



Project Description Statement for the  
proposed extension of an existing  
showroom to a new retail outlet, Lija

As per ERA requirements for PA/04736/24


Report



PROJECT DESCRIPTION STATEMENT  
AIS REF. NO: **PRJ-ENV869**  
CLIENT REF. NO: **PA/04736/24**  
SECOND VERSION

PUBLICATION DATE  
**08 January 2025**

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## DOCUMENT REVISION HISTORY

DATE	VERSION	COMMENTS	AUTHORS / CONTRIBUTORS
12/12/2024	1.0	First Version	Siân Pledger Susannah Farrugia Sacha Dunlop
08/01/2025	2.0	Second Version	

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## 1 INTRODUCTION

Mr Paul Gauci, has filed a development permit application for the: *“Proposed extension to existing Class 4B commercial premises, by means of excavation and construction of two levels of basement parking, two levels of Class 4B retail and overlying setback floor for ancillary storage. Includes partial internal and external alterations to existing building, redesign of facades and placement of signs”*, at S&S, Triq il-Mosta, Hal-Lija.

Mr Paul Gauci (henceforth referred to as the “Applicant”) has commissioned AIS Environment Ltd to prepare a Project Description Statement (PDS) to pre-validate the impacts expected from the proposed activities which include the excavation and construction of two floors and overlying setback floor of Class 4B retail (henceforth referred to as the “Scheme”).

The PDS report has been requested by the Environment and Resources Authority (ERA) to provide the necessary information in terms of a justification for the project, and an outline of the potential impacts and/or benefits of the project. This PDS has been prepared and structured in accordance with Schedule I, Category II of S.L. 549.46 of 2017 (ENVIRONMENTAL IMPACT ASSESSMENT REGULATIONS, 2017).

### 1.1 SCHEME LOCATION

The Scheme is situated in the outskirts of the town of Lija. It lies on a busy dual carriage way road which connects the two large towns of Lija and Mosta. It is an area characterised by a mixture of commercial, industrial, residential and agricultural land uses. It is also formally recognised as an Area of Containment in the applicable Local Plan.





FIGURE 1: LOCATION OF LIJA, WITHIN THE CONTEXT OF THE MALTESE ISLANDS (SOURCE: GOOGLE EARTH, 2023 IMAGERY)



FIGURE 2: SCHEME SITE AND SURROUNDING WIDER AREA (SOURCE: GOOGLE EARTH, 2023 IMAGERY)

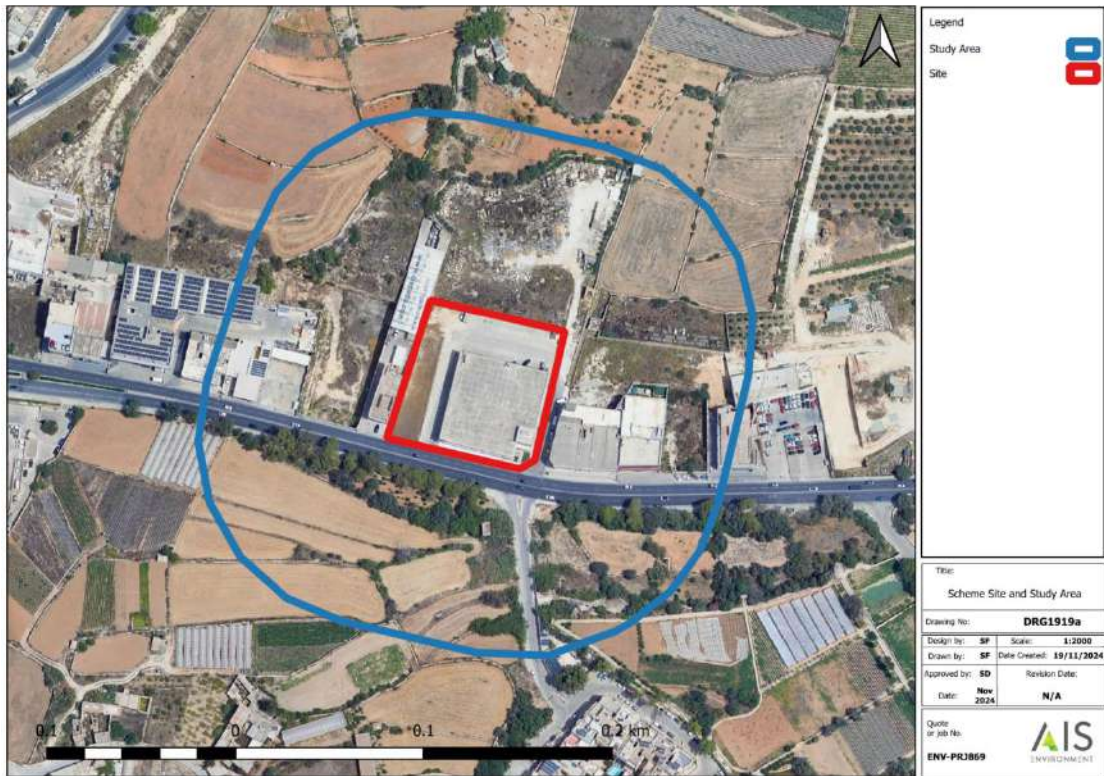


FIGURE 3: CLOSE UP OF THE SITE, STUDY AREA AND IMMEDIATE SURROUNDINGS



FIGURE 4: EXISTING S&S SHOWROOM, TRIQ IL-MOSTA (4<sup>TH</sup> DECEMBER 2024)



## 1.2 PROJECT OVERVIEW & SCHEME JUSTIFICATION

The main objective of the project is to increase the buildings floor area and retain the existing Class 4B use of the existing showroom. The types of goods sold at the new premises are likely to change.

The Applicant plans to extend the current building both vertically and horizontally. This will not only increase the size of the showroom floor; but also enable the inclusion of on-site underground parking facilities. The proposed alterations will provide better facilities for both the operator(s) and customers.

### 1.2.1 Relevant Policy

#### 1.2.1.1 CENTRAL MALTA LOCAL PLAN (2006)

The project site area falls within the CENTRAL MALTA LOCAL PLAN (SMLP, 2006). Policies of the CMLP which are most relevant to the proposed development are summarised in Table 1. Although the sites postal address is located in Lija, it falls within the map/policy areas referred to as “Naxxar South”.

TABLE 1: POLICIES OF THE CMLP WHICH ARE RELEVANT TO THE PROPOSED WORKS

POLICY CODE	POLICY NAME	DESCRIPTION AND RELEVANCE
N/A	Overall Strategy Aim Commerce and Industry: Direct commercial development to appropriate locations	One of the overarching visions of the policy is to ensure that commercial activities are appropriately located.
N/A	Arterial Road	There are 3 arterial roads within the CMLP area, all lying in an east-west orientation.  The Scheme site lies on the northern-most of these arterial roads.
CG29	Areas of Hydrological Importance	The designated areas of hydrological importance encompass a large range of features, including water protection areas, aquifer zones, public boreholes, underground gallery systems, springs, pumping stations and valley water courses. These features must be protected from developments which pose a threat to their integrity. Developments in such areas, are only permitted if all relevant competent authorities are

POLICY CODE	POLICY NAME	DESCRIPTION AND RELEVANCE
		<p>satisfied that it poses no risk to the protected water feature.</p> <p>The Scheme site falls within one of the designated protection areas.</p>
CG02	Limits to Development (Urban Development Boundaries)	<p>The policy designates several areas in which developments are permitted; outside of these areas new developments shall not be viewed favourably.</p> <p>The project site lies outside of the designated development areas; but within a row of buildings which are already present.</p> <p>There has been a proposal to amend the boundary to include the site.</p>

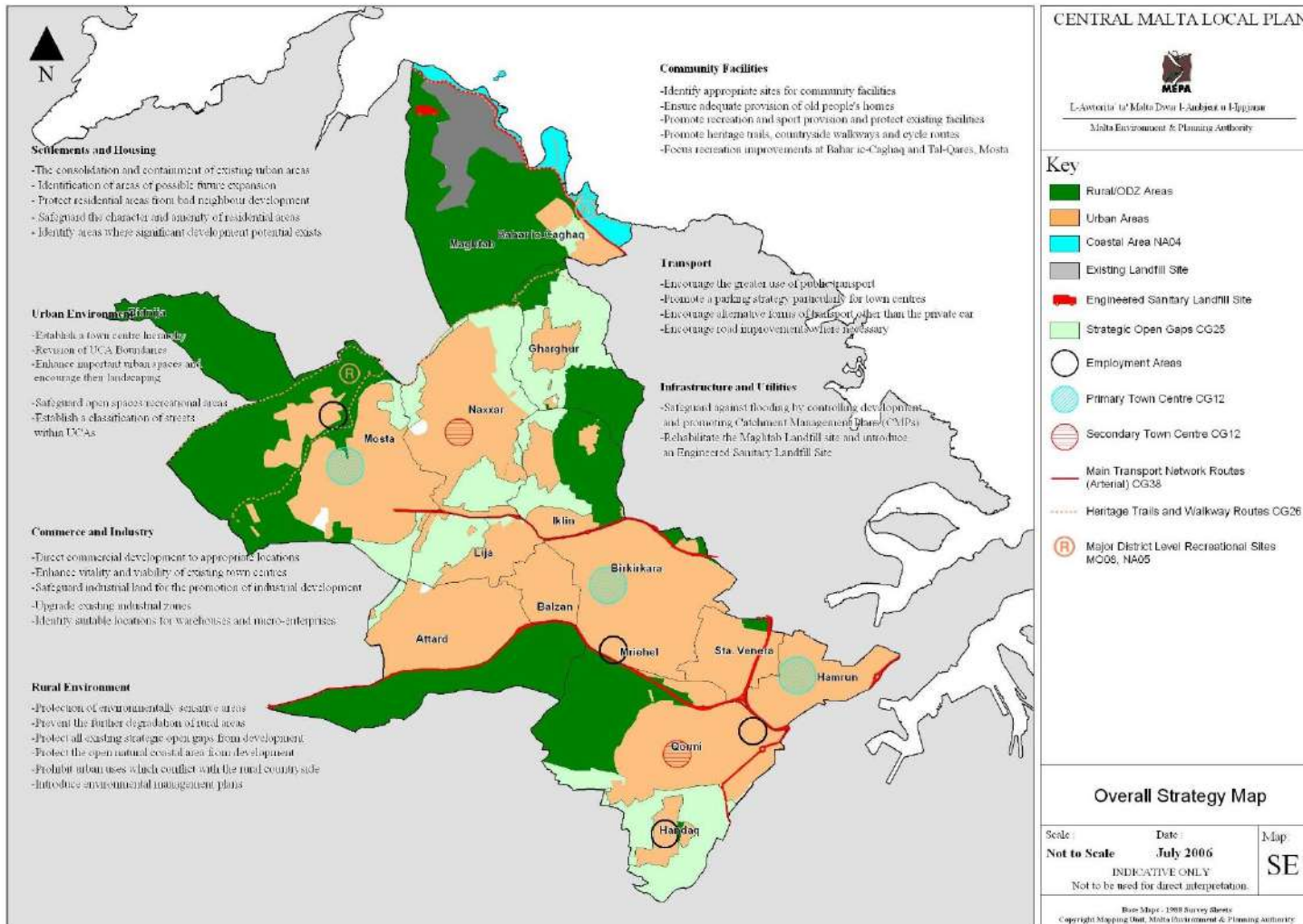


FIGURE 5: OVERALL STRATEGY MAP (SOURCE: CMLP)



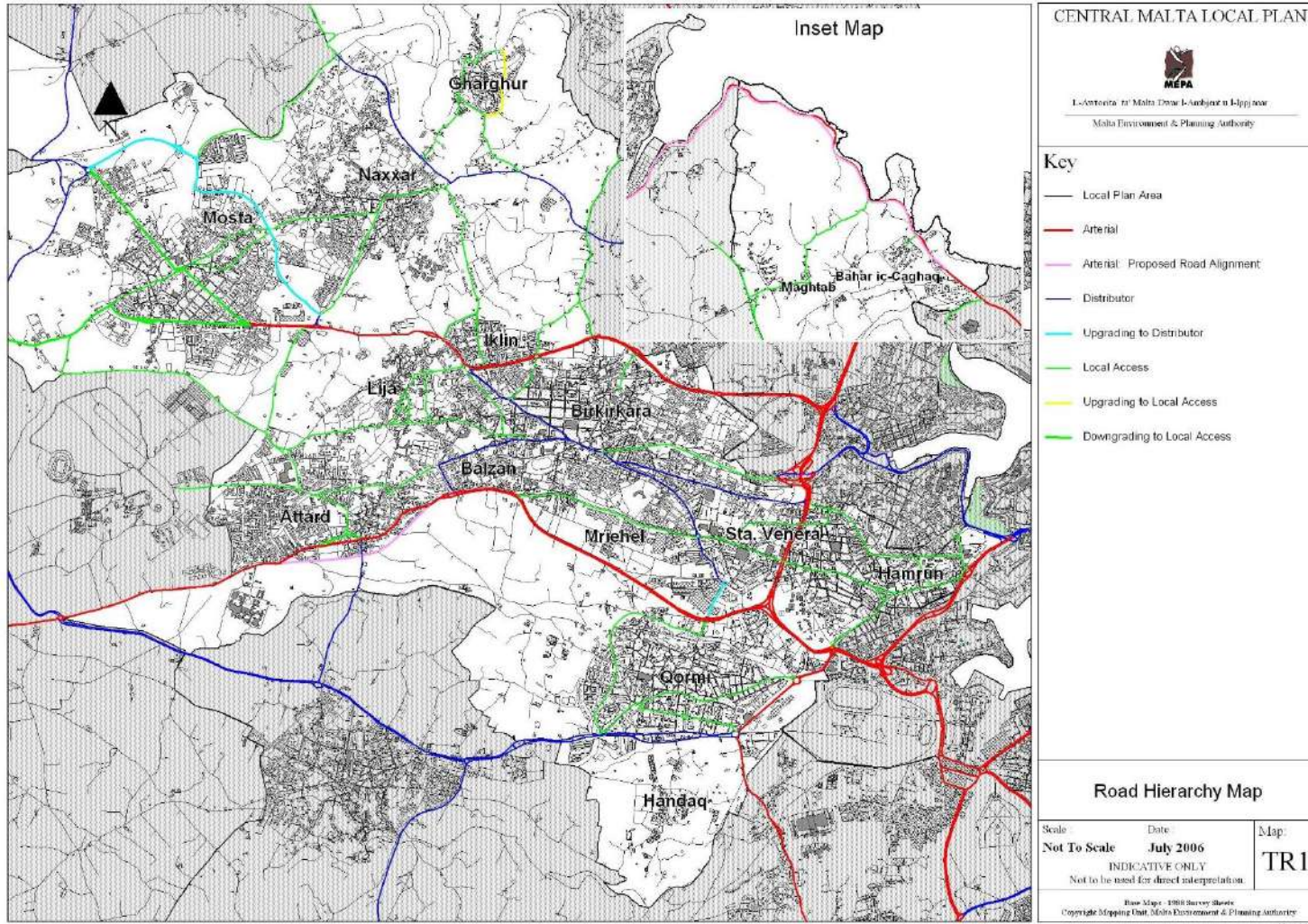


FIGURE 6: ROAD HIERARCHY MAP (SOURCE: CMLP)

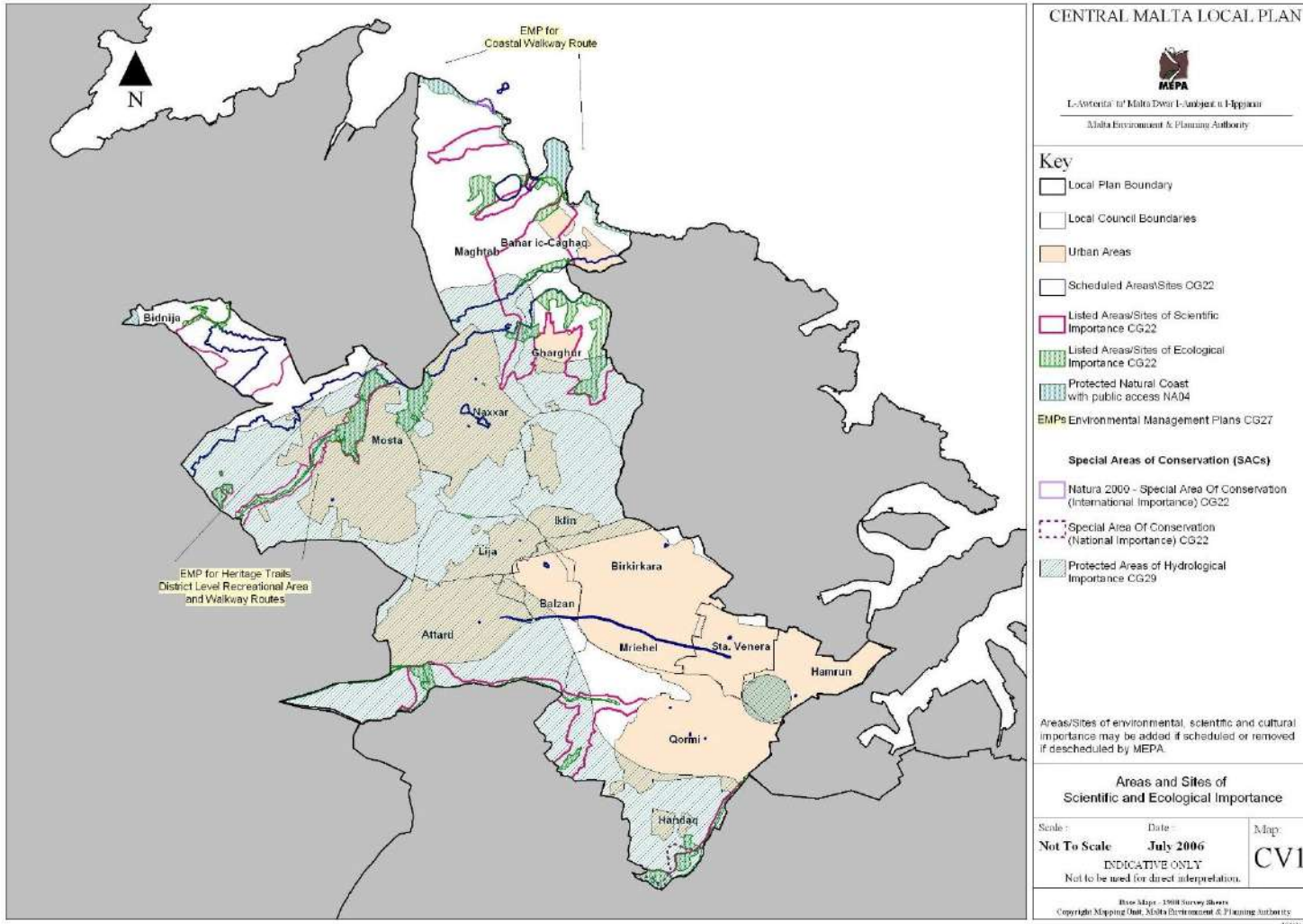


FIGURE 7: AREAS AND SITES OF SCIENTIFIC AND ECOLOGICAL IMPORTANCE (SOURCE: CMLP)



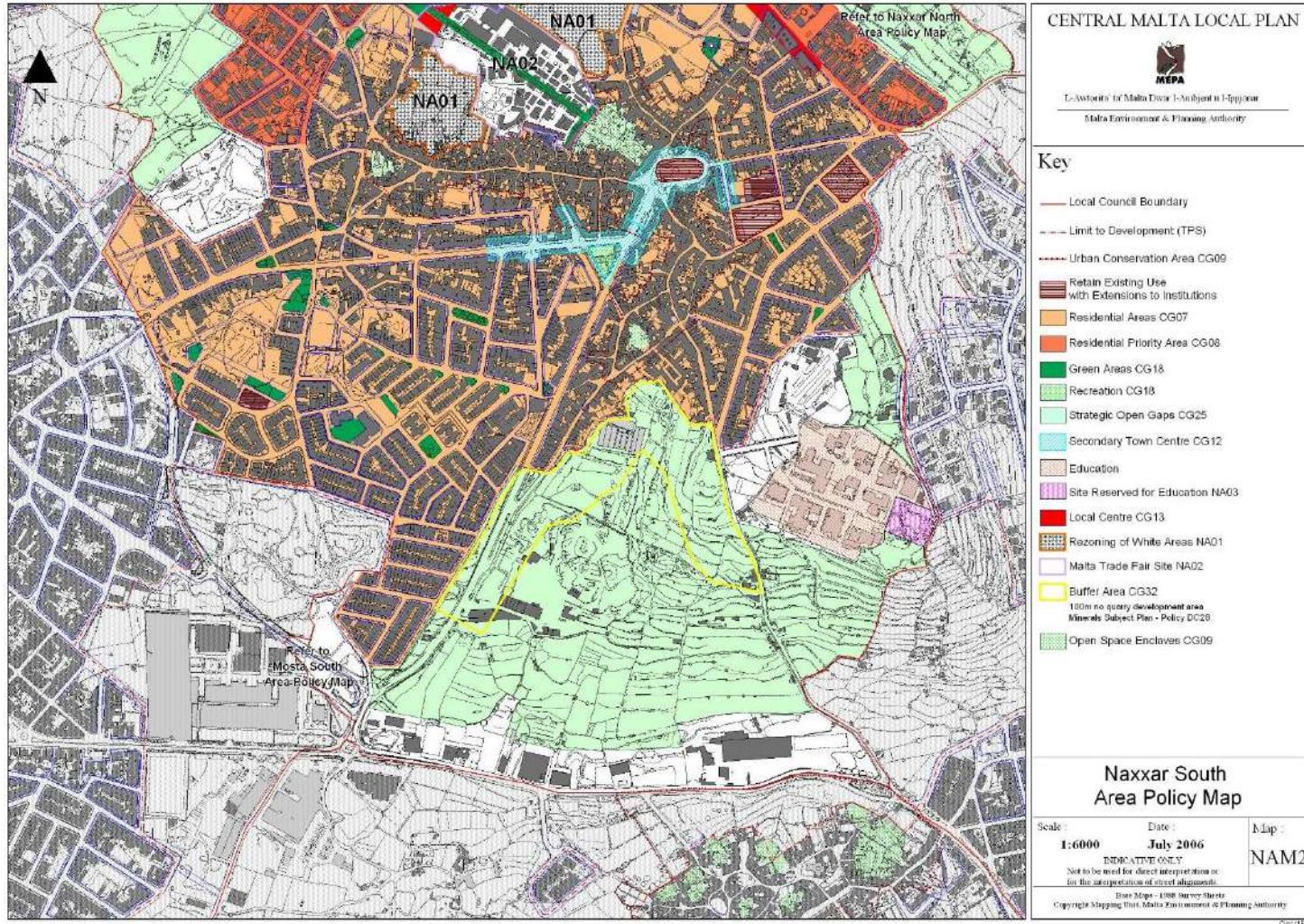


FIGURE 8: NAXXAR SOUTH AREA POLICY MAP (SOURCE: CMLP)



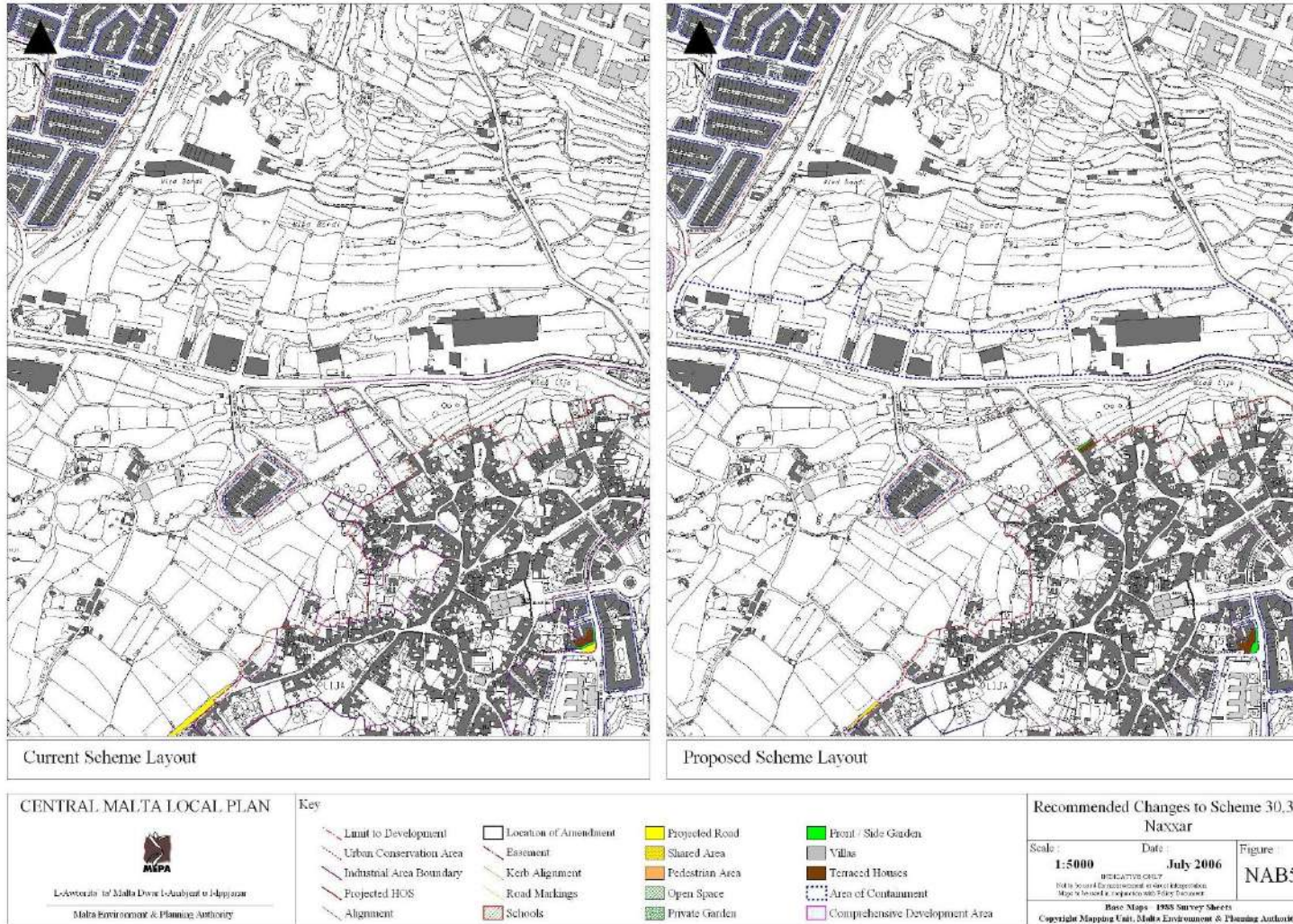


FIGURE 9: PROPOSED ALTERATIONS TO BOUNDARY DESIGNATIONS

### 1.2.2 Strategic Plan for the Environment and Development (2015)

All new developments must complement the goals and objectives outlined in the STRATEGIC PLAN FOR THE ENVIRONMENT AND DEVELOPMENT (SPED, 2015). SPED aims to guide development to ensure that land and sea resources of the Maltese Islands are utilised effectively, whilst ensuring that the environment is protected and enhanced. Table 2 lists the SPED objectives which are most relevant to the proposed Scheme.

TABLE 2: OBJECTIVES OF THE SPED (2015) RELEVANT TO THE PROPOSED SCHEME

OBJECTIVE	DESCRIPTION
Environment  Thematic Objective 7	<p><i>To promote the efficient use of resources including stone, water and soil, and manage waste in a manner that safeguards natural processes, and minimises impacts on cultural heritage landscape and human health by:</i></p> <p><i>Protecting natural hydro-morphological and hydrological processes</i></p> <p><i>Promoting rain water harvesting provided that there is no unacceptable adverse impact on protected areas and species</i></p> <p><i>Controlling the location of development to prevent soil sealing and erosion</i></p> <p><i>Controlling demolition of buildings and structures and excavation of sites</i></p>
Urban  Objective 4	<p><i>To ensure that all new developments are energy and water efficient and provide a sense of place, respond to the local character, improve amenity and the pleasantness of place and ensure safety by:</i></p> <p><i>Ensuring the design of buildings and infrastructure makes efficient use of energy and resources and reduces waste</i></p>

## 2 SCHEME SITE AND SURROUNDING AREA

### 2.1 LAND USE

Figure 10 maps the land uses present within the 100m area surrounding the Scheme site.

The Scheme site is currently occupied by the existing S&S bathroom showroom. It also encompasses a parking area on the northern and western side which is used by customers of the showroom, as well as other neighbouring shops and offices. The western area of the site is currently vacant and has been colonised by opportunistic grasses.

Other developments in the study area comprise of commercial outlets, a fuel station, offices and a small industrial company. The commercial outlets are located on the ground floor of buildings, with offices occupying the upper floors.

Two large empty plots are also situated in the study area, one on either side of the Scheme site. Part of the Western plot and all of the Eastern has undergone historical excavation work.

Abutting the north of the Scheme site, one can observe a large area which appears to be used as an informal outdoor storage area. It contains a variety of items including vehicles, pallets and tiles. Mature Olive trees border the northern and eastern edges of this area. Another similar storage area was noted to the north east of the Scheme site.

Agricultural land dominates the study area that is located southwards from Triq il-Mosta. Some of the fields are currently cultivated; whilst others are fallowed or not in use. The divisions between the land parcels are demarked by traditional Maltese rubble walls. Agricultural fields are also present along the northern edge of the study area.

Several trees and shrubs are planted in small green areas between the pavements and southern agricultural fields. The trees are mature and consequently very large in size. The shrubs are also evidently well established due to their size.





FIGURE 10: LAND USE IN A 100M BUFFER ZONE AROUND THE SCHEME SITE



FIGURE 11: EXISTING S&S SHOWROOM, PARKING AND OPEN AREAS (4<sup>TH</sup> DECEMBER 2024)



FIGURE 12: NEIGHBOURING COMMERCIAL OUTLET WITH OVERLYING OFFICES (4<sup>TH</sup> DECEMBER 2024)



FIGURE 13: NEARBY FUEL SERVICE STATION (4<sup>TH</sup> DECEMBER 2024)



FIGURE 14: NEIGHBOURING CAR SHOWROOMS (4<sup>TH</sup> DECEMBER 2024)





FIGURE 15: OFFICE BLOCK BUILDING (4<sup>TH</sup> DECEMBER 2024)



FIGURE 16: SMALL INDUSTRIAL WAREHOUSE/WORKSHOP



FIGURE 17: VACANT AND EXCAVATED SITES (4<sup>TH</sup> DECEMBER 2024)



FIGURE 18: OUTDOOR INFORMAL STORAGE AREA (4<sup>TH</sup> DECEMBER 2024)





FIGURE 19: AGRICULTURAL FIELDS (4<sup>TH</sup> DECEMBER 2024)



FIGURE 20: PLANTED AREA (4<sup>TH</sup> DECEMBER 2024)

## 2.2 GEOLOGY AND SOIL

The Scheme site and surrounding 100m lie on Lower Globigerina Limestone, as illustrated in Figure 21.

Globigerina Limestone, the second-oldest rock formation in the Maltese Islands, was formed during the Aquitanian to Langhian stages of the Miocene epoch. This geological formation consists of three individual members referred to as Lower, Middle and Upper (oldest to youngest). The members are separated by two distinctive phosphate conglomerate beds. The Lower member is typically pale-yellow in colour and characterised by substantial, well-defined bedding structures.

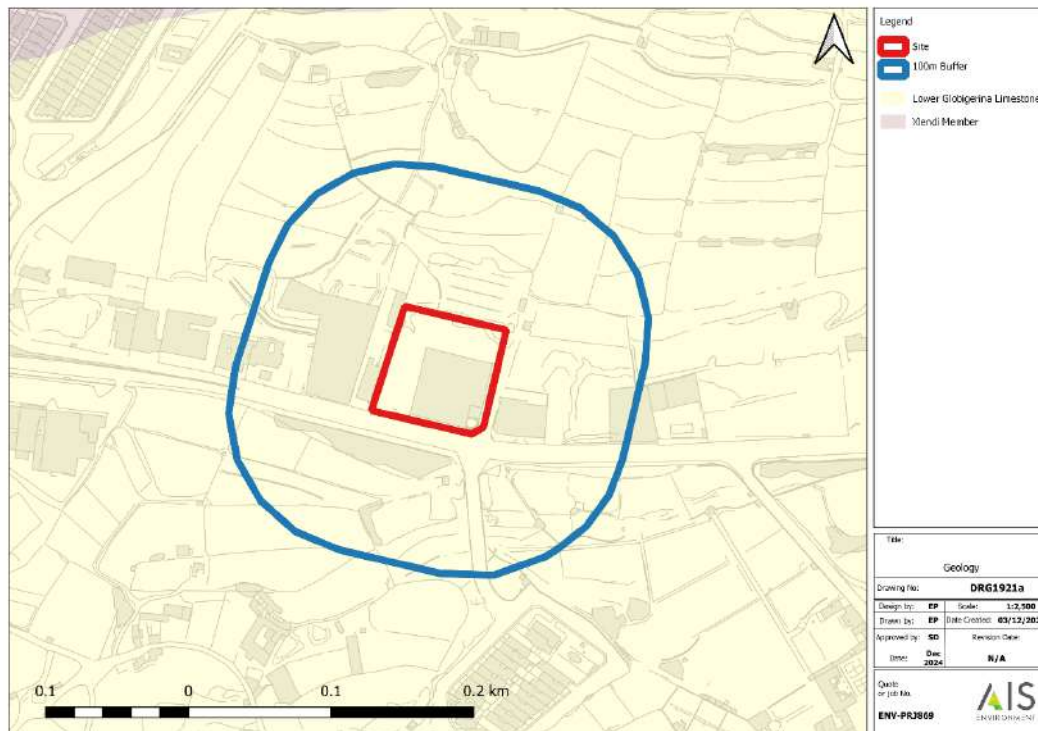


FIGURE 21: GEOLOGICAL MAP OF THE SCHEME SITE AND BUFFER ZONE

The Scheme site has been developed for urban uses for an extended period of time. The pre-existing/underlying soil formations are mapped in Figure 22. A band of tas-Sigra soil runs through the middle of the study area. Such soils are part of the group of soils referred to as Terra soils. They typically develop on hard limestones and form well developed horizons. The organic content tends to be low, but higher than other local soil types.

The rest of the study area lies upon L'Inglin complex soil. This soil is considered to be an anthropogenic soil due to its high level of disturbance. This complex is formed from carbonate raw soils mixed with rock flour and terra soils.





FIGURE 22: SOIL MAP OF THE PROPOSED SCHEME SITE AND SURROUNDING AREA

### 2.3 HYDROLOGY

The Scheme site lies above the largest of the Maltese aquifers, also known as the Malta Mean Sea Level aquifer (refer to Figure 23). The fresh water lens forms at the base of the Lower Coralline Limestone, above the salty sea water below.

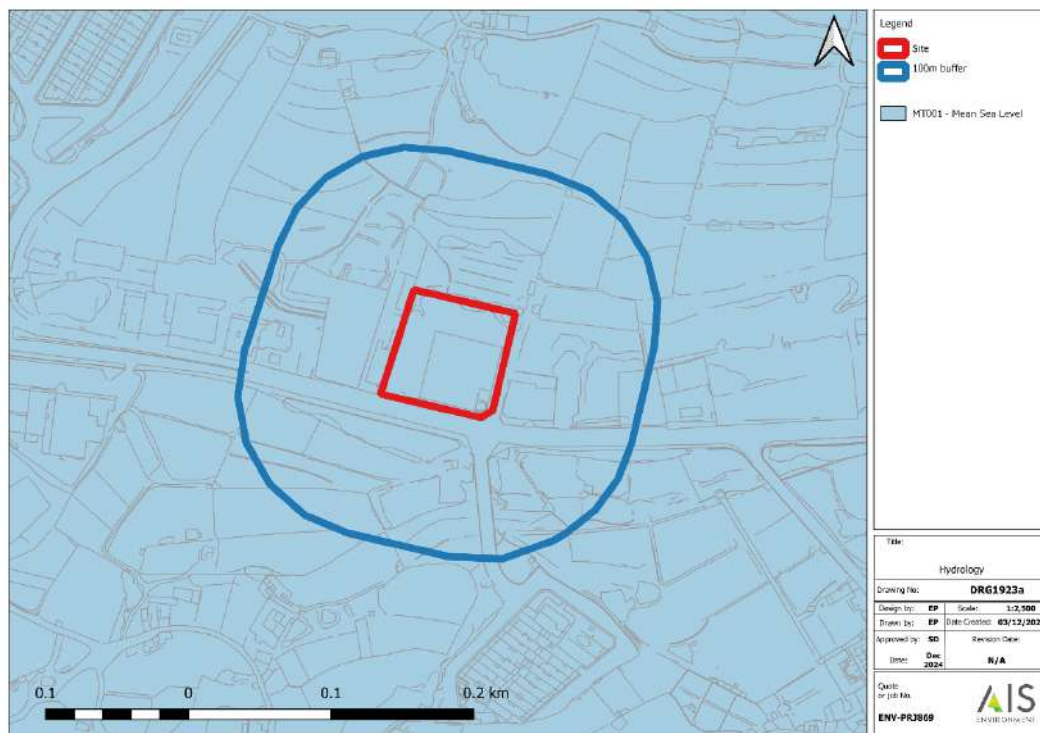


FIGURE 23: HYDROLOGY MAP OF THE PROPOSED SCHEME SITE AND SURROUNDING AREA

## 2.4 AECOLOGY

The Scheme site itself is home to an undeveloped area which has been colonised by opportunistic grasses. The land parcel to the north of the Scheme site is bordered by sizeable trees along the northern and eastern boundaries. The pavement along Triq il-Mosta is also landscaped with mature Aleppo Pines trees and occupies a relatively large area.

A designated Tree Protection Area is situated to the southeast of the site, on the opposite side of Triq il-Mosta. The edge of the protected area is ca. 100m from the middle of the Scheme site.



FIGURE 24: OLIVE TREES PLANTED TO THE NORTH OF THE SCHEME SITE, OUTSIDE OF THE SITE (4<sup>TH</sup> DECEMBER 2024)





FIGURE 25: MATURE ALEPPU PINES ALONG TRIQ IL-MOSTA (4<sup>TH</sup> DECEMBER 2024)

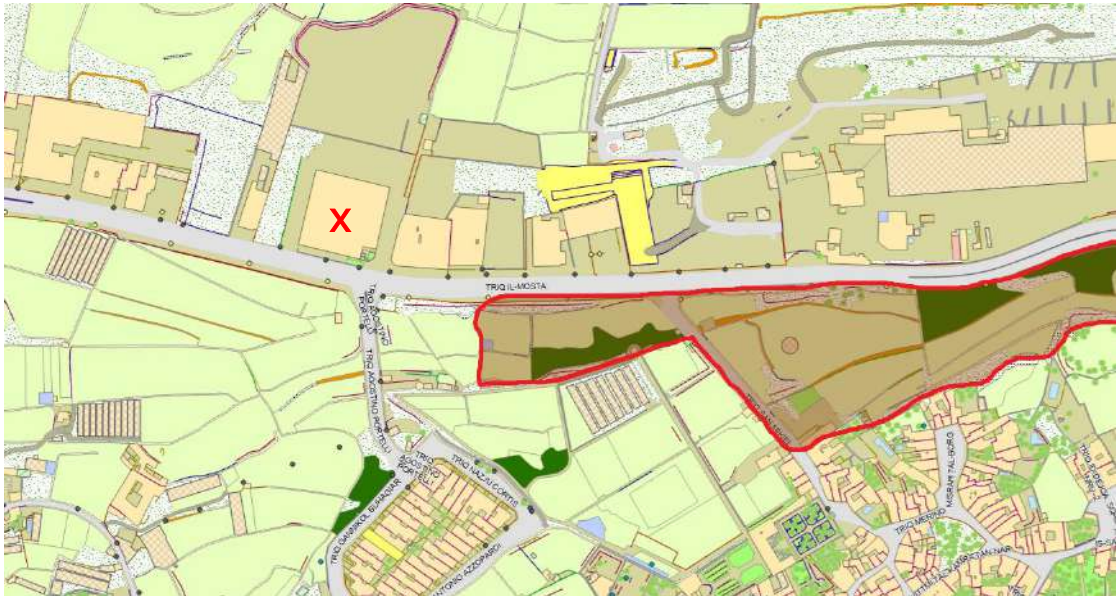


FIGURE 26: TREE PROTECTION AREA IN CLOSE PROXIMITY TO THE SCHEME SITE (SOURCE: PA GEOPORTAL)

## 2.5 CULTURAL HERITAGE

The status of the cultural heritage features within the 100m buffer zone was researched on the PA map server website. One protected site was identified to the southwest of the Scheme site: Palazzo Francia. The grounds of the Palazzo Francia Palace intrude slightly into the surrounding study area, but not the site boundary itself. The palace has a Grade 1 level of protection; this is the highest level of protection within the Maltese Islands.

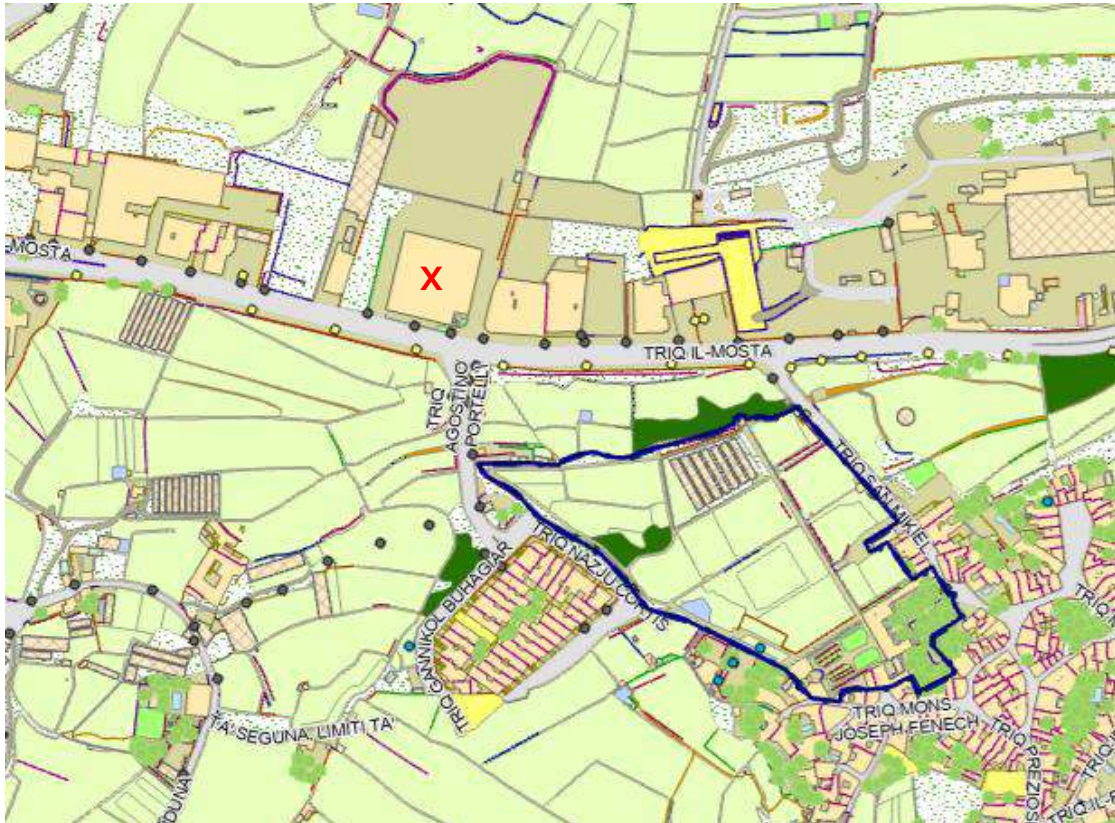


FIGURE 27: LOCATION OF THE CULTURALLY PROTECTED PALAZZO FRANCIA, SITE MARKED BY RED CROSS (SOURCE: PA GEOPORTAL)

## 2.6 SERVICES AVAILABLE

### 2.6.1 Energy and Water

Electricity and water supply mains already exist within the Scheme site. The current electrical supply is a 60Amp three phase supply. These infrastructures shall be gutted and replaced with new ones which are tailored to the requirements of the refurbished building. Most notably, a new substation shall also be built to accommodate the increased electrical demand.

### 2.6.2 Surface Water Run-Off and Storm Water Drainage

The site is already ready equipped with a stormwater drainage system and surface water control network. These shall be modified and new additions made in line with the proposed structural changes.

### 3 THE SCHEME

#### 3.1 SIZE, SCALE AND DESIGN

The proposed extended commercial complex has a footprint of 4,132 m<sup>2</sup> at ground level and is spread over 5 levels.

##### 3.1.1 Basement Levels

The proposed development encompasses two basement levels (Level -2 and Level -1), which will provide the majority of the parking provisions on site. These subterranean levels can accommodate a total of 226 vehicles; 122 at Level -2 and 104 at Level -1. Both levels would have reserved disabled spaces for those customers which require such a facility.

In order to enable smooth operations of the commercial complex, a store room is also incorporated at both basement levels; as well as loading bay at Level -2 and a dedicated refuse area at Level -1. A sub-station would be located at the lowest basement level.

##### 3.1.2 Ground and First Floor

The majority of the ground and first floor level will be dedicated to retail, providing a total area of 7,026 m<sup>2</sup>. Both floors also encompass toilet facilities, office space, store rooms and loading areas. An additional 18 carparking spaces are also proposed around the edge of the building at ground floor level.

##### 3.1.3 Second Floor

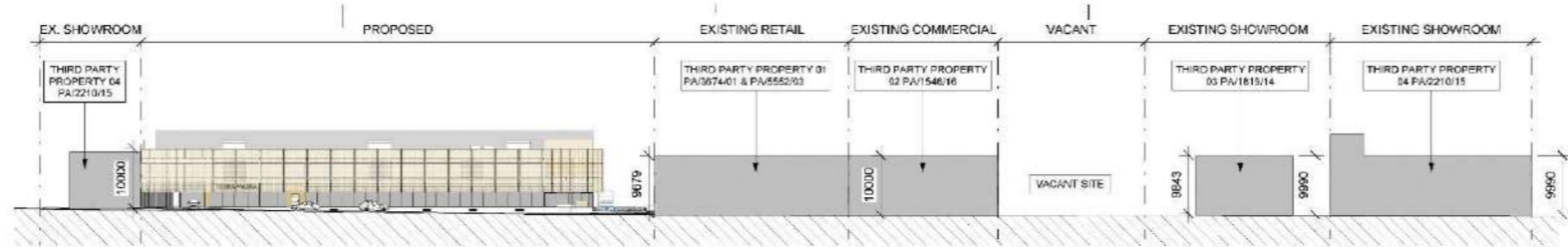
The second floor shall be dedicated to operational facilities. It will house a large ancillary store, loading area, the plant and generator rooms; as well as the staff toilets.

##### 3.1.4 Roof Level

Services shall be installed at roof level. The Applicant is also carrying out feasibility studies to determine whether solar panels could be installed on the roof.



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2 Proposed Streetscape  
1 : 500



1 Block Plan - Proposed  
1 : 500



Consultants	
Rev. Description	Revision
Project No.	Terra Urbina
Drawing No.	S&L Plan - Proposed
Drawing No.	1912_P1_PA_A_1100
Scale	1 : 500 @ A1
Drawn	MJA
Date	05/14/21
Checked	2021.08.21 - JV
Conceptual Drawings	
PA Drawings	
Working Drawings	

FIGURE 28: OVERALL SITE PLAN OF THE PROPOSED REDEVELOPMENT



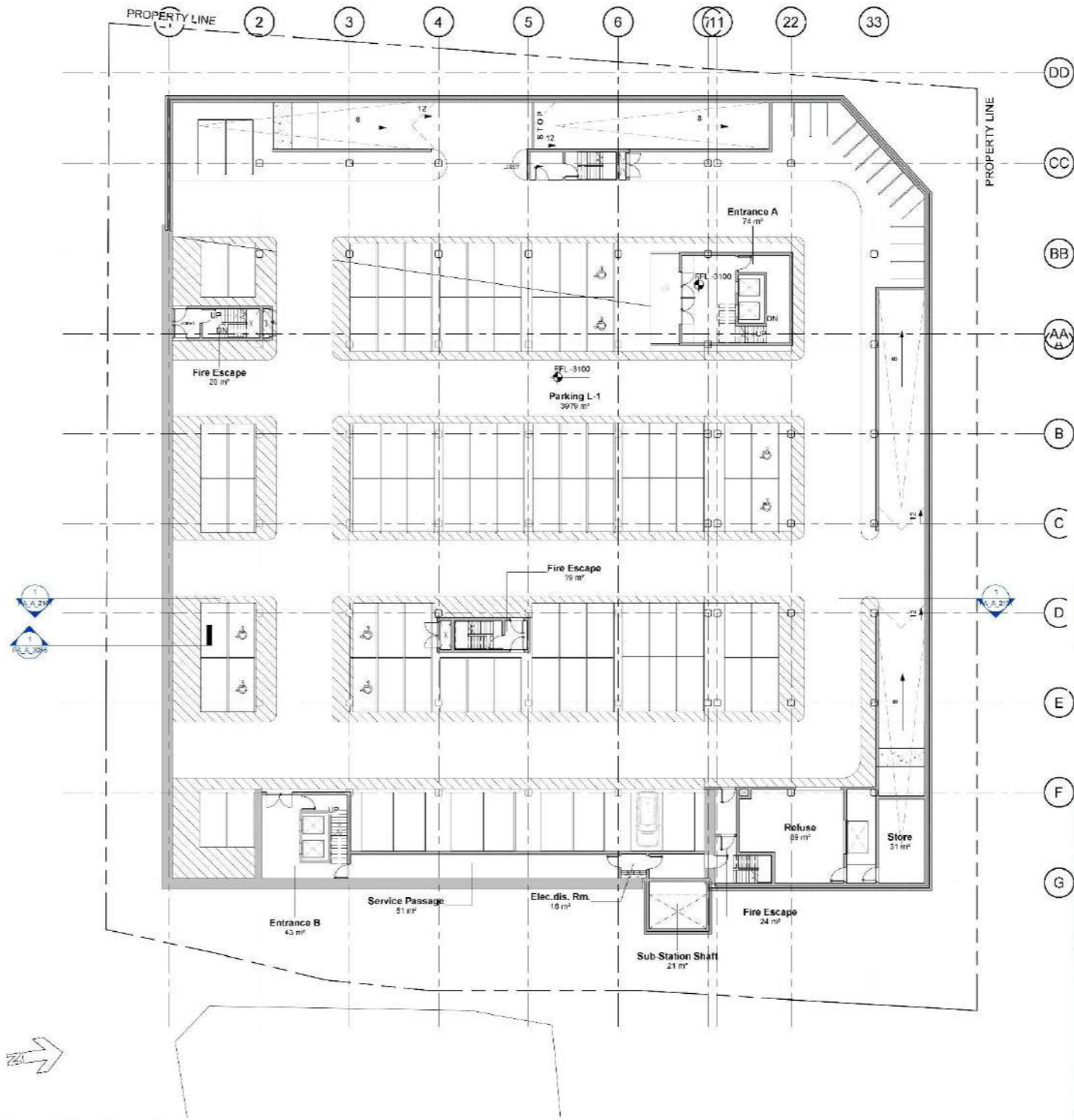


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Area Schedule (Gross Building) ALL		
Name	Area	
L-2	4646 m <sup>2</sup>	
L-1	4844 m <sup>2</sup>	
L0	3926 m <sup>2</sup>	
L1	4571 m <sup>2</sup>	
L2	4615 m <sup>2</sup>	
LR	71 m <sup>2</sup>	
LR	2188 m <sup>2</sup>	
	24064 m <sup>2</sup>	

Room Schedule L-1		
Name	Occupancy	Area
Elec. dis. Rm.	Common	16 m <sup>2</sup>
Entrance A	Common	74 m <sup>2</sup>
Entrance B	Common	43 m <sup>2</sup>
Fire Escape	Common	19 m <sup>2</sup>
Fire Escape	Common	20 m <sup>2</sup>
Fire Escape	Common	24 m <sup>2</sup>
Parking L-1	Common	3979 m <sup>2</sup>
Refuse	Common	89 m <sup>2</sup>
Service Passage	Common	51 m <sup>2</sup>
Store	Common	31 m <sup>2</sup>
Sub-Station Shaft	Common	21 m <sup>2</sup>
Grand total: 11		4366 m <sup>2</sup>

Parking Schedule	
Level	Count
Level -2	122
Level -1	104
Level 0	18
	244



1 Level -1 - Clean Copy  
1 : 200

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**MJMIDA**  
 MATTHEW JAMES MERCEDES DESIGN ARCHITECTS

Rev.	Description

Project File	Year-Limit
Drawings	L1 - Basement Level - Clean Copy
Sheet No.	1612_P1_PA_A_1202
Scale	1 : 200 @ A1
Drawn	MJA
Date	05/14/24
Created	2024.06.21 - JV

FIGURE 30: BASEMENT LEVEL -1 OF THE PROPOSED REDEVELOPMENT

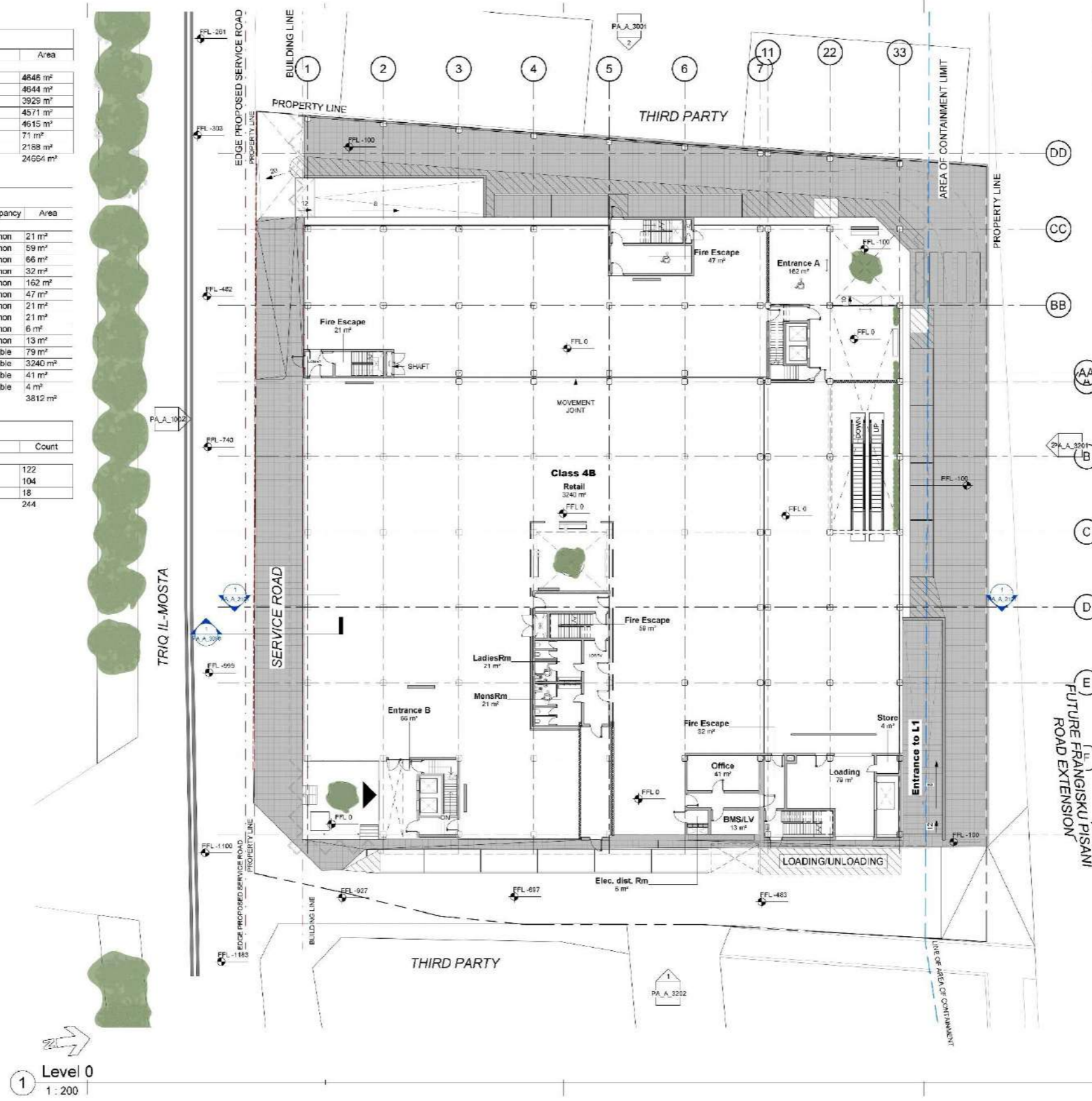


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Area Schedule (Gross Building) ALL	
Name	Area
L-2	4648 m <sup>2</sup>
L-1	4644 m <sup>2</sup>
L0	3929 m <sup>2</sup>
L1	4571 m <sup>2</sup>
L2	4615 m <sup>2</sup>
LR	71 m <sup>2</sup>
LR	2188 m <sup>2</sup>
	24654 m <sup>2</sup>

Room Schedule L0		
Name	Occupancy	Area
Fire Escape	Common	21 m <sup>2</sup>
Fire Escape	Common	59 m <sup>2</sup>
Entrance B	Common	66 m <sup>2</sup>
Fire Escape	Common	32 m <sup>2</sup>
Entrance A	Common	162 m <sup>2</sup>
Fire Escape	Common	47 m <sup>2</sup>
MensRm	Common	21 m <sup>2</sup>
LadiesRm	Common	21 m <sup>2</sup>
Elec. dist. Rm	Common	6 m <sup>2</sup>
BMS/LV	Common	13 m <sup>2</sup>
Loading	Rentable	79 m <sup>2</sup>
Retail	Rentable	3240 m <sup>2</sup>
Office	Rentable	41 m <sup>2</sup>
Store	Rentable	4 m <sup>2</sup>
		3812 m <sup>2</sup>

Parking Schedule	
Level	Count
Level -2	122
Level -1	104
Level 0	18
	244



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MATTHEW JAMES MERLECCA DESIGN ARCHITECTS

Rev	Details	Description

Project title	Terra-Umbra
Drawing No	LD - Ground Level - Clean Copy
Drawing no	1812_P1_PA_A_1203
Scale	1:200 @ A1
Drawn	MJA
Date	20/14/24
Checked	2024.09.21 - JV

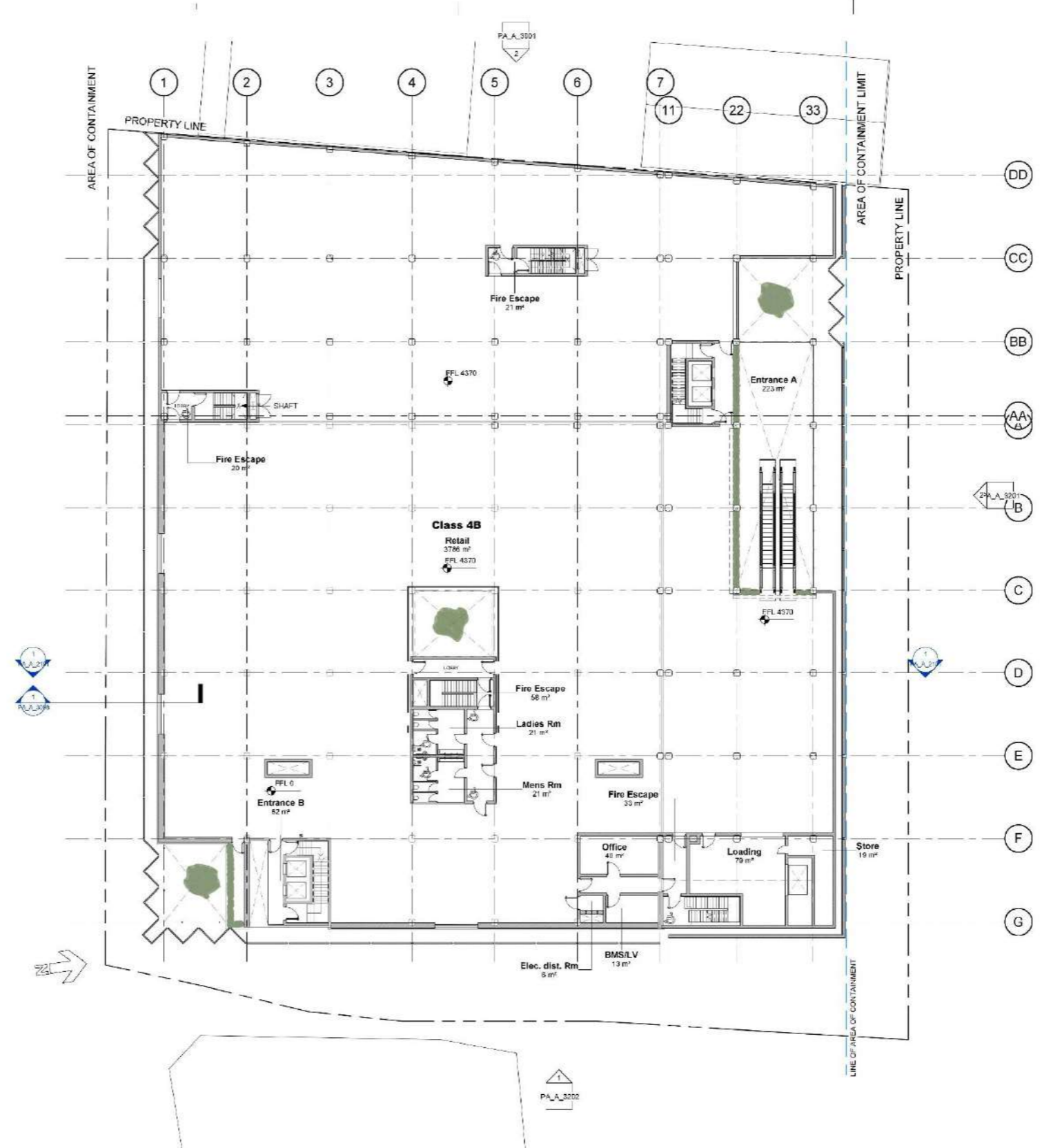
Conventional Symbols
PA Drawings
Working Drawings

FIGURE 31: GROUND FLOOR OF THE PROPOSED REDEVELOPMENT

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Area Schedule (Gross Building) ALL	
Name	Area
L-2	4646 m <sup>2</sup>
L-1	4644 m <sup>2</sup>
L0	3929 m <sup>2</sup>
L1	4571 m <sup>2</sup>
L2	4615 m <sup>2</sup>
LR	71 m <sup>2</sup>
LR	2188 m <sup>2</sup>
	24664 m <sup>2</sup>

Room Schedule L1		
Name	Occupancy	Area
Entrance B	Common	62 m <sup>2</sup>
Fire Escape	Common	56 m <sup>2</sup>
Fire Escape	Common	20 m <sup>2</sup>
Fire Escape	Common	33 m <sup>2</sup>
Fire Escape	Common	21 m <sup>2</sup>
Entrance A	Common	223 m <sup>2</sup>
Elec. dist. Rm	Common	6 m <sup>2</sup>
BMS/LV	Common	13 m <sup>2</sup>
Ladies Rm	Common	21 m <sup>2</sup>
Mens Rm	Common	21 m <sup>2</sup>
Retail	Rentable	3786 m <sup>2</sup>
Loading	Rentable	79 m <sup>2</sup>
Office	Rentable	40 m <sup>2</sup>
Store	Rentable	19 m <sup>2</sup>
		4403 m <sup>2</sup>



1 Level 1 - Clean Copy  
1 : 200

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Rev.	Details	Description

Project Title	Terra Umbra
Drawing No.	E1 - First Level - Clean Copy
Drawing No.	1012_P1_PA_A_1204
Scale	1 : 200 @ A1
Drawn	MJA
Date	05/14/24
Checked	2024.06.21 - JV

Concept/Drawings	PA Drawings	Working Drawings

FIGURE 32: FIRST FLOOR OF THE PROPOSED REDEVELOPMENT PROJECT







## 3.2 CONSTRUCTION PHASE

### 3.2.1 Number of Employees

During the peak of construction works, it is envisioned that between 75 to 100 workers will be involved in the project.

### 3.2.2 Phasing

The Applicant is targeting commencement of works in September 2025. The project is estimated to take approximately 16 months to be completed; which shall be subdivided into several phases:

- Site mobilisation and enabling - 3 weeks
- Gutting and demolition - 1 month
- Excavation for the lateral extension - 2 months
- Construction (basement, ground, first and recessed levels) - 6 months
- Building services, finishing works and landscaping - 6 months

Such timeframes are subject to final approval procedures by the competent authorities, the duration of procurement and mobilisation, as well as the availability of contractors.

### 3.2.3 Raw Materials

The estimated quantities and type of raw materials required during the construction phase are provided hereunder:

- Crusher run/aggregates - 710 m<sup>3</sup>
- Concrete (Grade C30) - 5,950 m<sup>3</sup>
- Steel reinforcement - 900,000 kg
- Steel beams - 90,000 kg
- Concrete blocks - 5,700 m<sup>2</sup>

### 3.2.4 Machinery

The following machinery is envisaged to be required during the construction phase:

- Tower crane x 1
- Jack-hammer x 2
- Compressor x 2
- Hydraulic excavator x 2/3
- Skid-steer loader x 1
- Jigger x 1

### 3.2.5 Energy

Diesel fuel will be used to power the construction vehicles, machinery and equipment. Electricity shall also necessary to power handheld tools and onsite office equipment.

### 3.2.6 Waste

Approximations of the quantities of waste streams envisaged from the construction phase of the project are listed hereunder:

- **Excavation waste:**
  - Surface material, rubble and asphalt - 510 m<sup>3</sup>
  - Bedrock - 15,150 m<sup>3</sup>
  
- **Demolition waste:**
  - Concrete blocks - 2,750 m<sup>2</sup>
  - Reinforced concrete slabs - 700 m<sup>2</sup>
  - Subfloor and ceramic tiles - 2,300 m<sup>2</sup>

Smaller quantities of packaging waste and material offcuts shall also be generated.

The Contractor shall ensure that all waste on-site is separated according to waste stream and stored in clearly labelled, closed receptacles within the designated waste management area(s). Once the receptacles are full, an appropriately licensed waste carrier shall transport the waste to an ERA licensed facility in line with the provisions of S.L. 549.45.

### 3.2.7 Access

Direct access to the site is already provided from Triq il-Mosta. This access route is considered adequate for the construction works. Therefore, there shall be no need for the construction of temporary access routes.

### 3.2.8 Parking Arrangements

All construction machinery, as well as both private and Contractor vehicles, shall be parked on site within the existing carpark, located in the northern area of the site.

## 3.3 OPERATIONAL PHASE

### 3.3.1 Number of Employees

It is expected that between 40 to 60 employees will be required to operate the expanded premises. The staff will include full-time and part-time workers.

### 3.3.2 Raw Materials

Given that the site will be used for commercial purposes; its operation will not require any raw materials. Deliveries to the site shall be restricted to products to be sold from the premises and minor domestic items for the office areas.

### 3.3.3 Machinery

There will be no pieces of machinery on site for the operation of the commercial outlet.

### 3.3.4 Energy

The facility is already connected to the national grid. However, the proposed expanded facilities will result in an increased electrical supply demand of 1,300 kVA. The additional energy demand will be met through a new substation, which is incorporated into the proposed development.



### 3.3.5 Water

The existing building is already connected to the public mains water supply and has its own rainwater reservoir. As part of the expansion, the reservoir shall be enlarged to accommodate 691m<sup>3</sup> of water. The harvested rainwater shall be used on site for landscaping, toilet flushing, hand basins and fire-fighting purposes.

### 3.3.6 Waste

The waste generation on site during the Scheme's operation will be restricted to domestic waste streams. The estimated waste generation types and quantities per week are as follows:

- Paper and cardboard – 50 to 75 kg
- Plastic – 20 to 40 kg
- Metal – 5 to 10 kg
- Glass – 10 to 20 kg
- Biodegradable kitchen waste – 20 to 40 kg
- Mixed municipal – 100 to 200 kg

The employees shall be encouraged to follow the Three Rs principle: Reduce, Reuse and Recycle. Separation of waste shall be enforced to ensure that as much as possible can be recycled. All waste shall be handled and processed/disposed of in accordance with the WASTE REGULATIONS and THE WASTE MANAGEMENT REGULATIONS (S.L. 549.63 and S.L. 549.65).

### 3.3.7 Access

No alterations to the existing access arrangements shall be made; with direct access being retained from Triq il-Mosta.

### 3.3.8 Parking Arrangements

The Scheme is proposing the creation of additional car parking spaces; accommodating a total of 244 vehicles on site at any one time.

## **4 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

A preliminary indication of the environmental impacts that are likely to be associated with the Scheme are described in this section, and may serve as an initial scoping assessment in the context of the ENVIRONMENTAL IMPACT ASSESSMENT REGULATIONS OF 2017 (S.L. 549.46). The potential impacts of the Scheme and their respective mitigation measures are listed in Table 4.

TABLE 3: POTENTIAL IMPACTS AND MITIGATION MEASURES

FEATURE POTENTIALLY IMPACTED	DESCRIPTION OF POTENTIAL IMPACT	MITIGATION MEASURES
Land Use	<p><b>Negligible</b> Since the construction activities shall be confined within the Applicant's existing site, no changes in the surrounding land use are expected.</p>	No further measures are considered necessary
	<p><b>Negligible</b> The Scheme involves the expansion of an existing commercial facility, which would be contained within the Applicant's parcel of land. Since the area is already committed, the increase in operational land use is not expected to lead any significant adverse impacts.</p>	No further measures are considered necessary
Visual	<p><b>Minor Adverse</b> Excavation and construction activities, coupled with the presence of construction machinery will reduce the visual amenity and integrity of the site for the duration of the redevelopment works.</p>	All machinery should be confined within the site boundary and designated storage areas to minimise visual intrusion. Hoarding should also be set up around the perimeter of the site boundary.
	<p><b>Minor Adverse</b> The addition of an extra floor will increase the height of building so that it will be visible from further away from viewpoints directed towards the site.</p>	Building materials should be selected with care to help the structure blend in with the surrounding environment.



FEATURE POTENTIALLY IMPACTED	DESCRIPTION OF POTENTIAL IMPACT	MITIGATION MEASURES
Ecology	<p><b>Minor Adverse</b> During the construction phase, there is the possibility that the trees within the nearby protected area may be subject to dust deposition on the leaves. However, due to the position of the area in relation to the site, the likelihood of this occurring is low.</p> <p>No impacts are envisaged during the operational phase.</p>	Effective dust mitigation measures during works are of paramount importance to minimise the impacts on the nearby protected tree area.
Agriculture	<p><b>Minor Adverse</b> No direct interventions are envisaged on the nearby agricultural land. However, ineffective dust mitigation measures during the construction phase may adversely influence soil productivity and crop yields.</p> <p>No impacts are envisaged during the operational phase.</p>	Effective dust mitigation measures during works are of paramount importance to minimise the impacts on nearby agricultural fields.
Archaeology and Cultural Assets	<p><b>Unknown</b> The site is located in close proximity to the Scheduled Palazzo Francia Palace. No direct impacts on this building are expected during the construction and operational phases. The possibility of uncovering cultural features during excavation works is possible but unlikely given that the area has already been excavated in the past.</p>	If features of interest are uncovered during the excavation phase, they would need to be reported to the SCH for further guidance.

FEATURE POTENTIALLY IMPACTED	DESCRIPTION OF POTENTIAL IMPACT	MITIGATION MEASURES
<p>Geology &amp; Geomorphology</p>	<p><b>Minor Adverse</b> The excavation works will affect the geology, geomorphology and palaeontology of the area and will generate excavated material.</p> <p>No impacts are envisaged during the operational phase.</p>	<p>Reuse of excavated material is strongly recommended.</p>
<p>Hydrology &amp; Hydrogeology</p>	<p><b>Minor Adverse</b> Although the site lies within an area of hydrological importance, the construction works are not expected to impact upon the local hydrology and hydrogeology as long as correct liquid management is implemented.</p> <p>No impacts are envisaged during the operational phase.</p>	<p>The ENVIRONMENTAL MANAGEMENT CONSTRUCTION SITE REGULATIONS of 2007 (S.L. 435.79) should be enforced and implemented throughout the construction phase to ensure that all liquids are correctly handled on site; this specifically includes the storage of liquids in spill trays or bunded areas and the provision of emergency spill kits on site.</p>
<p>Air Quality</p>	<p><b>Minor Adverse</b> The generation of dust during the construction phase, most notably the excavation phase, will lead to a temporary deterioration of local air quality. The severity of the impact will be determined by the effectiveness of dust suppression/mitigation measures implemented on site. If measures are ineffective and/or insufficient, the severity of the adverse impact will increase.</p>	<p>The ENVIRONMENTAL MANAGEMENT CONSTRUCTION SITE REGULATIONS of 2007 (S.L. 435.79) should be enforced and implemented throughout the construction phase to minimise the dispersion of dust into the surrounding environment. For example, all stockpiles (e.g. soil, rock) should be kept covered by a heavy-duty sheet or kept damp when not in use.</p>
	<p><b>Minor – Moderate Adverse</b> Since expansion on the onsite commercial premises will most likely attract more customers (and employees). The</p>	<p>The Applicant is in the process of a Transport Scoping Statement to determine the severity of the impact.</p>

FEATURE POTENTIALLY IMPACTED	DESCRIPTION OF POTENTIAL IMPACT	MITIGATION MEASURES
	<p>increased vehicular traffic to the site, will lead to an increase in vehicle emissions in the area.</p> <p>The quantity of the increase in traffic flows will determine the severity of the adverse impact; these are currently being investigated further in a Transport Scoping Statement.</p>	<p>Employees should be encouraged to use green and public modes of transportation.</p>
Noise	<p><b>Minor Adverse</b> During the construction phase of the Scheme, additional noise will be generated which may disturb people and businesses in the nearby vicinity.</p>	<p>The ENVIRONMENTAL MANAGEMENT CONSTRUCTION SITE REGULATIONS of 2007 (S.L. 435.79) should be implemented to minimise the disturbance to locals in line with S.L. 435.79. Specific measures include restricting working hours to daylight hours and switching off machinery when not in use.</p>
	<p><b>Negligible</b> Since the site is already utilized for commercial activities, the expansion of the premises is not expected to generate any additional noise emissions when compared to the current situation.</p>	<p>It is advised that the building is fitted with double glazing and sound insulating materials. Any workshop activities should be contained indoors to minimise environmental noise emissions.</p>
Waste Management	<p><b>Moderate Adverse</b> It is expected that the construction works will generate approximately 15,500 m<sup>3</sup> of exaction waste, as well as additional demolition and material offcut waste.</p>	<p>The ENVIRONMENTAL MANAGEMENT CONSTRUCTION SITE REGULATIONS of 2007 (S.L. 435.79) should be implemented to ensure that waste is stored and managed on site in an</p>



FEATURE POTENTIALLY IMPACTED	DESCRIPTION OF POTENTIAL IMPACT	MITIGATION MEASURES
		<p>appropriate manner before being transported to a registered waste disposal facility.</p> <p>Where possible any waste material should be reused on site or elsewhere to limit the volume of waste that needs to be disposed of.</p> <p>Material characterisation of the excavated waste may be necessary to ascertain that material is not contaminated and is safe for reuse or disposal.</p>
	<p><b>Minor Adverse</b> The expansion of operations is expected to give rise to an increase in waste generation when compared to the current situation. However, it shall be predominately domestic in nature.</p>	<p>The operator should ensure that all wate is separated according to waste stream, to ensure that as much as possible can be recycled.</p> <p>Employees should also be encouraged to follow the Three R Principle.</p>
<p>Social Impacts</p>	<p><b>Minor Adverse</b> During the construction phase of the Scheme, the use of heavy machinery will generate noise and dust which may cause a nuisance to the neighbouring commercial and office activities.</p>	<p>The CONSTRUCTION MANAGEMENT SITE REGULATIONS OF 2022 (S.L. 623.08) should be implemented to minimise the disturbance to neighbouring receptors.</p> <p>The Applicant should also regularly consult Local Council and nearby businesses to identify and rectify any causes of concern during the works.</p>

FEATURE POTENTIALLY IMPACTED	DESCRIPTION OF POTENTIAL IMPACT	MITIGATION MEASURES
	<p><b>Negligible</b>                      Since the site is already utilized for commercial activities, the expansion of the premises is not expected to lead to any new social impacts.</p>	<p>The operator should keep track of any complaints and seek measures to address them where possible.</p>