PROJECT DESCRIPTION STATEMENT

To change use of property from parking of commercial vehicles as approved inPA7390/16 to an SME site (including excavation of basement) and erection of general industry garages class 5b at ground floor level and class 6a garages(storage & distribution) at basement level.

Site at, Ta' Xwieki, Triq, Tal- Balal, Iklin, Malta

PA No. 7240/16

April 2017

Table of Contents

1.0 INTRODUCTION

1.1 This document presents a project description statement (PDS) for the construction of 29 garages at an exisitng site in Iklin which is already fully committed for industrial use. The site is currently being utilised as an open storage facility where it is occupied by a number of trucks, caravans and lifters which are mostly utlised for the filiming industry in Malta. This site has been subject to various permits which were issued in the past and at present the site is covered by permit PA 7390/06 for an open storage usage for the parking of commercial vehicles. At present the applicant is applying for more garage units together with their respective basement in order to house the existing vehicles and equipment. This proposal is covered by application no.PA 7240/16 submitted by Godwin Mifsud.

1.2 The aerial photo presented below indicates the site location at Triq tal-Balal Iklin.

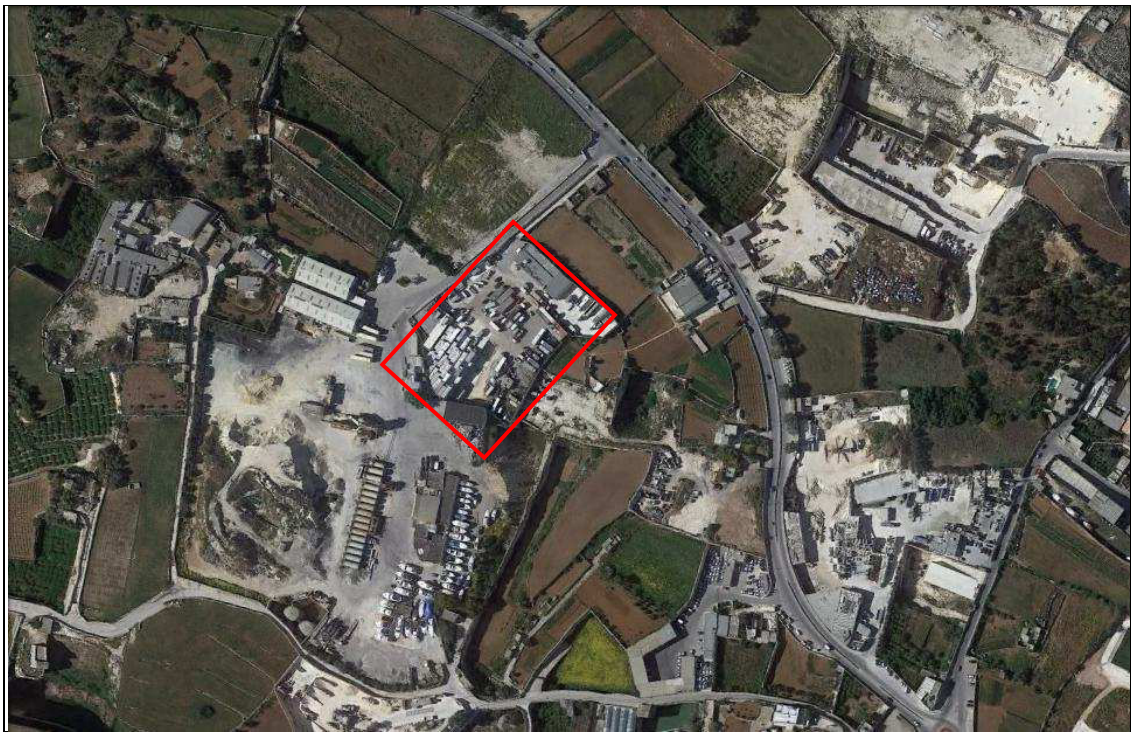


Photo no. 1 An Aerial photograph of the Site at Iklin

1.3 According to the Environmental Impact Assessment (EIA) Regulations (LN 114/2007), this development proposal mat fall under schedule 1. Accordingly the Project Description Statement (PDS) which is being presented is intended to provide all the required information which may help MEPA to determine whether an EIA is required or not.

2.0 DETIALS OF THE DEVELOPER

2.1 The owner and developer of this site is Mr. Godwin Mifsud who has been delivering a strong support for the film industry for the past twenty years. He is specialised in providing all the transportation required for a shoot, and service a film production from start to finish.

2.2 The islands offer a diverse landscape that could easily virtually double for other form of urban and rural landscapes in the Middle East or Mediterranean as well as several other places such as Iraq, Kuwait, Egypt, Israel, Turkey, Palestine and Italy. Malta is widely known for its versatile locations which can be used to stand in for a multitude of regions. The Maltese film industry prides itself in the diversity of locations and countries that can double for and the island is easily adapted to fulfil and provide the creative requirements that productions shooting in Malta desire.

2.3 Mr. Mifsud supplies the film industry with a number of star trailers, two and three way trailers, honey wagons, wardrobe and make up caravans, mobile offices and other film specific facility vehicles as well as extensive heavy plant machinery which has to be utilised for filming.

The growth and diversification of the film industry in Malta saw a healthy growth during the past decade and Mr. Mifsud is planning to make the necessary upgrade investment in order to keep up with this business growth and demands.

2.4 It is to be noted that Mr. Mifsud also provides special vehicle services to Lufthansa Technik, Aviation cosmetics, Enemalta Power Station, the Cruise liner industry and also private individual clients.

Employees

2.5 At present Mr. Mifsud employs 48 persons but once the proposed development will be approved it is expected that the number of employees will increase.

3.0 THE SITE

3.1 The site is located in the outside development zone corridor which lies between the localities of Iklin and San Gwann. The proposed development is going to take place on a committed site which is surrounded by other industrial activities which range from batching plants, to warehouses, open storage places and light industrial units. The site has an area of 8,842 square meters and is serviced by a distributor road namely Triq tal-Balal. However it must be noted that around 3,842 square meters are going to be occupied by the industrial units as the remaining spaces consists of circulation space and landscaping. The site's location is also presented in Map 1 annexed in Appendix B.

Site selection

3.2 The site has been utilised for commercial purposes for several years until the applicant had decided to upgrade the site for proper warehousing usage due to a number of factors. The main criteria used for the change of the land use were:-

- Size
- An area, which is being already committed for such industrial purposes
- Compatibility with the industrial / commercial policies of the Central Malta Local Plan
- An area, which is distant from residential development i.e. ODZ location/ areas of containment.
- Derelict/abandoned/disused/already utilised land;
- Land which is not classified as irrigated agricultural land
- Land which is not scheduled for environmental or cultural protection
- Land in close proximity to the transport network and to existing infrastructure;
- Good logistical operations.

3.3 The property chosen for this proposed industrial development falls within these criteria.

Present / Surrounding Land uses

3.4 The site's surroundings have an industrial commitment since it is located very close to other industrial operations in the area. This is very evident since twenty years ago; tal-Balal road already hosted a number of industrial garages and also batching plants. The surrounding area also hosted a number of boat storage facilities and also multiple construction related activities as well. The presence of these activities are still there today since a batching plant facility lies adjacent to the site, while a number of industrial garages have been organised near the site as well. Such land use features can be observed from the aerial photo which is presented in section 1 of this report.

3.5 It is to be noted that the site had been subject to several applications of industrial nature which were granted over a period of time. A summary of the permit applications is presented in table 1 below.

Table 1 List of Planning Applications

PA Number	Description
PA/05397/04	To change use from agricultural to commercial for parking only of commercial vehicles and re-construction of dilapidated buildings.
PA/07390/06	To sanction alterations and additions to buildings and change of use of site from agricultural to parking only of commercial vehicles.

3.6 Today the site is covered by permit no. 7390/06 which permits the applicant to utilise the site for an open storage of vehicles which he had been doing for the past 10 years.

3.7 Today the entire site is being subject to a holistic comprehensive development plan which is to be endorsed by PA once all the required matter regarding the operations of a warehousing area have been finalised. It is to be noted that a service road has

been also constructed from the main distributor road in order to provide access to the site.

3.8 The site where the warehousing units are being proposed are located within the ODZ area which highlights the importance of the protection of ground water resources through policy CG 29.

3.9 This policy states that Protected Areas of Hydrological Importance that include water protection areas, aquifer zones, public boreholes, underground gallery systems, springs, pumping stations and valley watercourses, are to be safeguarded from any development that is likely to pose a pollution risk and/or have an adverse bearing upon these important water resources.

3.10 The site is located within the 200m and 300m groundwater safe guard zone. However it is important to note that though this site falls within such policy the surrounding land area is highly disturbed and is being utilised for quarrying and also batching processes.

Proposed Land use

3.11 Since the site area is located within a committed industrial activity area, the applicant is seeking to organise the site better so that he can house his commercial vehicles in order to prevent damages to his fleet since these are exposed to the natural elements.

3.12 Thus he is seeking an enhancement of the existing industrial activity which is already present in the area with the appropriate measures to be under taken in order to mitigate the impact on the amenity of the area. It addition it is also equally important that there will be no extension of the site area since the same boundary will be retained.

3.13 The proposed development seeks the establishment of storage and distribution (warehousing) facilities, which are specifically catered for the filming industry in Malta which has sustained a healthy growth in the past four years. Thus strategic

distribution depots, where access for large vehicles and parking are required in order to provide a quality service to this industry.

4.0 EXISTING SERVICES

4.1 The site is fully serviced by electricity, but they are not connected to the water and sewerage systems.

4.2 As the site lies within an aquifer protection zone and also a water catchment area, two rain water reservoirs with a separate capacity of 200 and 900 cubic meters respectively are present on the site. The harvested water is being utilised for all the required needs of the operations on site. Being aware of these hydrological aspects, the applicant has concreted the whole site area in order to prevent any accidental spillages from entering into the aquifer. This was done in order to protect this scare resource.

4.3 In addition the following conditions are also being currently taken into consideration and their imposition in full or partially are imperative for the safeguard of this depleting national resource.

1. No toxic material, toxic chemicals, solvents, heavy metals, hydrocarbons, pesticides, herbicides, or other nitrogen-producing materials are to being manufactured, stored or disposed of from this site

2. All the garages are being provided with all hygienic amenities mainly a sewerage system supported by a cesspit infrastructure.

3. All the proposed industrial units are also to be provided with storm water systems leading to the existing reservoir which is also furnished with a separator infrastructure. The rainwater captured in these storage facilities, will be made available to this site and will serve as a means to reuse and recycle water for secondary purposes.

4. The whole area is going to have impermeable floors

5. All activities within this warehousing site are to be controlled so as to reflect the above conditions and any other conditions imposed on them by the Malta Resources Authority.

Such precaution measures will assure that the mean sea level aquifer, which is present in the area, will be adequately protected.

5.0 THE PROPOSED DEVELOPMENT

General objectives of the development

5.1 The present activity which is taking place at this site in Iklin concerns the operations which are normally found in industrial zones. The proposed development will be seeking the development of 29 warehousing units within the same site boundary. Such proposal will make the development more holistic since it will have a full warehousing setup where the commercial vehicles can be appropriately housed.

Project Viability

5.2 The expansion of industrial activity in the vicinity of residential areas has created problems in terms of traffic generation, parking, noise and air pollution. Thus there is the need for the appropriate relocation of such industries as there is a generating demand for warehousing of commercial vehicles.

5.3 As the site lies in an area which is supporting several industrial operations within the Outside Development Zone (ODZ) on northern periphery of Iklin with a good road network connections, the upgrading of such site will be more than appropriate since it will be using land area which does not have an environmental constraint and also which does not qualify for agricultural land classification.

Timing of the Development

5.4 The development will commence as soon as the permit is issued from the Planning Authority.

Usage of Raw Materials

5.5 The proposed development will be using the usual raw materials needed for the construction for the garage units. These will consist of Globigerina Limestone Blocks, cement, lime, water, steel rods and fuel. After having finished the construction of these

industrial units, it is not expected that there will be a dramatic increase in the energy consumption.

Renewable sources of energy

5.6 The promoter of this development is also considering of investing in photovoltaic panels to be installed on the roof of these industrial units. There is a large potential of harvesting solar energy to be used to all the necessary electricity requirements for the whole site. This is so since the total roof space after the proposed development has been constructed will be of around 3,800 square meters.

5.7 With such an amount of roof area it is estimated that around 300 Kilowatts can be generated daily from such solar panels.

Vehicle Circulation, Servicing and Public Transport

5.8 The site is already has adequate circulation space so as to avoid traffic management problems. The present access point is adequate for the required vehicles which will travel to and from this development.

5.9 The distributor road Triq tal-Balal has enough vehicular capacity for the heavy vehicles to access this road network. In addition the site entrance and exit point is specifically designed for vehicles to be able to move in a forward direction. The access from the main road network has the adequate:

1. Turning radii
2. Angles of approach and
3. Sight lines

for the safe entrance / exiting of vehicles and for other road users.

6.0 WAREHOUSING

6.1 The storage and distribution sector underpins all economic activity on the island. It provides the link between suppliers, manufacturers and retailers in a complex network that is increasingly taking on an international dimension. Warehouses are an integral element of the logistics network especially for film productions and Mr. Mifsud is proposing to further invest in the sector in order to increase the efficiency of the current operations.

6.2 The proposed development will be utilised for the storage of present equipment which being parked on the site as illustrated in the annexed photos. The vehicles and caravans will be parked in the garages since these will be only utlised accordingly when film productions are being held in Malta. Also vehicular and equipment rentals will be for a number of weeks, thus limited movement will be present on site. Once the vehicles have been parked within the garages these remain housed for long periods during the year.

6.3 The Local distribution and storage networks are extensive, but are largely informal. Thus specific land designations are likely to be required, in appropriate locations, to allow the development of modern, national distribution facilities to be set up. Such facilities are required to support changes in the diverse services industry which is gowing each year in Malta.

6.4 The Provision of modern, centralized facilities should facilitate the relocation of inappropriate large-scale storage uses from residential areas in order to have better accessibilityand also avoing bad neighbourhood.

7.0 EXPECTED WASTE STREAMS TO BE GENERATED ON SITE

7.1 A number of solid and liquid waste streams are being generated from the existing commercial operations on site and these are expected to retain the same levels when the proposed warehousing units will be built. A sustainable waste management plan is already in place since the applicant is using the available resources more efficiently, by treating the generated wastes appropriately. The current plan will be strengthened in its operations since the generated waste has to be dealt with it in a way that will help to achieve the goal of sustainable development. In the context of this warehousing site, it implies that the management should take responsibility for minimising waste arisings, and favour the use of goods that are, where applicable, suited to recycling. In fact a number of waste streams generated on site are being recycled. This is discussed in detail in section 8 of this report.

7.2 In view of this development proposal, waste streams will be generated namely from two major activities being (1) the construction activities since around 70 per cent of present open space of the site will be built up and (2) the day to day operations of the industrial site itself.

7.3 The waste streams can also be identified as solid and liquid wastes. These will be generated at different intervals depending on the operational process which will be taking place within these warehousing units.

The Construction Phase

7.4 The initial works of the site will include excavation of the site up to 4 metres down from the existing surface level for the construction of the warehousing units as outline on the annexed architectural plans. The excavation volume is estimated at 45,500m^3. This should take approximately 8 to 10 weeks to complete using an excavator and 3 tipper trucks.

7.5 The inert waste which is generated from the site will be transported by trucks to the appropriate designated landfill which is in operation during that period.

7.6 Following the first phase of the setting up of the site, the construction activities will follow next. This will consist of the building of the warehousing units.

7.7 It is being estimated that the construction of such units will take 18 months where a total of 6 persons will be working on the project on a full time basis.

7.8 A number of construction related wastes will be generated from the facility during the construction period. The likely generated wastes have been labelled below according to the European Waste Catalogue list of wastes.

Table 2 List of Construction Wastes which are likely to be generated from the Site	
17 01	concrete, bricks, tiles and ceramics
17 01 01	concrete
17 01 02	bricks
17 01 03	tiles and ceramics
17 02	wood, glass and plastic
17 02 01	wood
17 02 02	glass
17 02 03	iron and steel
17 04	metals (including their alloys)
17 04 05	iron and steel
17 04 07	mixed metals
17 05	soil (including excavated soil from contaminated sites), stones and dredging spoil
17 05 04	soil and stones other than those mentioned in 17 05 03
17 09	other construction and demolition waste
17 09 04	mixed construction and demolition wastes other than those mentioned in 17 09 01, 17 09 02 and 17 09 03

7.9 It is not foreseen that there will be generation of hazardous wastes from the construction processes. Such wastes will be disposed accordingly at the designated and licensed inert waste landfills.

Generation of Wastes from the proposed warehousing operations

7.10 Waste generation from the existing operations have are already a top priority on this site. The generated waste is being disposed carefully in accordance with the national and

European waste legislation. These are specific waste classifications into which the industry had to be identified and disposed or recycled as required.

7.11 The use of List of Wastes Regulations codes is a legal requirement of the European Union. The legislation requires that a waste holder (producer, carrier or disposer) takes all reasonable steps to ensure there is no unauthorised deposit, treatment, keeping or disposal of controlled wastes, that it does not escape from their control, and is only transferred to an authorised person.

7.12 It also requires waste to be described in a way that permits its safe handling and management and that any transfer of waste is accompanied by a written description of the waste including a LOW code. In addition to the code and its associated description, any waste should also be described in a way that identifies any properties relevant to its handling.

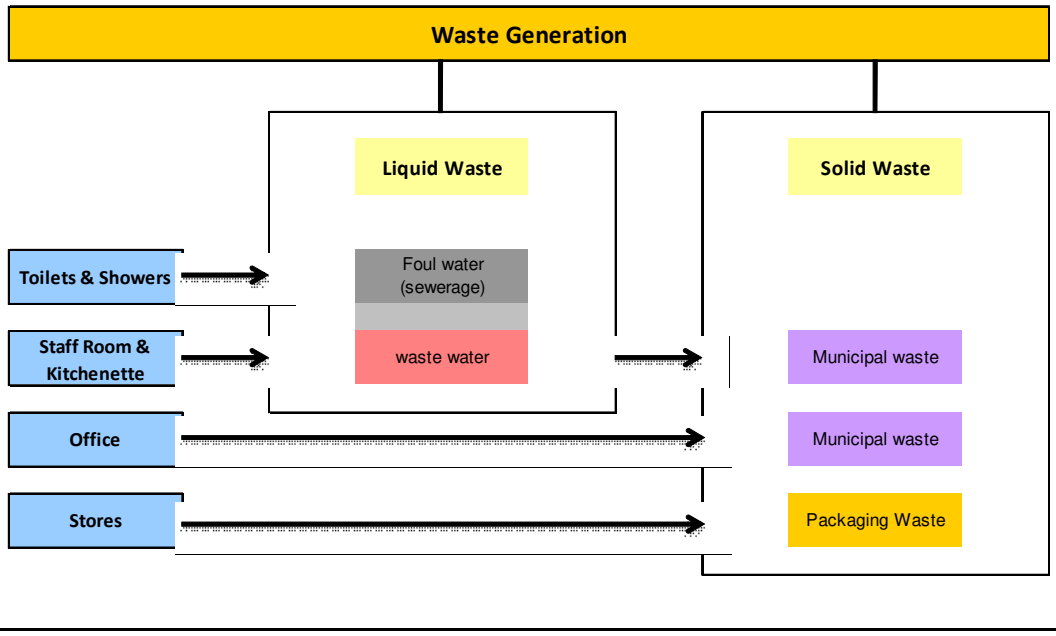
7.13 The List of Wastes (LOW) Regulations 2005 transposed the European Waste Catalogue (EWC) into domestic legislation, and provides codes for all hazardous and non-hazardous wastes. The enterprises have to use LOW codes for wastes that facilities can accept under the terms of their waste management licences or PPC permits. This is already being applied to newly issued permissions and LOW codes will gradually replace the waste classifications used on existing licences.

7.14 All the wastes which will be generated on site have to be recycled appropriately as explained in section 8 of this project description statement. These wastes have to be stored in specific containers within a covered area of the site.

Generation of Municipal Wastes

7.15 It is also foreseen that the facility will also generate municipal waste from the ancillary facilities of the site. Waste will be generated from the office, staff room, kitchenette, toilets, and showers. Such waste management flows are illustrated in Diagram 1 below.

Diagram 1 Waste Generation Flows from the Warehousing site



7.16 The warehousing activities on site will generate only a modest amount of municipal waste, namely waste from the offices and from the kitchenette. All municipal waste will be collected and temporarily stored in an on-site skip, which will be taken to a licensed landfill or other appropriate facility once full. Where possible, separation of waste into different recyclable streams will be attempted.

Grey and sewage effluent

7.17 Grey water and sewage effluent will also be generated from the toilets and the showers. All such effluents will be discharged directly to the cesspit which is then emptied every three months.

8.0 SOLID WASTE MANAGEMENT ON SITE

8.1 Waste management has to be a top priority on this site and the generated wastes have to dispose its waste carefully in accordance with the national and European waste legislation. These are specific waste classifications into which the industry had to identify and dispose or recycle as required.

8.2 The List of Wastes (LOW) Regulations 2005 transpose the European Waste Catalogue (EWC) into domestic legislation, and provide codes for all hazardous and non-hazardous wastes. The enterprises have to use LOW codes for wastes that facilities can accept under the terms of their waste management licences or PPC permits. This is already being applied to newly issued permissions and LOW codes will gradually replace the waste classifications used on existing licences.

8.3 The use of List of Wastes Regulations codes is a legal requirement of the European Union. The legislation requires that a waste holder (producer, carrier or disposer) takes all reasonable steps to ensure there is no unauthorised deposit, treatment, keeping or disposal of controlled wastes, that it does not escape from their control, and is only transferred to an authorised person or facility.

8.4 It also requires waste to be described in a way that permits its safe handling and management and that any transfer of waste is accompanied by a written description of the waste including a LOW code. In addition to the code and its associated description, any waste should also be described in a way that identifies any properties relevant to its handling.

8.5 Taken together, this information must be sufficient to enable subsequent holders to manage the waste without threat to the environment or human health. In particular the information should ensure the waste is accepted and managed in accordance with the conditions of a Waste Management License, PPC permit or within the terms of any relevant exemption.

8.6 It extremely important that the waste carriers of this site will handle the waste as required in the regulations.

8.7 Thus, where different types of waste are transported together and are either in separate containers (e.g. drums, or separate compartments on a vehicle) or are self-contained units then each different type of waste should be allocated its own LOW code. This code should be recorded on the accompanying transfer note (or list forming part of the transfer note) together with the appropriate detailed written descriptions.

8.8 Lists of wastes which are likely to be generated from the site have been identified and are presented in table 3 below.

Table 3 List of Solid Wastes which are likely to be generated from the Site

20	Municipal wastes (Household waste and similar commercial, industrial and institutional wastes) including separately collected fractions
20 01	separately collected fractions (except 15 01)
20 01 01	paper and cardboard
20 01 02	glass

8.9 Since the site will be utlised as a warehousing facility, it is not expected that there will be a generation of hazardous wastes.

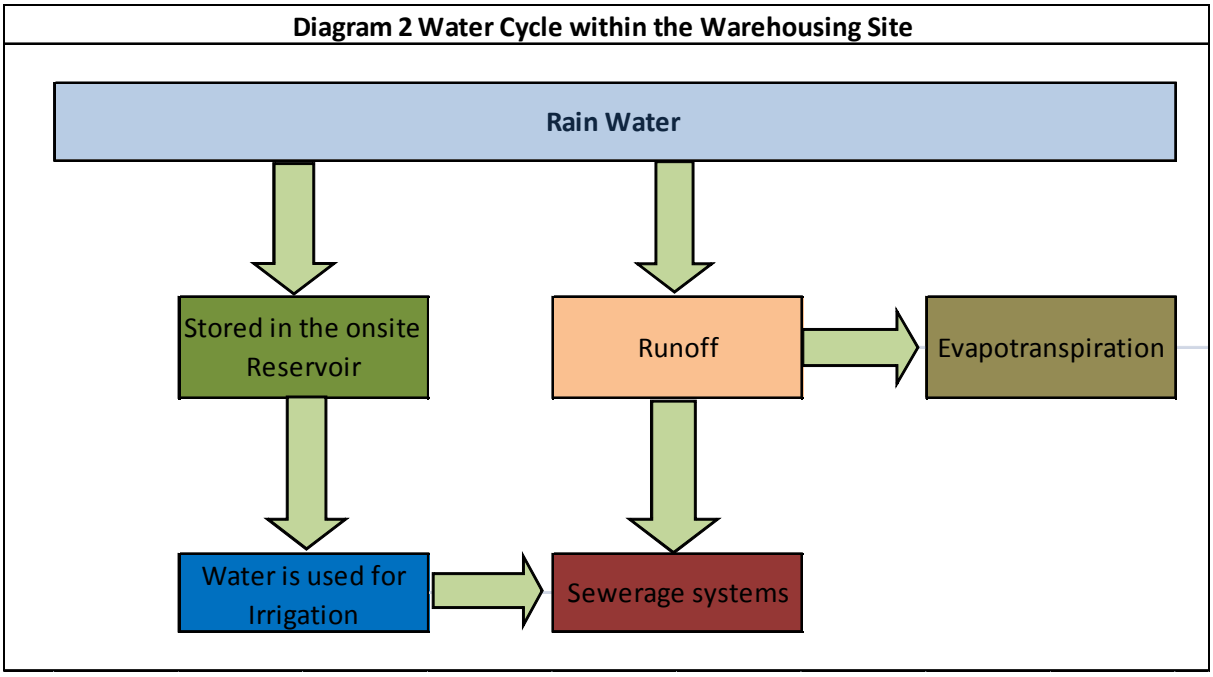
8.10 Thus, the individual steps in the waste management chain for this warehousing site can be divided into the following:

- Waste prevention, waste minimisation and waste detoxification;
- Collection, transfer, transport and storage;
- Reuse and recycling;
- Waste treatment including waste disposal.

9.0 WATER MANAGEMENT

9.1 The facility shall also cater for a planned water management system to handle clean rain water. The water management system, which is being adopted, is adequate enough to divert, collect and reuse or dispose of all the rain water received. Storm water management has been designed to furnish the site with the necessary water demands. In fact two reservoirs are present on site in order harvest rain water from the roof surface area of the industrial buildings and from the circulation areas of the property. The locations of these reservoirs are presented in the architectural plan which is annexed in Appendix E of this report. Diagram 2 below describes the water cycles flows which will be ongoing on this industrial site.

Diagram 2 Water Cycle within the Warehousing Site



9.2 The roofs of the existing garage units have downspouts to channel the water into the designated underground water reservoirs which already exist on site. It is also foreseen that the proposed garages will be also connected to this rain water drainage system. The stored rain water is being used for washing purposes on the site as necessary. It is to be noted

that this rain water will not be treated since water coming from the roofs is clean uncontaminated water.

9.3 It is estimated that the facility requires around 3,000 litres per week for the required washings on the site. Washings will generally consist of the cleaning of the floors of the industrial units. Altogether these three reservoirs have a capacity of 1,100,000 liters which are more than adequate for the site in order to meet the necessary demand.

10.0 POTENTIAL IMPACTS AND MITIGATION MEASURES

11.1 The potential impacts of the proposed development are illustrated in Table 4 below. No particular impacts from the proposed development are envisaged.

Table 4 Potential Impacts and required mitigation measures for the construction and operational impacts of the development

Potential Impacts	Description of Impact	Impact Classification	Mitigation Measures.
Visual impact	The site is self contained and is surrounded by other industrial developments. Also its perimeter has a landscaping scheme as inidicated in the last permit	None	None deemed necessary
Impacts on ecology	The area is full committed for industrial / warehousing development and will not be encroaching on the surrounding areas.	None	The area has been subject to an open storage development which has been in operation for several years. Thus no measures are deemed necessary.
Impacts on geology	No impacts on geology are anticipated. Only very minor excavations for the foundations of the garages is necessary.	None	None deemed necessary.
Impacts on archaeology	The area is devoid of any features of archaeological importance.	None	None deemed necessary.
Noise and vibration impacts	The site will be only utlised for storage purposes and thus there will be no noise generation.	None	None deemed necessary.
Impacts on air quality / dust generation	The nature of the proposed operations will not generate any dust since the activities which will be carried out within the proposed development is only related to warehousing.The entire floor of the site is concreted and is being kept clean.	None	None deemed necessary.
Artificial lighting arrangements	The facility will be only utilising limited artifical lighting should the operator visits the site during night time.	None	None deemed necessary.
Energy	The existing warehousing facility is furnished with the required electricity supplies. The facility will also be trying to take the opportunity to harvest solar energy to be use for the electrictiy reqirements of the facility.	Positive	None deemed necessary.
Water Management	The existing warehousing facility already has water harvesting facilities in order to utilise better this resource.	Positive	Additional water reserviors will be constructed within those indusrial units which do nor have such facilities.
Job Creation	This warehousing facility will be retaining more or less the same number of jobs.	Positive	None deemed necessary.
Recycling / Re use of Wastes	The facility is already re using and recycling different waste streams and will continue to do so after the develoment permit has been granted.	Positive	None deemed necessary.

11.0 CONCLUSIONS

12.1 It must be noted that Small Medium Enterprises needs to maintain a high standard of operations. This is so since Malta now forms a part of a large market with no trade barriers and high quality and efficiency must be maintained. More organisation and regulations in the operations of this particular sector must be drawn up in order to have a good industrial output with the least impact possible on the surrounding environment.

12.2 Mr. Mifsud's ambition is to organise better the current site which is already committed for this type of warehousing development and aims to create facilities in order to upgrade his current operating standards. This will be done by constructing more warehousing units in order to house better the needs for the ever increasing demand of the operations of the filiming industry in Malta.

12.3 The organisation of this set up within this site at Iklin will also increase the current employment within this industry. It is being estimated that the number of employees on site will increase by another ten persons.

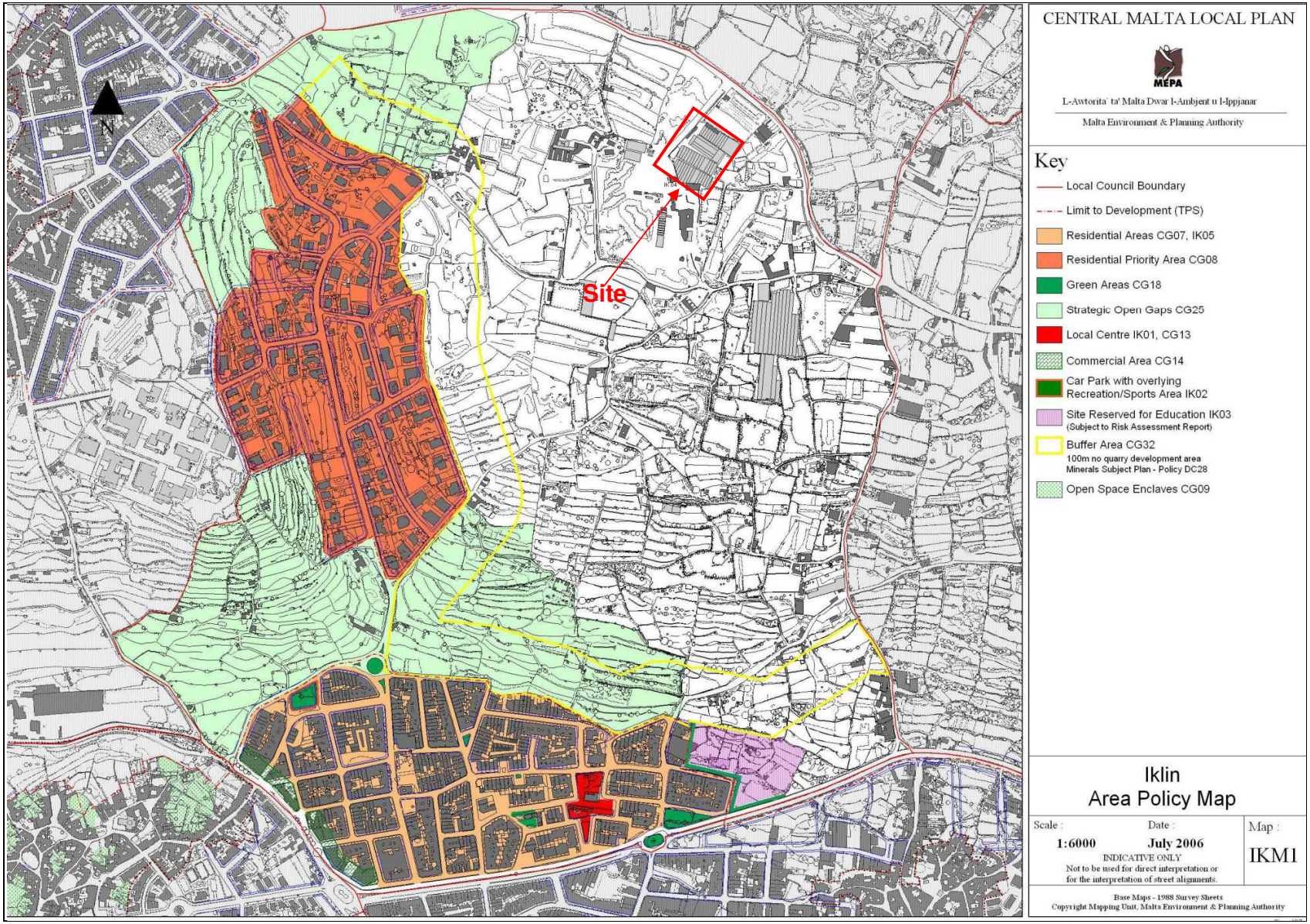
12.4 Most important of all is that this facility will also be having a more holistic waste management plan which is innovative since there shall be there usage and also recycling of the generated waste by products to be transferred to other industries for other production processes. This process will also have an economic and environmental benefit since such waste will be efficiently managed.

12.5 The site can also be used as a potential for harvesting solar energy thus promoting energy efficiency. This will be a very good example how the local industry can contribute to cleaner energy production. Such an initiative will be in line with the energy policy which the Government is currently implementing.

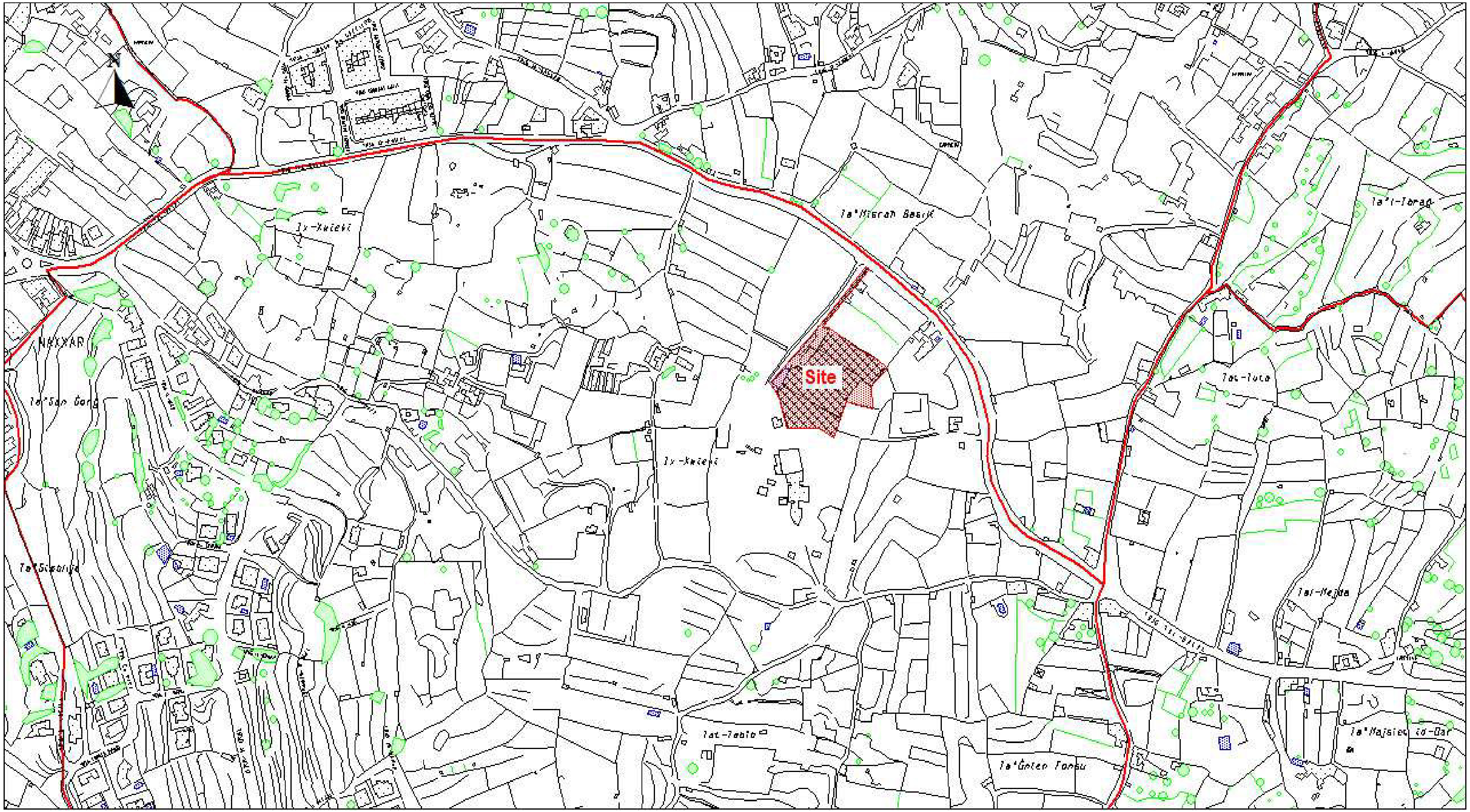
12.6 The construction of the warehousing units will also render to the site to be more organised an efficiently managed. It will provide more good logistical operations in terms of work and

also health and safety aspects. The measures required to eliminate possible causes of pollution will be also incorporated into the construction process of these units and every effort will be made to ensure that the new development to that which already exists on site will contribute to, rather than detract from, the environmental integrity of the surrounding land uses.

Appendix A


N
Site
CENTRAL MALTA LOCAL PLAN
MEPA
L-Awtorita' ta' Malta Dwar l-Ambjent u l-Ippjanar
Malta Environment & Planning Authority
Key
Local Council Boundary
Limit to Development (TPS)
Residential Areas CG07, IK05
Residential Priority Area CG08
Green Areas CG18
Strategic Open Gaps CG25
Local Centre IK01, CG13
Commercial Area CG14
Car Park with overlying Recreation/Sports Area IK02
Site Reserved for Education IK03
(Subject to Risk Assessment Report)
Buffer Area CG32
100m no quarry development area
Minerals Subject Plan - Policy DC28
Open Space Enclaves CG09
Iklin
Area Policy Map
Scale :
1:6000
Date :
July 2006
INDICATIVE ONLY
Not to be used for direct interpretation or for the interpretation of street alignments.
Map :
IKM1
Base Maps - 1988 Survey Sheets
Copyright Mapping Unit, Malta Environment & Planning Authority

Appendix B


Site
NAXXAR
Iz-Kwiek
Ta' Misrah Bsaik
Ta' l-Ibrag
Tat-Tuta
Ta' San Gorg
Ta' Sciblija
Tal-Hejda
Tat-Tebia
Ta' Gnien Fonsu
Ta' Majsiex

Appendix C


Agricultural
Industrial
Site
Agricultural
Industrial
Industrial
Industrial
Commercial
Agricultural
Industrial
Agricultural
Commercial

Appendix D

Photo 1 The pivate road to the site from Triq tal- Balal

Photo 2 Light vans and trucks parked on site

Photo 3 Lifters and trucks parked on site

Photo 4 More filming equipment parked in the open on the site

Appendix E


1st floor level
GROUND FLOOR
BASEMENT LEVEL
SECTION BB
Existing Store
Third Party Property
Ex Bitmac Plant
ramp down
DRIVE TO MAIN ROAD
THIRD PARTY PROPERTY
Garage 1: 182sqm
Garage 2: 120sqm
Garage 3: 413sqm
Garage 4: 271sqm
Garage 5: 327sqm
Garage 6: 364sqm
Garage 7: 327sqm
Garage 8: 282sqm
Garage 9: 255sqm
Garage 10: 238sqm
Garage 11: 85sqm
Garage 12: 63sqm
Third Party Property
Third Party Property
27 CBS HIGH
ramp up
Finishes.
- Facade painted in neutral colour
- Apertures in galvanised steel painted grey
Red to be Erected
Yellow to be Removed
Note.
Threshold Maximum 6mm High
Site Area: 8842sqm
Built Up Area: 3839.1sqm
i.e. 43%
Landscaping area: 1530sqm
BITMAC PROPERTY
GROUND LEVEL – proposed
Rev. Description Date
job : Land at Is-Xwieki
I/o Nazzar
desc: Ground Floor Plan
scale : 1:100
client : Mr. Mifsud
drawn by: C.A.
date : 20-12-15
file: 04:023


GROUND FLOOR
Car Wash
BASEMENT LEVEL
SECTION AA
Third Party Property
Ex Bitmac Plant
Third Party Property
BITMAC PROPERTY
BASEMENT LEVEL – proposed
Areas:
Garage 1: 123sqm
Garage 2: 123sqm
Garage 3: 123sqm
Garage 4: 123sqm
Garage 5: 123sqm
Garage 6: 160sqm
Garage 7: 160sqm
Garage 8: 160sqm
Garage 9: 160sqm
Garage 10: 568sqm
Garage 11: 267sqm
Garage 12: 329sqm
Garage 13: 367sqm
Garage 14: 322sqm
Garage 15: 288sqm
Garage 16: 255sqm
Garage 17: 252sqm
Finishes
– Facade painted in neutral colour
– Apertures in galvanised steel painted grey
Red to be Erected.
Yellow to be Removed.
Note:
Thresholds Maximum 6mm High.
Rev.
Description
Date
job : Lehd, at Ix-Xwieki
c/o Naxxar
desc: Basement Plan
scale : 1:200
client : Mr. Mifsud
drawn by: C.A.
date : 20-12-15
file:
04:023