

EDWARD SAID

B.E. & A.(HONS) (MELIT.), P.G. DIP. (MELIT.), M.SC. (BATH)

ARCHITECT & CIVIL ENGINEER

57 / 27, Abate Rigord Street,
Ta' Xbiex, XBX1120
Tel: 99447075 – 21320520
Email: edwardjsaid@gmail.com

Mr Mark Cini
For Director of Planning,
MEPA

23-vi-2015

Tracking Number: 161799
Location: It-Torri tal-Qawra, Id-Dwejra, San Lawrenz, Ghawdex
Proposal: Restoration of facades

Dear Mr Cini,

Further to your screening letter dated 8th June 2015, requiring additional information, please note the following:

1) Works Method Statement (WMS) in line with ToRs as listed below:

- i. Identification of the routes that will be utilised (both on foot & by vehicles) during the restoration process. This should be supported by photographs. - The existing dirt track leading from Triq id-Dwejra to the precincts of the tower will be used to gain access by a 5-ton pick-up truck. (see aerial photograph below)
- ii. Details re: location and assemblage of the scaffolding. - Scaffolding will be assembled on each facade independently and consecutively i.e. one facade restored at a time. Given the battered profile of the walls assembly and footing will be along a 3.5m offset from the tower's building line along which a canvas will be placed to protect the terrain. The scaffolding will also be hoarded with an appropriate canvas.
- iii. Details re: vehicles/heavy vehicles, plant & machinery to be used. - Only a small 5 ton truck will be used. A winch assembled as part of the scaffolding structure and operated from the said truck and/ or a small generator will be employed to haul up and down components, tools, material, etc.
- iv. Details of any temporary storage facilities for materials required on site, including location, design and safety measures to be implemented. - Whilst some tools will be stored within the tower, most equipment and materials will be retained on the aforementioned truck. Stones for replacement (envisaged to be minimal) will be stored onsite along the dirt track, placed on a canvas/ pvc sheeting.
- v. Identification of any detailed mitigation measures against negative impacts, that is, measures envisaged to prevent, to minimize and offset any significant adverse effects e.g. dust and debris containment measures. Amongst others, mitigation measures to avoid overspill into the surrounding environment during the works, and measures to minimise the risk of oil or other chemical spillage from plant, equipment and materials should be included. - As works involve chipping using hand chisels (not mechanic) and manual brushing, airborne dust and debris are

expected to be minimal and contained behind the canvassed scaffolding. Along the bottom of the scaffold, a canvas will also be laid to minimise impact on terrain. After works are completed the said terrain will be cleaned appropriately. A drip tray will be placed beneath the engine of the stationary truck.

- 2) The original application form duly signed - already submitted.
- 3) A completed NSO Development Form. - This is being uploaded on e-applications.

Yours sincerely,



Edward Said
Perit

cc. Ms Simone Mizzi

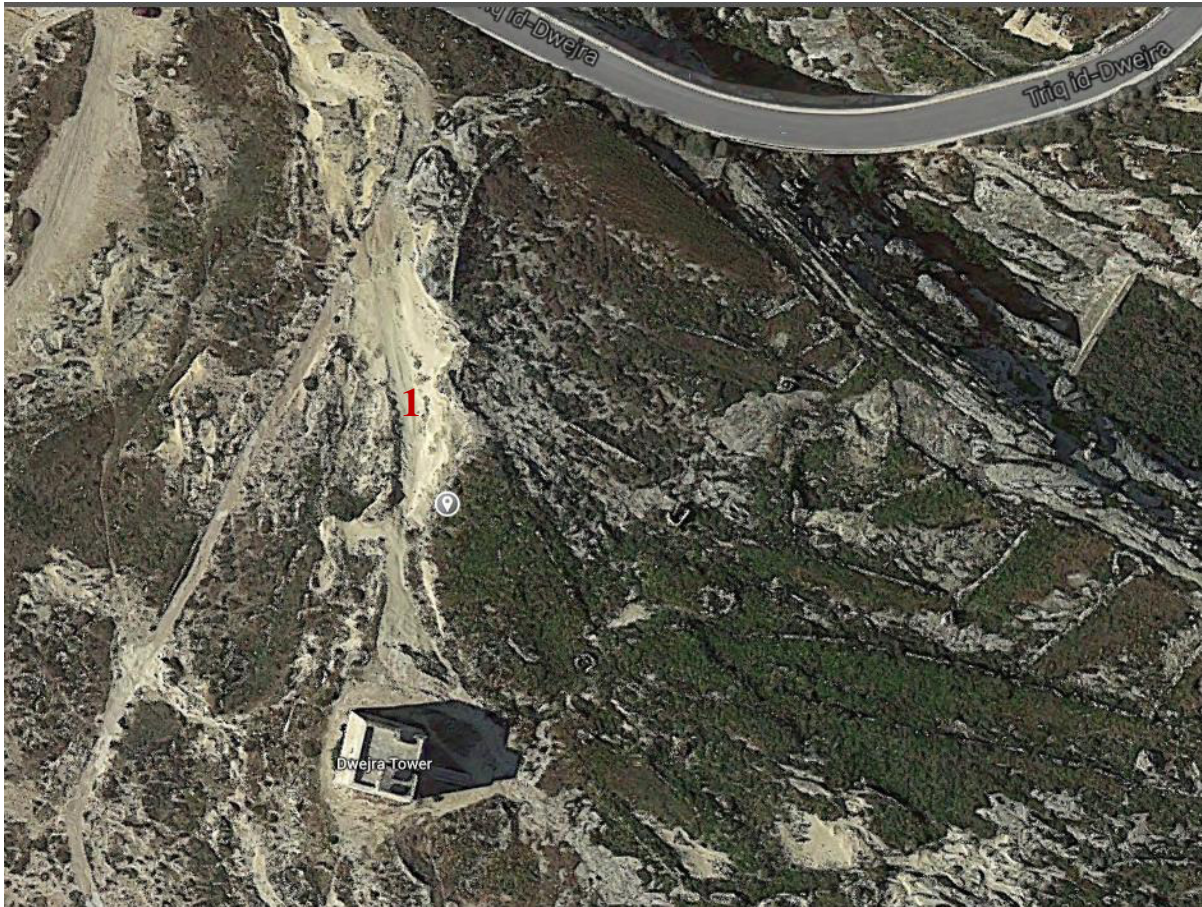


Figure 1: Dirt track marked as '1'.