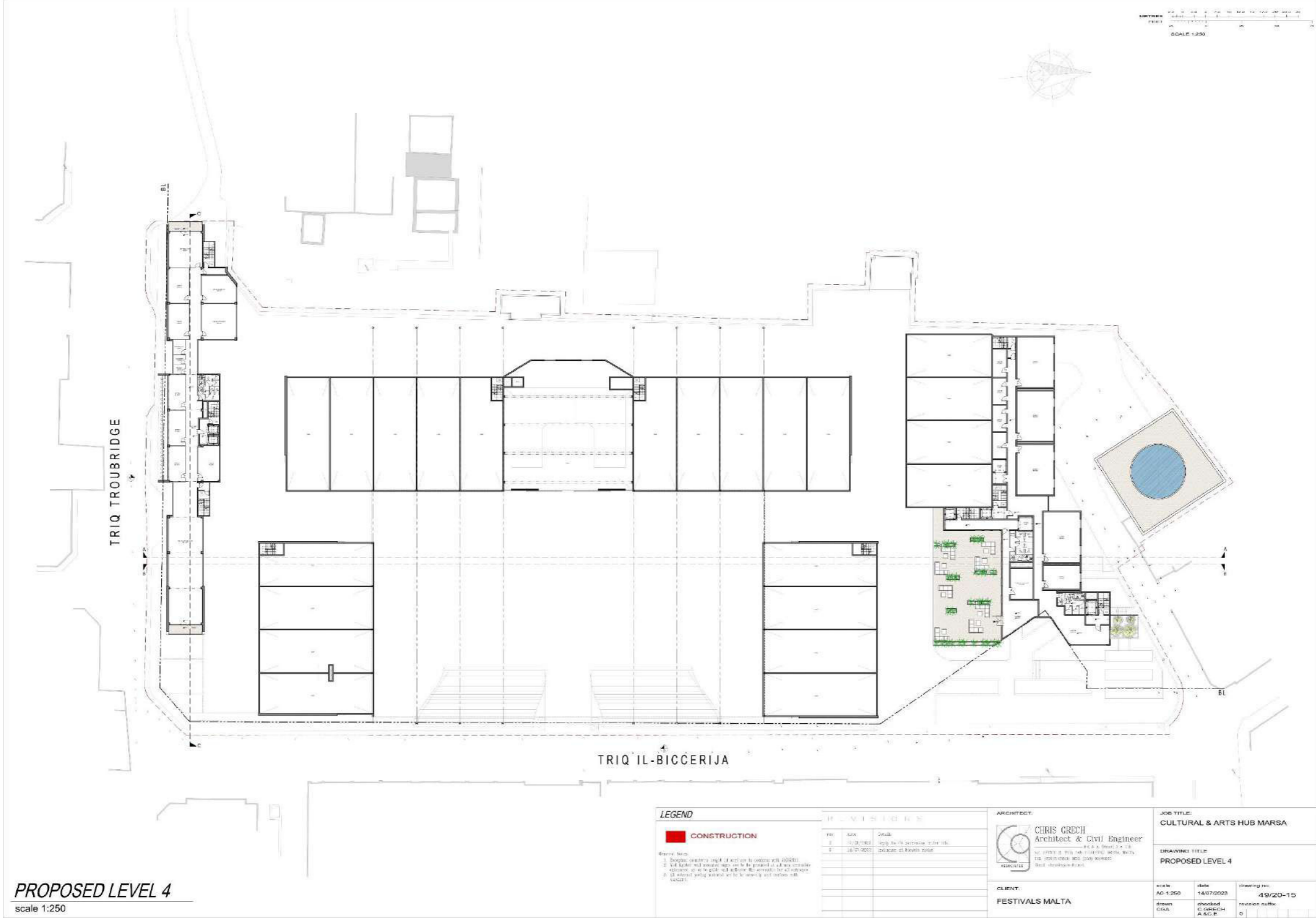
- CONSTRUCTION
- Notes:
1. Symbols indicating areas of work are to comply with AS/ISO.
 2. All symbols and notes are to be printed at a size commensurate with the scale of the drawing.
 3. All symbols and notes are to be printed at a size commensurate with the scale of the drawing.

NO.	DATE	DESCRIPTION
1	14/07/2023	Issue for the contractor to the site.
2	14/07/2023	Issue for the contractor to the site.

ARCHITECT:
CHRIS GRECH
 Architect & Civil Engineer
 118, LINDALEA ROAD, ST. JULIEN, MALTA.
 TEL: 9953 1111 FAX: 9953 1112
 www.chrisgrech.com

CLIENT:
FESTIVALS MALTA

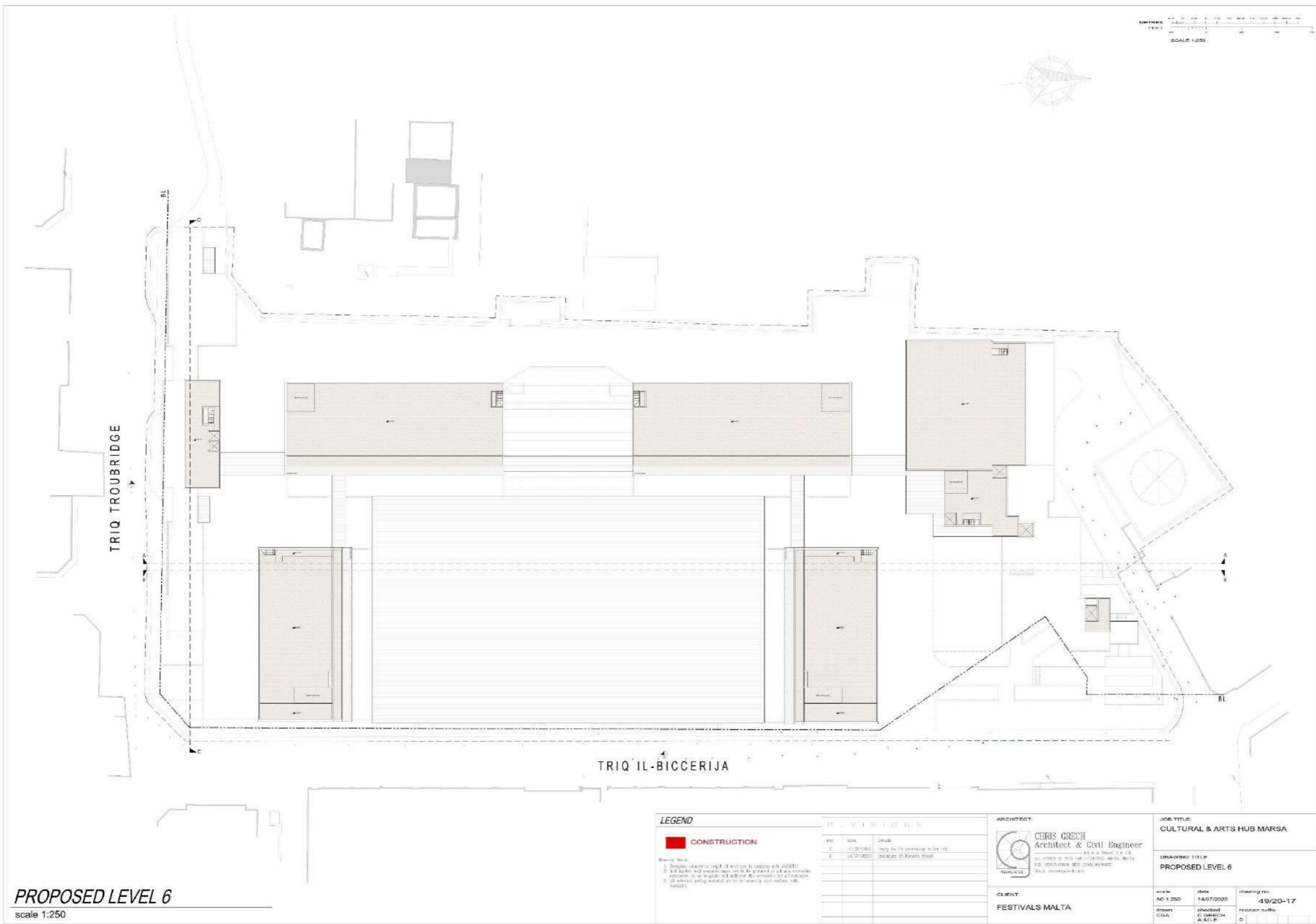
JOB TITLE: CULTURAL & ARTS HUB MARSA		
DRAWING TITLE: PROPOSED LEVEL 3		
WORK NO: AD-1250	DATE: 14/07/2023	DRAWING NO: 49/20-14
DRAWN BY: CRA	CHECKED BY: C GRECH	REVISION AUTHORITY: G



PROPOSED LEVEL 4
scale 1:250

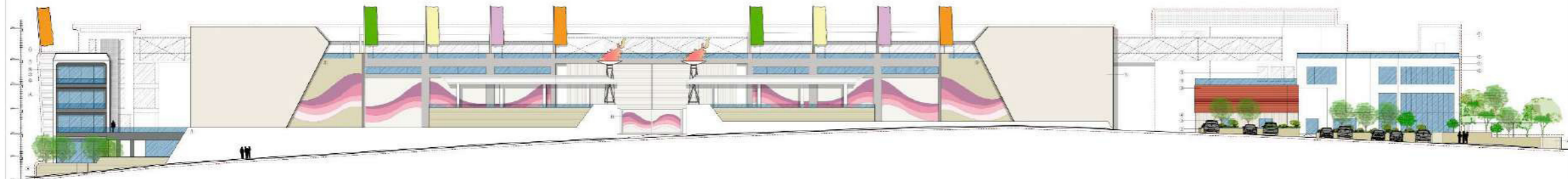
LEGEND CONSTRUCTION Notes: 1. Symbols, dimensions, angles, etc. refer to the construction work shown. 2. All symbols and dimensions shall conform to the standards of the relevant authority. 3. All dimensions shall be in millimeters unless otherwise stated.	REVISIONS <table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> <tr> <td>1</td> <td>14/07/2023</td> <td>Issue for the construction work.</td> </tr> <tr> <td>2</td> <td>14/07/2023</td> <td>Issue for the construction work.</td> </tr> </table>	NO.	DATE	DESCRIPTION	1	14/07/2023	Issue for the construction work.	2	14/07/2023	Issue for the construction work.	ARCHITECT: CHRIS GRECH Architect & Civil Engineer No. 14807/2023 118, LINDALFA ROAD, ST. JULIEN'S, MALTA. (Next to the bus stop)	JOB TITLE: CULTURAL & ARTS HUB MARSA DRAWING TITLE: PROPOSED LEVEL 4						
	NO.	DATE	DESCRIPTION															
1	14/07/2023	Issue for the construction work.																
2	14/07/2023	Issue for the construction work.																
CLIENT: FESTIVALS MALTA	<table border="1"> <tr> <td>Scale</td> <td>1:250</td> <td>Drawing No.</td> <td>49/20-15</td> </tr> <tr> <td>Drawn</td> <td>CRA</td> <td>Revision</td> <td>0</td> </tr> <tr> <td>Checked</td> <td>C. GRECH</td> <td>Author</td> <td></td> </tr> <tr> <td>Approved</td> <td>A. C. P.</td> <td></td> <td></td> </tr> </table>	Scale	1:250	Drawing No.	49/20-15	Drawn	CRA	Revision	0	Checked	C. GRECH	Author		Approved	A. C. P.			
Scale	1:250	Drawing No.	49/20-15															
Drawn	CRA	Revision	0															
Checked	C. GRECH	Author																
Approved	A. C. P.																	







PROPOSED SOUTH ELEVATION 'A' - TRIQ TROUBRIDGE
scale 1:200



PROPOSED EAST ELEVATION 'B' - TRIQ IL-BICCERJA
scale 1:200



LEGEND	MATERIAL LIST	REVISIONS	ARCHITECT	JOB TITLE
■ CONSTRUCTION	1) RENDERED IN WHITE COLOUR 2) RENDERED IN LIGHT BROWN COLOUR 3) RENDERED IN LIGHT GREY COLOUR 4) SHINY WHITE GLASSING 5) BLACK ALUMINIUM APERTURES 6) FRAMELESS GLASS RAILING 7) BLACK STEEL SHADING DEVICE 8) ALUMINIUM COMPOSITE GLASSING 9) DARK BROWN COLOUR 10) WHITE PVC GATE 11) WHITE PVC GATE 12) PERFORATED METAL SHEET	101 000 0000 2 11/01/2021 Sign to be removed under 10 3 11/01/2021 Addition of handle note	CHRIS GRECH Architect & Civil Engineer F.E.A.S. 08001 & 02 12, GARDY & TAYLOR AVENUE, MALTA, 9503 TEL: 00356 2142 4000 FAX: 00356 2142 4001 Email: chris@chrisgrech.com	CULTURAL & ARTS HUB MARSA DRAWING TITLE PROPOSED EAST & SOUTH ELEVATIONS
			CLIENT: FESTIVALS MALTA	scale: A0 1:200 date: 14/07/2023 drawing no.: 49/20-39 drawn: CGA checked: C GRECH A.G.C.B.



Figure 13: Visual Impressions





RESOURCES

Energy

43. There will be a combination of passive and active measures aimed at reducing energy consumption. It is envisaged that there will be a Photovoltaic (PV) system on site, with panels installed on the roofs of the entire complex. This PV system is expected to have an annual generation of approximately 454 MWh. The approved Malta Carnival Experience project did not include any renewable energy technologies.
44. The Scheme will have a Building Management System (BMS) – integrated energy-efficient heating, ventilation, and AC (HVAC) system – as well as include low energy lighting systems (LEDs) throughout.
45. The annual electricity consumption for the Scheme is estimated to be in the range of 50,000 KWh. Hence, the PV installation will generate enough electricity to cover the envisaged demand. However, the Applicant explains that the Scheme includes a sub-station, which will be connected to the existing 11kV infrastructure, and as was also envisaged with the approved Malta Carnival Experience project.

Water

46. The Scheme will maximise rainwater collection. It is envisaged that approximately 3,600,000 litres of rainwater will be harvested, from roofs and open spaces at surface level (a cumulative area of approximately 3,600 m³). The collected rainwater will be used for flushings (approximately 2,000 m³ annually), the fire-fighting system - sprinkler system, fire hydrant and landing valves (approximately 250 m³ annually), cleaning (approximately 260 m³ annually), and irrigation (approximately 20 m³ annually). There will be three reservoirs on site - two containing water solely for use in the fire-fighting system and the third containing the water for flushings, cleaning and irrigation.
47. The annual second-class water consumption is estimated to be in the range of 2,530 m³. Hence, the collected water will be sufficient to meet all of the second-class water demand.

Raw Materials

48. **Table 2** lists the primary materials that are envisaged to be used in the construction of the Scheme.

Table 2: Construction Raw Materials

Material	Estimated Quantity
Concrete (cast-in-situ reinforced slabs, beams, columns, and footings)	8,000 m ³
Hollow concrete blocks (pre-cast concrete elements)	16,000 m ³
Globigerina Limestone blocks	2,000 m ³
Glazing	210 m ²
Asphalt (road surfacing)	6,500 m ²
Paving material	5,200 m ²

SCHEME CONSTRUCTION

Construction Timing

49. The estimated duration of the entire construction period of the Scheme is envisaged to be just over two years (27 months). The works will be conducted in two phases, beginning with the demolition of the remaining buildings / structures in the northern part of the Scheme site. This will include removal of the remaining ACM. The demolition and site clearance are expected to have a duration of approximately nine months. Phase 2 will involve the actual construction, from excavation through to the finishing, and is envisaged to have a duration of approximately 18 months.

Construction Plant and Machinery

50. **Table 3** lists the plant and machinery envisaged to be used in the construction of the Scheme.

Table 3: Construction Plant and Machinery

Phase	Plant and Machinery	Estimated Quantity
Excavation	Excavators	4 - 5
	Ripper Buckets	4 - 5
	Dump Trucks	3
Construction	Tower Cranes	1
	Mobile Cranes	1 - 2
	Ready Mixers	5 m- 7 (per day)
	Small Trucks	5 - 7 (per day)
Finishing	High-up Lifters	As required
	Small Trucks	As required



Construction Waste

51. As mentioned, a Waste Management Plan (WMP) for the Scheme was submitted to the ERA in June 2023. This outlined in detail the waste streams and the estimated volumes of waste envisaged to be produced during the construction of the Scheme, as well as waste disposal arrangements. **Table 4** is extracted from this WMP and summarises the construction waste details.
52. In respect of the removal and disposal of the remaining ACMs (European Waste Codes (EWC) 17 06 01* and 17 06 05*), this will be undertaken with in accordance with the conditions specified in the permit PA/03060/16 (pertaining to Supporting Document Doc 91a of the permit) and with reference to Legal Notice (LN) 228 of 2001 (*Prevention and Reduction of Environmental Pollution by Asbestos Regulations – Subsidiary Legislation (SL) 549.18*).
53. It is not envisaged that there will be other hazardous material encountered in the demolition and removal of the buildings on the northern portion of the site. However, the removal of any hazardous waste encountered will be conducted in accordance with the hazardous waste consignment arrangements (permits and consignment notes).
54. All other wastes will be segregated, temporarily stored on site, and removed off-site in accordance with all the relevant regulations, including using licensed waste carriers.
55. As also explained in the WMP, the reuse on site of material from the demolition and excavation of the site is not envisaged, because of its suitability for reuse and the limited potential for refilling in the Scheme.

Construction Management

56. A detailed Construction Management Plan (CMP) will be prepared by the contractor awarded responsibility for the construction works. This will detail the layout of the site during the construction phase, and the measures to be put in place to mitigate impacts from construction, as well as safety measures. The CMP may also include a monitoring programme, to be overseen by a competent monitor, if considered relevant.
57. The placement of the temporary site office(s), details on hoarding, access and signage will also be described in the CMP. It is envisaged that construction traffic will access the site from Triq Troubridge.
58. If any utilities need to be relocated during the construction works this will be at the expense of the Applicant and the works will be carried out in cooperation with the relevant utility suppliers / operators prior to the commencement of the excavations.
59. It is estimated that between 15 to 20 persons will be involved full-time at each phase of the construction, as outlined in **Table 5**.



Table 4: Construction Waste (extracted from the Waste Management Plan)

Phase	Type of waste	EWC code	HP code ⁶	Estimated Quantity	Destination
Demolition	Bricks / masonry	17 01 02 17 05 04	-	286 tonnes	Backfilling of an excavation void (recovery in a quarry)
	Concrete	17 01 01	-	1,520 tonnes	Backfilling of an excavation void (recovery in a quarry)
	Tiles and ceramics	17 01 03	-	18.8 tonnes	Backfilling of an excavation void (recovery in a quarry)
	Glass	17 02 02	-	0.8 tonnes	Sent for recycling/recovery
	Aluminium (windows and doors)	17 04 02	-	2.4 tonnes	Sent for recycling/recovery
	Iron and Steel (windows and doors)	17 04 05	-	40 tonnes	Sent for recycling/recovery
	Asbestos Containing Materials	17 06 05	HP5 and HP7	1,488 m ²	Exported to an approved dumping facility abroad, in accordance with LN 228 of 2001.
Excavation	Soil and stones other than those mentioned in 17 05 03	17 05 04	-	6,000 tonnes	Backfilling of an excavation void (recovery in a quarry)
Construction / finishing	Brick / masonry cut-offs	17 01 02	-	Minimal	Backfilling of an excavation void (recovery in a quarry)
	Tiles and ceramics	17 01 03	-	Minimal	Backfilling of an excavation void (recovery in a quarry)
	Metal (e.g. rebar cut-offs)	17 04 05	-	Minimal	Sent for recycling
	Wood	17 02 01	-	Minimal	Sent for recycling / disposal
	Glass	17 02 02	-	Minimal	Sent for recycling

⁶ In accordance with EU Regulation 1357/2014, HP codes only apply when the waste is hazardous.



Phase	Type of waste	EWC code	HP code ⁶	Estimated Quantity	Destination
	Plastic	17 02 03	-	Minimal	Sent for recycling / disposal
	Aluminium	17 04 02	-	Minimal	Sent for recycling
	Wires	17 04 11	-	Minimal	Sent for recycling
	Gypsum	17 08 02	-	Minimal	Exported for recovery / disposal



Table 5: Construction Personnel

Construction Stage	Full-time Workers
Dismantling of ACM corrugated roofing sheets, demolition of existing structures, and site excavation	20
Construction of Complex	20
Mechanical & Electrical	15
External Finishes	15
Internal Finishes	15

SCHEME OPERATION

Employment

60. The Traffic Scoping Statement submitted to the PA in July 2023 outlined the number of people expected to be on site for the purposes of predicting the trip generation and calculating the AADT. These figures included those envisaged to be employed on site, as well as visitors to the site. Based on these figures, it is envisaged that the employment complement when the Scheme comes into operation will be in the range of 300 to 500, depending on the time of year. The carnival elements of the Scheme will vary in the number of employees on-site over the year.

Operational Waste

61. The WMP submitted to the ERA in June 2023 also outlined in detail the operational waste streams and the operational waste management arrangements. **Table 6** is extracted from the WMP and summarises the operational waste details.
62. The construction of the carnival floats will generate hazardous waste in the form of paints, aerosols, and fiberglass. These hazardous wastes will be temporarily stored in a designated quarantine zone, within a warehouse, until taken off-site to an authorized disposal or recovery facility.
63. All other wastes will be segregated, temporarily stored on site, and removed off-site in accordance with all the relevant regulations, including using licensed waste carriers.
64. As mentioned, water from roofs and surface water will be collected for reuse on site. Foul water will be discharged into the main sewer.



Table 6: Construction Waste (extracted from the Waste Management Plan)

Type of Waste	EWC Code	HP Code	Estimated Quantity (annually)	Final Disposal
Recyclable (Paper, Cardboard, Plastic and Glass)	15 01 01 20 01 39 20 01 02	-	152,137 litres (152 m ³)	Deposited at the Malta North Waste Treatment Plant for recycling ⁷
Mixed municipal waste	20 03 01	-	1,068,155 litres (1,068 m ³)	Deposited at the Malta North Waste Treatment Plant for landfilling
Biodegradable kitchen and canteen waste	20 01 08	-	61,472 litres (61 m ³)	Deposited at the Malta North Waste Treatment Plant for composting
Grease trap residue	19 08 14	-	Minimal	Deposited at Water Services Corporation discharge points
Paint, varnish and aerosol cans	08 01 21*	HP 3, HP 5, HP 14	Not determined at this stage	Taken to Civic Amenity Site
Batteries	20 01 34	-	Minimal	Taken to Civic Amenity Site
Electrical and electronic equipment	20 01 35* 20 01 36	HP 14		Deposited at the Malta North Waste Treatment Plant

⁷ The Sant' Antnin Recycling Facility is currently closed and recyclable waste is instead being directed to the Maghtab Environmental Complex.

POTENTIAL ENVIRONMENTAL IMPACTS

65. 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 construction and operation of the Scheme can be identified. The list identifies only those potential impacts that could be significant.
66. Importantly, where the Scheme is a revision of the Malta Carnival Experience project approved in 2016 the described impacts acknowledge the development already committed for the site.
67. The potential significant impacts from the construction and operation of the Scheme are considered to be:

- ***Impacts on visual amenity***

There is already a commitment on the Scheme site in respect of the Malta Carnival Experience project approved under PA/03062/16. The Scheme will serve to raise the height profile across the site, by between 6 to 9 m. The visual impressions included in **Figure 13** illustrate how the Scheme will relate to the existing townscape context. The taller elements of the Scheme will be towards the southern end of the site, where the roofscape context is higher, and in recognition that the Harbour Fortifications AHLV extends to the Inner Harbour just north of the Scheme site.

- ***Impacts on cultural heritage***

As mentioned, the Scheme site lies within a designated Area of Archaeological Importance and archaeological artefacts have already been unearthed during the clearance of the southern portion of the Scheme site. The SCH has outlined its requirements for the further clearance and excavation works on the site, and the Applicant has confirmed that the Works Method Statement will address the SCH's requirements.

- ***Impacts on geo-environment***

The Scheme will involve the removal of backfill material (approximately 6,000 m³ of soil and stones), similar to that envisaged by the approved Malta Carnival project.

- ***Impacts arising from construction activities***

The Scheme will primarily serve to extend the main construction stage in respect of the construction timeframe envisaged for the approved Malta Carnival Experience project. Excavation through to the finishing is envisaged to have a duration of approximately 18 months. As mentioned, the buildings on the southern part of the site have already been demolished and the remaining demolition and site clearance will be approximately nine months. The potential



impacts arising during the construction (noise, vibration, dust, and changes to surface water flows) are likely to be short term and will be temporary. Nevertheless, there is the need to mitigate the potential impacts on surrounding sensitive receptors in close proximity to the site.

- **Operational traffic impacts**

There will be an increase in the traffic moving to and from the site when the Scheme comes into operation, compared with that envisaged with the approved Malta Carnival Experience project. As mentioned, the AADT for the Scheme has been calculated as 973 trips, an approximately 160% increase on the AADT calculated for the approved Malta Carnival Experience project (373 trips).

- **Impacts on energy and water resources**

There will be an increase in the electricity and water demand since the Scheme will be large and envisages more intensive use of the site than that envisaged by the approved Malta Carnival Experience project. However, as mentioned, it is intended to install a PV system that will generate enough electricity to cover the envisaged demand, and the envisaged arrangements for rainwater collection will ensure the capture of enough water sufficiently meet the second-class water demand.

- **Waste**

The Waste Management Plan (WMP) submitted in June 2023 details the construction and operational waste streams, the estimated volumes of waste, and the waste disposal arrangements. There is remaining ACM on site. As mentioned, this will be dealt with in accordance with the conditions specified in the permit PA/03060/16, and with reference to Legal Notice (LN) 228 of 2001 (*Prevention and Reduction of Environmental Pollution by Asbestos Regulations – Subsidiary Legislation (SL) 549.18*).

The waste produced when the Scheme comes into operation will include hazardous waste in the form of paints, aerosols, and fiberglass used in the construction of the carnival floats. As explained in the WMP, these hazardous wastes will be dealt with in accordance with all relevant regulations.

MITIGATION PROPOSALS

68. The mitigation proposals address both measures the Applicant already intends to take forward, as well as additional recommended mitigation measures. The recommended mitigation measures designed to address the potential impacts are as follows:

- Monitoring of the excavation and site clearance by qualified archaeologists, reporting to the Superintendence of Cultural Heritage (SCH), and the recording and salvaging as necessary of any archaeological artefacts encountered. The SCH should be consulted prior to any excavation / clearance works being carried out.



- Implementation of good practice in accordance with the *Construction Management Site Regulations* (S.L.623.08). The Construction Management Plan (CMP) should include measures to:
 - Minimise dust deposition within and outside of the site, addressing measures to control dust spread, including regular spraying with water to limit dust emissions, the installation of a wheel wash for construction traffic exiting the site, and the cleaning of the site and surrounding roads at the end of each working day.
 - Control noise, addressing measures to limit noise arising from plant and machinery as well as construction vehicles moving within the site and along the surround roads, and the timing of construction activities.
 - Manage stormwater run-off during the construction, through the use of containment measures, and to avoid water run-off with the potential to impact on the surrounding roads.
- Implementation of a construction waste management regime that addresses all operational waste streams, including hazardous wastes, and which has regard to the need to minimise waste, the proper management of the temporary storage of waste on site, and the collection and disposal of waste in accordance with accepted waste management procedures.
- Adoption of operational management practices addressing the collection of rainwater and surface water, to avoid water run-off with the potential to impact on the surrounding area.
- Implementation of an operational waste management regime that addresses all operational waste streams, including hazardous wastes, and which has regard to adoption of best practice in relation to waste management.