

To the Lord Mayor and
Members of Dublin City Council

Report No. 211/2018
Report of the Assistant Chief Executive



Submission under Section 37E(4) of the Planning and Development Acts 2000 to 2010 in relation to the proposed development comprising revisions and alterations to the existing and permitted development of the Ringsend Treatment Plant, Pigeon House Road, Dublin 4 and for a new Regional Biosolids Storage Facility, Newtown, North Road (R135) Dublin 11.

Please find attached the report of the Executive in relation to the proposed development comprising revisions and alterations to the existing and permitted development of the Ringsend Treatment Plant, Pigeon House Road, Dublin 4 and for a new Regional Biosolids Storage Facility, Newtown, North Road (R135) Dublin 11.

The Planning Authority has concluded that the proposed development is compliant with national and regional planning policy, the policies, objectives and development standards of the Dublin City Development Plan 2016-2022. In the event of permission being granted by An Bord Pleanála, the Planning Authority requests that the Board attach a number of conditions as set out in the end of the report.

Members of the Council may by resolution submit comments to An Bord Pleanála, which will be appended to the Executive's Report

Richard Shakespeare
Assistant Chief Executive,
3rd September 2018

Dublin City Council Ref: PARTX/0020

An Bord Pleanala Ref: ABP-301798-18

Submission under Section 37E(4) of the Planning and Development Acts 2000 as amended in relation to the proposed development comprising revisions and alterations to the existing and permitted development of the Ringsend Treatment Plant, Pigeon House Road, Dublin 4 and for a new Regional Biosolids Storage Facility, Newtown, North Road (R135) Dublin 11.

Requirements of the Planning Authority

The proposed development comprising revisions and alterations to the existing and permitted development of the Ringsend Treatment Plant, Pigeon House Road, Dublin 4 and for a new Regional Biosolids Storage Facility, Newtown, North Road (R135), Dublin 11 has been accepted as an infrastructure project and the application for the development has therefore been made to An Bord Pleanala (ABP). As per the requirements of S37E(4), Dublin City Council, as the Planning Authority for the area in which the treatment plant is located, is obliged to prepare and submit to the Board a report setting out the views of the authority on the effects of the proposed development on the environment and the proper planning and sustainable development of the area. S37E(5) requires that the Chief Executive shall submit the report to members of the authority and seek the views of the members on the proposed development before submitting any report to An Bord Pleanala.

Description of Proposed Development and scope of this report

The proposed development has 2 principal components:

1. Revisions to previously approved Ringsend Wastewater Treatment Works Extension Project at Pigeon House Road, Ringsend, Dublin 4
2. A new Regional Biosolids Storage Facility at Newtown, North Road, R135 Dublin 11, Fingal

Component 1

The following is a summary of the works proposed at the Ringsend Wastewater Treatment Plant (WwTP):

- Reconfiguration and retrofitting of the existing Sequencing Batch Reactor Tanks (up to 24 in total) to facilitate the use of the new AGS technology.
- Associated works including the provision of a Sludge Pasteurisation Building and a Phosphorus Recovery Building; a new electrical connection to an existing underground ESB cable extending to within the South Dublin Bay and River Tolka Estuary SPA; Bypass culvert, ultraviolet lamps, internal road configurations and additional car parking and the continued use of 2 temporary construction compounds for 10 year duration
- The omission of the 2012 approved 9 km sea outfall tunnel with continued use of the existing outfall
- The omission of 3 previously approved temporary construction compounds.

Component 2

Permission is also sought for the development of a Regional Biosolids Storage facility to be located at an 11 ha site at Newtown, North Road, Dublin 11 on lands currently owned by Fingal County Council (subject to a concurrent application providing for the compulsory purchase of the lands). The development will include the construction of 2 no. biosolids storage buildings; 4 no. outdoor odour control units with discharge flues; a mechanical and electrical control building; an administration building; use of the existing vehicular access off the R135 and ancillary landscape and site works. The purpose of the facility is to store biosolids prior to transfer to other facilities from where land spreading occurs.

This report will focus on Component 1 which is located within the administrative area of Dublin City Council.

Site Description

The existing Ringsend WwTP is located on the Poolbeg peninsula on a site of 14.7 ha and includes a protected structure – the remnants of Pigeon House Fort. The Ringsend WwTP is located north and south of Pigeon House Road. The WwTP is located to the south of the road on a 11.2 ha site and the remainder of the treatment plant, comprising the storm water holding tanks is located on a smaller 3.5 ha site to the north of the road. The overall site is bounded generally by Dublin Port Lands and the Liffey Estuary to the north, the ESB generating station to the east, Dublin Waste to Energy to the west and Irishtown Nature Park to the south. The smaller of the 2 previously approved temporary site compounds (C2) which forms part of the proposed development is located mainly within the northern WwTP lands with a minor portion owned by Dublin City Council. The 2nd temporary compound (C1), which forms part of this proposal, is located south west of the WwTP and to the south of Dublin Waste to Energy premises and is owned by Dublin Port. The relevant letters of consent are included with application.

Planning History

In 2012, ABP (Ref 29N.YA0010) granted approval for the expansion of the existing wastewater treatment works at Pigeon House Road, Ringsend including associated solids handling and ancillary works and a 9 km long sea outfall tunnel and road network improvements.

In 2016, ABP (Ref 29N.YM0002) approved a temporary access to the Wastewater Treatment Plant, temporary removal of 2 areas of landscaping bunds and the provision of an internal circulation route.

In 2018, ABP (Ref 29N.YM0004) approved the omission of 3 previously approved construction site compounds and provision of 3 temporary construction site compounds.

The current proposal seeks to amend the 2012 approval by introducing a new technology – aerobic granular sludge (AGS) technology throughout the plant. The proposal excludes the previously approved 9 km long sea outfall tunnel.

Policy Context

At European Level: the Urban Waste Water Treatment Directive and the Water Framework Directive.

At National Level:

- The National Planning Framework (adopted 29th May 2018) and the National Development Plan 2018-2027
- Irish Water Services Strategic Plan - A Plan for the future of Water Services (2015-2040);
- The National Wastewater Sludge Management Plan (2016-2041);
- The River Basin Management Plan for Ireland 2018-2021.

At Regional Level:

- the Regional Planning Guidelines for the Greater Dublin Area 2010-2022
- the Eastern-Midlands Region Waste Management Plan 2015-2021
- Irish Water Greater Dublin Drainage Strategy: Overview & Future Strategic Needs Asset Strategy May 2018

Local Planning Context: Dublin City Development Plan 2016-2022

Departmental Reports

The following Dublin City Council Departments and Divisions submitted a report and their response has been taken in board as part of the Planning Authority's Report:

1. Environment and Transportation Department; No objection to proposal.
2. Roads and Streets Department Road Planning Division - no objection subject to conditions
3. Parks & Landscape Services Division - no objection subject to conditions
4. SDZ team – No Objection subject to conditions
5. Environmental Health, Noise Control – no objection

Copies of the reports received are attached as an Appendix

Planning Assessment:

Planning Policy

The European, National and Regional strategic planning context is set out in the Planning Application Report. It is stated that at a European policy level, the proposed upgrade project would ensure compliance with both the Urban Waste Water Treatment Directive and the Water Framework Directive.

At national level, the implementation of the Greater Dublin Strategic Drainage Study, through enlarging capacity in existing wastewater treatment plants (Ringsend) and providing a new treatment plant in North County Dublin - known as the Greater Dublin Drainage Project (GDD) Project is a stated goal (National Strategic Outcome 9) in the National Planning Framework. The Ringsend Wastewater Treatment Plant Project is listed as a specific project in the National Development Plan 2018-2027.

It is also stated that the proposal is in accordance with the following national strategic plans:

- Irish Water Services Strategic Plan - A Plan for the future of Water Services (2015-2040);
- The National Wastewater Sludge Management Plan (2016-2041);
- The River Basin Management Plan for Ireland 2018-2021.

At a regional level, the Regional Planning Guidelines for the Greater Dublin Area 2010-2022 identify the expansion of the Ringsend Waste Water Treatment Plant to ultimate capacity as a critical project.

It is stated policy in the Eastern-Midlands Region Waste Management Plan 2015-2021 *to work with the relevant stakeholders and take measures to ensure systems and facilities are in place for the safe and sustainable management of sludges.*

Irish Water carried out a review of the Greater Dublin Drainage Strategy in May 2018 and concluded that the projected loading on the Ringsend WwTP would reach the site capacity of 2.4 million population equivalent between 2024 and 2027 depending on the actual growth realised in the catchment. The Proposed development does not alter the permitted capacity increase at the Ringsend WwTP but provides the basis for Irish Water to provide additional capacity by progressing plans for the Greater Dublin Drainage WwTP in north Dublin

At local planning level, the Dublin City Development Plan 2016-2022 sets out policies and objectives required to achieve the Core Strategy of the plan. The proposal has been assessed with regard to the Core Strategy and the policies and objectives of the current Dublin City Development Plan and in particular the dual aspirations of providing the necessary infrastructure to facilitate development while protecting and improving water quality in the Liffey Estuary and Dublin Bay.

Providing the necessary infrastructure to facilitate development

The Development Plan identifies that the efficient and timely delivery of necessary infrastructure capacity in advance of the planned quantum of development is a prerequisite for successful urban development. Ensuring the delivery of this infrastructure in a sustainable manner, which enhances the quality of the city's environment and facilitates the sustainable economic growth and co-ordinated development of the city, is also an essential requirement.

The Plan recognises that the Dublin region is facing a number of infrastructural challenges, particularly in the supply and demand for high-quality drinking water and for wastewater treatment to provide for future population growth, addressing deterioration of the existing networks, including substandard drainage infrastructure, and encouraging water conservation and states that the expansion and upgrading of the Ringsend Wastewater Treatment Plan is an urgent priority for Irish Water.

The main strategic issues for the current plan period are identified as: Providing necessary infrastructure and the securing of corridors for utility infrastructure to match the compact spatial pattern of development; aligning the settlement and economic elements of the core strategy with Irish Water's strategy for the development and expansion of water and wastewater infrastructure in line with the investment programme and connections policy which are subject to the approval by the Commission for Energy Regulator (CER)

It is stated in the Development Plan that the expansion and upgrading of the Ringsend Wastewater Treatment Plan is an urgent priority for Irish Water. It is further stated that the upgrade must also achieve improved treated effluent quality in order to conserve good water quality in the Liffey Estuary and Dublin Bay

It is the Policy of Dublin City Council:

- SI1: To support and facilitate Irish Water in the provision of high-quality drinking water, water conservation, and in the development and improvement of the water and wastewater systems to meet anticipated demands for clean and resilient water supplies and wastewater requirements for the city and region, all in accordance with the recommendations set out in the 'Greater Dublin Water Supply Strategic Study' and 'The Greater Dublin Strategic Drainage Study'.

- SI2: To support and facilitate Irish Water to ensure the upgrading of wastewater infrastructure, in particular the upgrading of the Ringsend Wastewater Treatment Plant, and to support the development of the Greater Dublin Regional Wastewater Treatment Plant, the North Docklands Sewage Scheme, the Marine Outfall and orbital sewer to be located in the northern part of the Greater Dublin Area to serve the Dublin region as part of the Greater Dublin Strategic Drainage Strategy.
- SI3: To ensure that development is permitted in tandem with available water supply and wastewater treatment and to manage development, so that new schemes are permitted only where adequate capacity or resources exists or will become available within the life of a planning permission.

It is an Objective of Dublin City Council:

- SIO1: To support Irish Water in the implementation of the 'Water Services Strategic Plan – A Plan for the Future of Water Services'.
- SIO2: To work closely with Irish Water to identify and facilitate the timely delivery of the water services required to realise the development objectives of this plan.

A Commitment is made in the Dublin City Development Plan that Dublin City Council will work closely and support Irish Water to provide and maintain an adequate public water supply and wastewater infrastructure network throughout the city for the plan period.

A commitment is also made that the Council will ensure that all developments relating to environmental infrastructure are subject to Article 6 EU Habitats Directive Assessment to ensure that there are no likely significant effects on the integrity of any European Site(s).

It is the Policy of Dublin City Council:

- GI17: To develop sustainable coastal, estuarine, canal and riverine recreational amenities, to enhance appreciation of coastal natural assets in a manner that ensures that any adverse environmental effects are avoided, remedied or mitigated.
- GI20: To seek continued improvement in water quality, bathing facilities and other recreational opportunities in the coastal, estuarine and surface waters in the city, having regard to the sensitivities of Dublin Bay and to protect the ecology and wildlife of Dublin Bay.
- GI22: To promote nature conservation of Dublin Bay by improving information and interpretation of its biodiversity for recreational users and visitors.
- GI24: To conserve and manage all Natural Heritage Areas, Special Areas of Conservation and Special Protection Areas designated, or proposed to be designated, by the Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs.

It is an objective of Dublin City Council:

- GIO17: To seek the continued improvement of water quality, bathing facilities and other recreational opportunities in the coastal, estuarine and surface waters in the city and to protect the ecology and wildlife of Dublin Bay.
- GIO19: To maintain beaches at Dollymount, Sandymount, Merrion and Poolbeg/Shelly Banks to a high standard, and to develop their recreational potential as a seaside amenity, in order to bring them to 'Blue Flag' standard subject to Article 6 Assessment of the Habitats Directive.

Protecting and improving water quality in the Liffey Estuary and Dublin Bay

The EIAR section on Water has been examined and in particular with regard to:

- Dublin City Council's responsibility, in common with all local authorities, as the designated "competent authority" for the purpose, inter alia, of "implementation of river basin management plans and programmes of measures with respect to their functional areas" under the terms of the European Union (Water Policy) Regulations 2014 (S.I. 350 of 2014).
- Obligations placed on planning authorities under the Waste Water Discharge (Authorisation) Regulations 2007 (S.I. 684 of 2007). While Section 43 (1) of these Regulations, refers to "development which involves the disposal of waste water to a waste water treatment works", the Planning Authority or An Bord Pleanála (ABP) also have a responsibility to "consider whether the discharge of waste water from the proposed development, in conjunction with existing discharges to the receiving water, would cause non compliance with the combined approach
- The Water Framework Directive (WFD) which requires that all water bodies would attain "Good" status by 2027. The water status objectives in Article 4 of the WFD state that, in the absence of an exemption, no project should adversely affect the attainment or maintenance of the "Good" surface water status objective, or cause deterioration of the water status

In 2012, Dublin City Council sought and received permission for the expansion of the Ringsend WwTP. This permission (Ref SID 29N. YA0010) included an expansion of the plant within the current site, together with the provision of a Long Sea Outfall Tunnel (LSOT) which relocated the point of discharge of effluent from the WWTP from its current location within the Lower Liffey Estuary to a point approximately 8.9 km east of the Poolbeg Peninsula. This discharge point is outside the current receiving waters designated as "sensitive to eutrophication" under the Urban Waste Water Regulations (S.I. No. 254/2001). Irish Water is proceeding to construct the expansion of the WWTP within the existing site as permitted under SID 29N. YA0010.

Under the current Application to the Board by Irish Water, it proposed that the LSOT would be replaced by a new tertiary treatment method – aerobic granular sludge (AGS) (with associated nitrogen and phosphorous removal) which will be deployed within the existing and expanded WWTP.

The Engineering and Environment Department is satisfied that the new AGS technology will ensure both capacity and compliance in the shortest timeframe, and with less risk, compared to the LSOT and other technologies.

Natura 2000

The Habitats Directive and the Birds Directive list habitats and species which are considered to be important and in need of protection. These sites are referred to as European Sites. Sites designated for wild birds are termed Special Protection Areas (SPAs) and sites designated for natural habitat types or other species are termed Special Areas of Conservation (SACs). The network of European sites is referred to as Natura 2000. There are 4 SPAs and 4 SACs proximate to the Ringsend WwTP:

South Dublin Bay and River Tolka Estuary SPA
North Bull Island SPA
Howth Head Coast SPA
Dalkey Islands SPA
South Dublin Bay cSAC;
North Dublin Bay cSAC
Howth Head cSAC
Rockabill to Dalkey Island cSAC.

The City Council considers that the submitted Natura Impact Statement is generally satisfactory in terms of identifying the relevant Natura 2000 sites and the potential adverse impacts on the integrity of designated Natura 2000 Sites in Dublin Bay in view of their conservation objectives. It is noted that the potential impacts on the compensatory Brent Goose habitat have been addressed – the recommendation would be to reinstate before first winter to avoid temporary loss of habitat. In view of the proximity to Sandymount Strand, it is considered that more detail should be provided on how disturbance impacts from construction have been ruled out for birds using Sandymount during the summer. Reference has been made to visibility from the construction site but noise should also be considered. Prey species for terns (small fish and macro-invertebrates) are an attribute identified under Conservation Objectives – reference to how potential impacts have been ruled out should be included.

Zoning and other designations

The WwTP is located on lands zoned for the most part Z7 – To provide for the protection and creation of industrial uses and facilitate opportunities for employment creation.

Part of the existing WwTP, part of the C2 temporary construction compound and part of the C1 temporary construction compound are located on lands zoned Z9 – To preserve, provide and improve recreational amenity and open space and green networks. Public service installations are permissible uses in Z7 zones. They are permissible in Z9 zones if they would not be detrimental to the amenity of the Z9 lands. The greater part of the C1 compound is located on lands included in the proposed draft Poolbeg West SDZ planning scheme which is currently before ABP. The SDZ team has reviewed the proposal and notes that the proposed zoning for the area, in which the C1 compound is partially located, is zoned for *mixed use – commercial, creative industries, industrial (Including port related) activities*. It is considered that the proposed use of the lands as a temporary construction compound would be compatible. In regard to strategic roads infrastructure, it is noted that the area is directly impacted by the south port access/eastern bypass corridor but it is considered that the use of the land as a temporary compound should not interfere with the timely eventual planning and delivery of the bypass route. It is suggested that notwithstanding the fact that the delivery of the bypass may be in the longer term, an appropriate condition should apply.

The SDZ team has indicated that it is possible that future district heating works in the wider area may require (subject to relevant consents) a backup-boiler building and district heating pipelines within or in the vicinity of the compound. It is understood that Dublin Port Company, which owns the land, has no objection in principle to this arrangement and any lease arrangement with Irish Water to facilitate the compound allows for same. Given the importance of the Dublin District Heating System, as it is mentioned in both the Dublin City Development plan 2016-2012 and the National Development Plan 2018-2027, Irish Water is requested to liaise with Dublin City Council to ensure minimal impacts on both projects, over Irish Water's project timeline.

The WwTP is proximate to 7 Upper Tier and 2 Lower Tier Seveso establishments. It is noted that as required, the Health and Safety Authority has been consulted.

Impact on amenity and heritage

The proposed new elements to be constructed on the existing WwTP have been examined. Some of these will be substantial and visible from outside the complex but it is accepted that they have been designed specifically to meet the requirements of the wastewater treatment process and it is acknowledged that they will be located on an established industrial site in an area characterised by industrial style structures. The proposed use of the C1 and C2 construction compounds for up to 10 years is not ideal from a planning perspective on both heritage and visual amenity grounds. It is noted in the Planning Application report that the

compounds may be used to house construction staff in temporary accommodation, to store construction machinery, for car parking and for stockpiling materials. Proposals to mitigate the impact of the C2 compound on the Pigeon House Fort lands are also noted. The Planning Authority considers that the duration of their use should be limited directly to the construction phase and that decommissioning should occur as soon as possible. The compounds should be subject to conditions aimed at minimising their environmental impact and ensuring full restoration. The Parks and Landscape Services Division has reviewed the landscaping proposals in relation to the visual impact on the adjacent public park/nature reserve and coastal recreational corridor and notes the proposals for landscape mitigation around the site perimeter which should assist in screening the development. The Division recommends further planting on the southern boundary. It is also suggested that some signage giving information on the history of the site and the current operation should be provided adjacent to the coastal walk. The Division has considered the issue of odour impact to adjacent public park/nature reserve and coastal recreational corridor and accepts the facility is stated to achieve odour standards and ongoing monitoring is in place, therefore odour nuisance is not expected to occur. The Division seeks that all invasive species are required to be removed completely from the total Ringsend facility area and proposals for this should be submitted for approval. The Division also seeks that all temporary works areas should be reinstated and the landscape proposals should identify these areas and the proposed treatment.

Roads and Traffic

The Roads and Traffic Planning Division has assessed the proposal and in particular, the Traffic section of the EIAR. It is noted that the scope of traffic and transportation section of the EIAR was developed in consultation with the Roads and Traffic section of Dublin City Council. The Division has examined the access arrangements to the facility and the construction compounds and has also examined the cumulative impacts including the Dublin Waste to Energy Facility (currently operational); the Draft Poolbeg West SDZ planning scheme, the Alexandra Basin Redevelopment Project for Dublin Port and the proposed upgrade of the Point Depot Junction to a signalised junction. In relation to traffic impact, the EIAR concludes that construction activities associated with the proposed WwTP are expected to have a slight negative short term impact on the adjoining road network during the am and pm peak period in 2020 and 2028.

During the operational phase of the development it is anticipated that the development will result in an increase of HGV trips of 100 trips per day (50 deliveries and 50 departures). The proposed WwTP Component will increase staff numbers at Ringsend from 40 to 55. The traffic assessment concludes that the operational phase of the proposed WwTP is expected to have a slight negative long term impact on the adjoining road network during the am and pm peak period in 2028 and 2035.

The Division has assessed the proposals for transporting the biosolids from the Ringsend Wastewater Treatment Works to the RBSF in Fingal in relation to the Dublin City Council HGV Management Strategy. The Division states that the use of local roads as part of the haul route would be unacceptable and has identified an incorrect reference to York Road as part of the haul route instead of the R131. It is accepted that this can be clarified by way of condition if the proposal is approved. The Roads and Traffic Planning Division is generally supportive of the proposed development subject to recommended conditions.

Conclusion

Dublin City Council recognises the need to increase the capacity of the existing Ringsend Waste Water Treatment and it is stated policy in the Dublin City Development Plan to support and facilitate Irish Water in the development and improvement of its wastewater systems to meet the requirements of the city and region.

Dublin City Council fully supports the use of proven new technology to deal with wastewater treatment in the growing Dublin City Region. The City Council, having reviewed the documentation submitted, is satisfied that the proposed new AGS Technology will ensure both capacity and compliance in the shortest timeframe, and with less cost and risk, compared to the previously proposed Long Sea Outfall Tunnel (LSOT).

In the event that An Bord Pleanála is satisfied that the proposed development should be approved, the Planning Authority requests that the permission be conditioned to ensure that the development is carried out in accordance with the proper planning and sustainable development of the area. The issues have been highlighted in the report and suggested conditions are included in the reports attached in the appendix.

APPENDIX: Internal Dublin City Council Reports

1. Environment and Transportation Department
2. Roads and Traffic Planning Division Report
3. Dublin City Council Parks & Landscape Services
4. SDZ report

1. Environment and Transportation Department



Environment and Transportation Department
Block 2, Floor 6, Civic Offices, Wood Quay, Dublin 8

An Roinn Comhshaoil agus Iompair
Oifigí na Cathrach, An Ché Adhmaid, Baile Átha Cliath 8
T. 01 222 2033 E. dick.brady@dublincity.ie

MEMO

29th August 2018.

**To: John O'Hara,
City Planner,
Planning & Property Development Department.**

**Re: 301798: Ringsend Wastewater Treatment Plant, Pigeon House Road, Dublin 4
and Newtown, North Road (R135), Dublin 11 ()
Dublin City Council**
10-year permission for development of the Ringsend wastewater treatment plant upgrade project including a regional biosolids storage facility
Case reference: PL29S.301798.

There is an undoubted need to increase the capacity of the Ringsend Waste Water Treatment Plant (RWWTP) to deal with the growth in the Dublin Region.

Dublin City Council fully supports the use of proven new technology to deal with wastewater treatment in the growing Dublin City Region. The City Council, having reviewed the documentation submitted, is satisfied that the proposed new AGS Technology will ensure both capacity and compliance in the shortest timeframe, and with less cost and risk, compared to previously proposed Long Sea Outfall Tunnel. (LSOT)

Dick Brady.
Assistant Chief Executive.

2. Roads and Traffic Planning Division Report

APPLICATION TO AN BORD PLEANÁLA IN RESPECT OF A STRATEGIC INFRASTRUCTURE DEVELOPMENT – RINGSEND WASTEWATER TREATMENT PLANT.

ABP REF: PL 29S 301798

DATE LODGED: 6th June 2018

APPLICANT: Irish Water

LOCATION: Pigeon House Road, Dublin 4 and Newtown, North Road (R135), Dublin 11

ROADS & TRAFFIC PLANNING DIVISION REPORT

Proposed Development

This is an application for strategic infrastructure comprising revisions and alterations to the existing and permitted development at the Ringsend Wastewater Treatment Plant (WwTP) and for a new Regional Biosolids Treatment Facility (RBSF).

The proposed revisions will continue to facilitate the expansion of the existing wastewater treatment works to its capacity of 2.4 million population equivalent. However this will now be achieved through the introduction of aerobic granular sludge (AGS) technology at the Ringsend WWTP. The introduction of this technology will facilitate the omission of the 9 kilometre Long Sea Outfall Tunnel and the continued use of the existing outfall.

The proposed development at Ringsend WWTP and RBSF comprises of two principal components of an integrated wastewater treatment project: -

- Component 1 – Ringsend WwTP: Upgrade works at the Ringsend WwTP, Pigeon House Road, Dublin 4 and,
- Component 2 – RBSF: A regional biosolids storage facility at Newtown, North Road (R135), Dublin 11

Of particular interest to this division is Component 1 – Ringsend WwTP, located within the Dublin City Council administrative area. The proposed works, for which permission is now being sought comprise:

- Reconfiguration and retrofitting of the existing Sequencing Batch Reactor (SBR) Tanks, up to 24 no. in total, to facilitate the use of a new AGS technology,
- Associated works, including the provision of:
 - A sludge pasteurisation building
 - A phosphorus recovery building

- Ancillary site development works (pipe work and electrical works), plant (new and adjustments to existing) and landscape works (including boundary treatments) to accommodate the above development, including:
 - The use on a permanent basis of a vehicular entrance off Pigeon House Road, and associated landscaping and internal road, along the eastern boundary of the site, previously granted a temporary permission under ABP Ref. 29N.YM0002.
 - A new electrical connection to an existing underground ESB cable, along the southern boundary of the site (at the south west corner only) and at the edge of, and extending to within the South Dublin Bay and River Tolka Estuary SPA
 - Bypass culvert, ultraviolet (UV) lamps, internal road reconfigurations and additional car parking
 - The continued use of 2 no. temporary construction compounds (C1 and C2) for the 10 year duration of the permission sought. These compounds were previously permitted under ABP Ref. 29N.YM0004 for a period of 3 years. Proposals for the temporary construction compound C1 includes a pedestrian connection to the south-west corner of the Ringsend WwTP. Temporary Construction Compound C1 is partially located within the Poolbeg West SDZ.
- The omission of the permitted 9km Long Sea Outfall (in tunnel) for the purpose of discharging into the Dublin Bay area from an onshore inlet shaft approximately 350 metres east of the existing Ringsend WwTP (including any associated construction works) which in turn provides for the continued use of the existing outfall to the River Liffey serving the Ringsend WwTP.
- The omission of two no. temporary construction compounds located to the west of the Ringsend WwTP and also the omission of one temporary construction compound on Pigeon House Road to serve the Long Sea Outfall (in tunnel); all of which were previously permitted under ABP Ref. 29N.YA0010.

Planning History

There have been a number of planning applications for the subject site. The recent applications are detailed below;

ABP Ref. 29N.YA0010 (2012 Approval)

Permission was granted, subject to conditions, for the Ringsend Wastewater Treatment Works Extension Project to increase the existing capacity of the wastewater treatment plant at Pigeon House Road, within the confines of the current site and achieve the required discharge standards. The proposed extension included the following elements of works:

- Additional secondary wastewater treatment capacity at the wastewater treatment works site (approximately 400,000 population equivalent) including associated solids handling and ancillary works
- A 9 kilometre long sea outfall (in tunnel), commencing at an onshore inlet shaft approximately 350 metres east of the wastewater treatment works and terminating in an underwater outlet riser/ diffuser in Dublin Bay
- Road network improvements in the vicinity of the site (during the construction phase)

Certain works under the 2012 approval are currently being implemented, which are common to the 2012 approval and the proposed upgrade project. Some advanced works have been implemented including;

- The installation by the ESB of Long Sea Outfall Tunnel power cables (for the LSOT Tunnel Boring Machine) across the Brent Geese Compensation Grassland,
- Construction of a c. 120m long access road from the Pigeon House Road to the south-east corner of the existing WwTP; and

- The installation of services, pedestrian safety measures, and the strengthening and upgrading of the Pigeon House Road for a distance of c. 675m east of the entrance to the ESB Poolbeg P.S. Site.

ABP Ref. 29N.YM0002 (amendments to 2012 approval – site access)

Permission was sought for alterations to the construction access arrangement approved under 2012 approval, as follows;

- Proposed temporary construction access onto Pigeon House Road c. 100m west of the main entrance into ESB Poolbeg Power Station
- Proposed temporary removal of two small areas of landscaping bunds located on the WwTW property along its eastern perimeter
- Proposed temporary 'Link Road' (c.80m long) connecting the existing internal WwTW roads along the southern and eastern boundaries of the site.

ABP indicated the works were immaterial, therefore an alternative temporary construction access arrangement off Pigeon House Road now forms part of the 2012 approval.

ABP Ref. 29N.YM0004 (amendments to 2012 approval – alternative/ additional compounds)

Permission was granted for alterations to the construction compounds permitted under the 2012 application. The changes included the omission of 3 no. compounds and the proposal of 3 no. new compounds positioned in proximity to the site for a period of 3 years from the date of the order. The need for the application arose, as a number of the compound sites were in third party control and no longer available and others, also in third party control becoming available in the intervening period. The use of the compounds commenced in Q1 2018.

Other developments to note in the surrounding area;

ABP Ref. PL06F.PC0152 Greater Dublin Drainage

The Greater Dublin Strategic Drainage Study (GDSDS) took a high-level view of the wastewater drainage and treatment requirements of the Greater Dublin Area (GDA) as a whole. The Irish Water Project Team completed site selection in 2013 and identified the best solution for the future development of wastewater treatment in the wider Dublin region as being:

- An underground orbital sewer and two pumping stations;
- A wastewater treatment plant (WwTP) on a 23-hectare site at Clonshagh (Clonshaugh);
- An outfall pipe from the wastewater treatment discharging 1km north-east of Ireland's Eye (6km out to sea)

Statement of Need

The applicant states the Ringsend WwTP is currently overloaded and there is a requirement to provide for the future growth in demand arising from the connected catchment. The Proposed Upgrade Project (being the 2012 approval amended by the Proposed Development) will increase the treatment capacity of the plant from 1.64 million PE at present to the proposed 2.4 million PE while continuing to discharge from the existing outfall pipe through the use of AGS technology. The design also provides for the technology and infrastructure required so that the level of treatment will be increased to a higher standard to comply with the Urban Waste Water Treatment Directive and to achieve the emission limit values as set out in Schedule A of the EPA discharge licence.

Site Location

The existing WwTP is located on the Poolbeg Peninsula with the main access points provided off Pigeon House Road. The site is linked to the regional road network via a series of local roads including Pigeon House Road, Whitebank Road and South Bank Road.

Environmental Impact Assessment Report

An Environmental Impact Assessment Report (EIAR) is submitted in conjunction with the application. Section 13 of the EIAR relates to the traffic impact of the proposed development.

Section 13: Traffic

Section 13 of the EIAR, assess the potential traffic related impacts likely to occur as a result of the WwTP component of the Proposed Upgrade Project. The scope of the traffic and transportation section was developed in consultation with the Roads and Traffic section of Dublin City Council.

Access Arrangements

Section 13.4.1 of the EIAR (Volume 3, Part A) details the existing accesses to the existing Ringsend WwTP will be retained and used for the future operation of the Ringsend WwTP. Access to the Ringsend WwTP site for construction phase is detailed in the Planning Report as follows;

Access X1

The existing access to the main operational part of the wastewater treatment plant site, on Pigeon House Road is proposed to be utilised for construction activity within the operational area of the existing wastewater treatment plant.

Access X2

Construction of this access is being carried out in 2018 under ABP Ref. 29N.YA0010 and for use on a permanent basis as set out under the Proposed Development.

Access X3

This access is located at the SE corner of the subject site. The access is from Pigeon House Road and a spur road constructed under ABP Ref. 29N.YA0010.

Access X4

This access is located at the SW corner of the subject site. As part of the Proposed Development, a temporary pedestrian access only is to be provided from compound C1 and the site.

The proposed development includes the use on a permanent basis of a vehicular entrance off Pigeon House Road, and associated landscaping and internal road, along the eastern boundary of the site, previously granted a temporary permission under ABP Ref. 29N.YM0002. There is no objection in principle to the use of this entrance on a permanent basis.

Construction Compounds

To facilitate construction works and plant installation, 3 no. temporary construction compounds (C1, C2 and C3) are required.

Compound C1

The site is located on the adjacent lands to the southwest of the Ringsend facility. The lands are owned by Dublin Port Company and were used by Covanta as a construction compound to facilitate the works within the Waste to Energy facility. It is proposed that the compound will continue to be accessed from Shellybanks Road and the compound will be maintained in its existing use as a car park facility, storage area and site offices.

Compound C2

Compound C2 is proposed to the north of the existing Ringsend WwTP and is owned by the applicant and DCC. The site is currently unused and accessed from Pigeon House Road. As the existing 3.7m entrance gate is unsuitable, a more suitable access arrangement for HGV movements is proposed via the existing 6.9m wide palisade gate. It is proposed to utilise the existing access for pedestrian segregation and smaller vehicles while the new access will provide for HGV access only.

Compound C3

Compound C3 is located to the northeast of the existing Ringsend WwTP and is accessed from Pigeon House Road. The temporary construction compound area will include 'portakabin' type office, welfare and storage facilities and car parking for site staff.

Study Area

The study area for the purpose of the assessment includes sections of the following public roads:

- Pigeon House Road;
- Shellybanks Road;
- Whitebank Road;
- South Bank Road;
- R131 Sean Moore Road;
- York Road;
- R131 East Link Bridge;
- North Wall Quay and
- East Link Road.

Cumulative Impact

The scoping study also included the cumulative impacts of other committed developments, including;

- Dublin Waste to Energy Facility (currently operational)
- Poolbeg West SDZ
- Alexandra Basin Redevelopment Project for Dublin Port

In addition to the above, the TA also has regard to the Dublin City Council's proposal to upgrade the Point Depot Junction to a signalised junction. In order to provide a robust analysis of the road network and to allow for future potential delays to the delivery of the Point Depot Improvement Scheme, the existing roundabout is assumed to be in operation in the 2020 scenario to provide a more conservative assessment. It has been assumed that the Point Depot Improvement Scheme will be complete by 2028.

Traffic Impact

Baseline traffic surveys were undertaken in September 2017 to inform the TA. Surveys were undertaken at the following junctions:

- East Wall Road/Bond Road Junction
- East Wall Road/Alexandra Road Junction
- East Wall Road/ Sherriff Street Upper Junction
- East Wall Road/North Wall Quay Junction
- Pigeon House Road/Sean Moore Road Junction
- Whitebank Road/South Bank Road junction
- Pigeon House Road at the access to the existing WwTP.

The am peak is identified on the local road network as between 7am and 8am and the pm peak is identified as between 5pm and 6pm.

The traffic assessment outlines that it is anticipated that the construction of the proposed WwTP will commence in 2018 with all works completed by 2028. Future design years of 2020, 2028 and 2035 are identified for the purposes of the assessment.

The TA assesses a worst-case scenario of peak construction activity for the proposed WwTP occurring in 2020 coinciding with the completion of the ABR, Dublin WtE Facility, Poolbeg West SDZ and the retention of the Point Depot junction in its current configuration.

The TA outlines that it is anticipated that there will be 240 HGV trips daily during the peak construction period and 396 cars/ light vehicles. It is noted that during the peak construction, such as large concrete pours, night time working may be required. As part of the assessment it have been conservatively estimated that 80 of the HGV trips will occur during the night-time period with the remaining 160 HGV trips occurring between 6:00am and 6:00pm.

The TA concludes that construction activities associated with the proposed WwTP is expected to have a slight negative short term impact on the adjoining road network during the am and pm peak period in 2020 and 2028.

During the operational phase of the development it is anticipated that the development will result in an increase of HGV trips of 100 trips per day (50 deliveries and 50 departures). The proposed WwTP Component will increase staff numbers at Ringsend from 40 to 55.

The TA concludes that the operational phase of the proposed WwTP is expected to have a slight negative long term impact on the adjoining road network during the am and pm peak period in 2028 and 2035.

The Roads and Traffic Planning Division is satisfied with the 'substance' of information submitted as part of the EIAR.

HGV Strategy

The EIAR outlines that Biocake and Biofert will be transported to the RBSF from the Ringsend WwTP (and GDD WwTP if permitted) in articulated trucks with tipping trailers. The trailers each have a capacity of approximately 40m³. The haulage vehicles (HGVs) are approximately 14m long and have 6 axles. In transporting biosolids to the RBSF, HGVs will operate throughout the year and the generated traffic volumes will be relatively constant.

The Dublin City Council HGV Management Strategy provides for a ban on 5+ axle vehicles during the hours of 07:00 – 19:00 seven days a week from a designated cordon area and provides a limited permit scheme for 5+ axle vehicles that need to load/ unload within the city centre area.

In accordance with the DCC HGV management Strategy, the EIAR submitted in conjunction with the subject application outlines that access to the subject site for HGVs will be restricted by the DCC HGV Cordon, with HGVs routed via the Port Tunnel, East Link Bridge and York Road.

In this regard it is clarified that the reference of the use of York Road as part of the haul route within the EIAR relates to the R131. The use of local roads as part of the haul route is not acceptable to Dublin City Council. In this regard the reference to York Road within the EIS relates to the R131. The applicant should use the R131 to access the Tom Clarke Bridge and Dublin Port Tunnel. No HGVs should use local roads to access or egress the site.

This point can be addressed by means of condition in the instance that planning permission is granted for the proposed development.

Roads & Traffic Planning Division Comments

This division is supportive of the proposed development. Due to the previous permission for the subject site ABP Ref. 29N.YA0010 and subsequent amendments, the principle of the extension of the WwTP Extension has been accepted by this division. It is noted that the construction works associated with the WwTP Extension as permitted under ABP Register Reference 29N.YA0010 have commenced and will be completed over a 7-10 year period.

The subject application relates to the construction of a Regional Biosolids Storage Facility at Newtown and resulting haulage of Biocake and Biofert from the Ringsend Wastewater Treatment Works to the RBSF in Fingal and upgrade works to the WwTP at Ringsend. The EIAR submitted in conjunction with the application assesses the additional construction and operational traffic associated with this development.

The assessment takes into consideration the cumulative impacts of committed developments in the area including, Dublin Waste to Energy Facility, Poolbeg West SDZ and the Alexandra Basin Redevelopment Project. The application also notes the DCC proposal to upgrade the Point Depot Junction to a signalised junction. Construction of this scheme has not yet commenced. The Roads and Traffic Planning Division is satisfied with the 'substance' of information submitted as part of the EIAR.

In accordance with the DCC HGV management Strategy, access to the subject site for HGVs will be restricted by the DCC HGV Cordon and proposed via the Port Tunnel, Tom Clarke Bridge and R131.

While supportive of the proposed development any use of local roads as part of the haul route is not acceptable to Dublin City Council. In this regard the developer should use the R131 to access the Tom Clarke Bridge and Dublin Port Tunnel. No HGVs should use local roads to access or egress the site. This point can be addressed by means of condition in the instance that planning permission is granted for the proposed development.

Recommendation:

It is recommended that the following conditions be attached to permission if granted:

1. The proposed development shall otherwise comply with the conditions of permission granted under ABP Ref. 29N.YA0010 as amended by planning permission granted under ABP Ref. 29N.YM0002 and ABP Ref. 29N.YM0004.
2. Construction and operation related HGV trips will comply with Dublin City Councils HGV Management Strategy. All HGVs during construction and operation shall use the R131 to access the Tom Clarke Bridge and Dublin Port Tunnel. No HGVs shall use local roads to access or egress the site.
3. A detailed traffic management plan for the construction phase of the development shall be submitted for written agreement with Dublin City Council.

4. Where abnormal load movements arise, an abnormal load permit will be made to Dublin City Council and where possible any abnormal load movements shall be restricted to evening or night-time.
5. During construction and operation phase, traffic to and from the subject site shall operate as to minimise the impact on the local community.
6. The developer shall be obliged to comply with the requirements set out in the Code of Practice.

7. All costs incurred by Dublin City Council, including any repairs to the public road and services necessary as a result of development, shall be at the expense of the developer. Work in the public road may only be carried out by Dublin City Council.

Brendan O'Brien

Acting Executive Manager (Traffic)

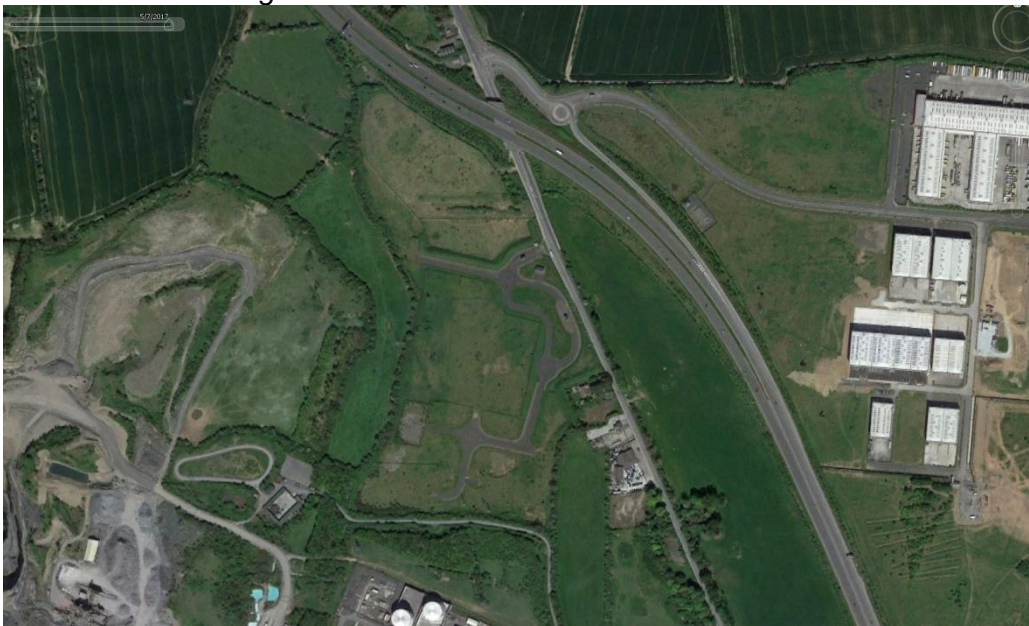
7th of August 2018

3. Dublin City Council Parks & Landscape Services Report 6/7/18

Comments on application:



Aerial view over Ringsend site.



Aerial view over Newtown Site

The application is for the upgrading proposals of the treatment facility at Ringsend following on a previous application in 2012 and the provision of a biosolids storage facility at a separate site close to the N2 at Newtown.

The proposals at Ringsend include the removal of a planted screen berm on the eastern site boundary and proximity of the development adjacent to a recreational corridor and bird feeding site on the adjacent Irishtown Nature Reserve. The invasive species, Japanese knotweed (*Fallopia japonica*) is recorded on site.

No landscape or ecological impacts are expected on the biosolids storage facility site as a result of the proposals which are on a grass dominated site. The landscape proposals have the potential to improve the overall visual and ecological value of the site as well as providing screening of the proposed buildings and contributing to SuDS.

The environmental impacts are addressed in the submitted EIA Report inclusive of section on landscape and visual impact from which mitigation proposals are described and form part of the scheme's landscape proposals.

Key Issues

The key issues arising for both sites for Parks & Landscape Services are as follows.

Ringsend

1. Visual impact of Ringsend proposals on adjacent public park/nature reserve and coastal recreational corridor:

Landscape mitigation planting is proposed around the site perimeter, which will assist to screen the proposed development and existing facility. Proposed planting areas should be on soil berms to enhance screen value.

The screening may be enhanced through off-site planting at the southern boundary.

The facility is a local landmark and interpretation of the history of the site and the current operation process should be provided adjacent to the coastal walk.

2. Control of invasive species:

All invasive species are required to be removed completely for the total Ringsend facility area and proposals for this must be submitted for approval.

3. Reinstatement of temporary works area:

All temporary works areas shall be reinstated and the landscape proposals should identify these areas and the proposed treatment.

4. Odour impact to adjacent public park/nature reserve and coastal recreational corridor:

Odour nuisance can have a negative effect on the use of public areas and the facility is located directly adjacent to a nature reserve and coastal walkway. The facility is stated to achieve odour standards and ongoing monitoring is in place, therefore odour nuisance is not expected to occur.

Newtown

1. Scale of proposed buildings in the landscape:

The biosolids storage buildings are extensive (of approx 58m x 100m plan size). The buildings should be greened by appropriated designed extensive green roofs and vertical greening to the facades to help situate them into the wider landscape.

Tree/hedgerow planting should be provided on the western boundary to complete screening on three sides of the facility.

Conditions

The following conditions are advised for this application taking into account the comments given above and subject to approval of the proposed development, if any:

Landscape Scheme to be submitted

Development shall not commence until a landscape scheme prepared by a qualified Landscape Architect comprising full details of the size, species and location of all trees and shrubs to be planted and the treatment of all external ground surfaces, has been submitted to and agreed in writing by the Planning Authority and implemented in the first planting season following completion of the development, and any trees and shrubs which die or are removed within 3 years of planting shall be replaced in the following season.

The landscape scheme for the Ringsend facility will include : (a) potential for off-site planting on the southern boundary of the facility, (b) interpretation of the facility with appropriate

signage located adjacent to the coastal walk, (c)landscape reinstatement of all temporary works area.

The landscape scheme for the Newtown facility will include: (a) extensive green roofs and vertical greening treatment to proposed buildings (b) additional tree/hedgerow planting to western boundary.

(The landscape scheme shall have regard to the Guidelines for Open space Development and Taking in Charge, copies of which are available from the Parks and Landscape Services Division).

Reason: in the interests of amenity, ecology and sustainable development

Control of Invasive Species

Prior to commencement of works, the developer shall submit documentation prepared by a suitably qualified person stating whether any invasive species are located within the site. Where such species are identified, the developer shall submit details of proposals to safely remove the plant material which shall be agreed with Dublin City Council prior to any works on site.

4. Comments from SDZ team

Date: 01/08/2018

Re: proposed Ringsend WWTP upgrade SID application

Context : The proposal has been evaluated in terms of its compliance or otherwise with the content of the Poolbeg West SDZ Planning Scheme, which is currently under appeal pending a decision by An Bord Pleanála. In this regard it is possible that any future approved scheme by the board may differ somewhat from the draft scheme, and hence this report only considers compatibility (a) ...with the scheme as submitted to the Board, to which it is reasonable to have regard, and (b) ..with the City Development Plan.

Evaluation

The area illustrated on site plan layouts, eg site plan sheet 2 of 2, as '49' - 'C1' (see below), is the only area of proposed works located within the SDZ boundary . This area is planned for use as a site compound and storage area, possibly for up to 10 years, or for the duration of the development of the site (EIA p 82)

The lands in question are zoned in the planning scheme for "mixed use – commercial, creative industries, industrial (including port related) activities" and buildings up to 28 metres in height would be permissible (Fig. 11.3). Under the Development Plan, a Z14 zoning applies to the entire SDZ area, and 'public service installations' are a permissible use under this zoning.

This area is also earmarked in the planning scheme for unitised cargo storage in the long term. It is considered that use as a temporary compound to facilitate an industrial upgrade on adjoining land would be consistent with the zoning. It is also relevant that the overall development of the SDZ lands will, to some extent, be dependent on the WWTP upgrade.

In regard to strategic roads infrastructure, the area is directly impacted by the south port access/eastern bypass corridor - see Fig 6.3 of the Planning Scheme. Transport Infrastructure Ireland may advise accordingly, but in principle, use of these land as a temporary compound should not interfere with the timely eventual planning and delivery of the bypass route. Notwithstanding the fact that the delivery of the bypass may be in the longer term, an appropriate condition should apply.

It is possible that future district heating works in the wider area may require (subject to relevant consents) a backup-boiler building and district heating pipelines within or in the vicinity of the compound. It is understood that Dublin Port Company, which owns the land, has no objection in principle to this arrangement and any lease arrangement with Irish Water to facilitate the compound allows for same. Given the importance of the Dublin District Heating System, as it is mentioned in both the Dublin City Development plan 2016-2012 and the National Development Plan 2018-2027, Irish Water are requested to liaise with Dublin City Council to ensure minimal impacts on both projects, over Irish Water's project timeline.

Conclusion: There is no objection to the proposal subject to screening as proposed, site reinstatement as proposed following decommissioning of compound areas (unless otherwise agreed with the Planning Authority), and a condition requiring that the temporary compound will not interfere with the timely planning and delivery of the bypass route (or other similar condition suggested by Transport Infrastructure Ireland) Irish Water are to liaise with Dublin City Council in regards to Dublin District Heating System requirements, to ensure minimal impacts on both projects.