MIDDLE WAD FLOOD ALLEVIATION SCHEME - CONTRACT E: CLONTARF OUTFALLS PROJECT

EIA SCREENING REPORT

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EIA SCREENING

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1 INTRODUCTION

This Environmental Impact Assessment (EIA) Screening Report has been prepared by Nicholas O’Dwyer Ltd., on behalf of Dublin City Council, to identify the legal requirement or otherwise for an EIA and the preparation of an Environmental Impact Assessment Report (EIAR) for the proposed Middle Wad Flood Alleviation Scheme - Contract E: Clontarf Outfalls Project.

This EIA Screening has been prepared following review of information on the proposed project including its location, proposed methods of construction, and plans of the proposals. This report covers:

- Overview of the Proposed Development
- The EIA Screening Process
- Screening Considerations
- Screening Conclusion

2 SITE LOCATION

The proposed development, consisting of the works as described above, is located within properties north of Clontarf Road (grounds of Clontarf Garda Station and within the access road to the adjacent Seapoint Building), and within in the public footpath and public amenity green space and shoreline along the promenade of Clontarf (refer to Figure 2.1 and Drawing 20834-NOD-XX-XX-DR-C-08002 in Volume 2, Planning Drawings). A temporary works area will be established in the car park at Clontarf promenade, and to gain access to the shoreline at this location, temporary diversions will be in place for the walking/cycle path for the duration of the construction period.

Figure 2.1. Extract Site Location Map
3 PROPOSED DEVELOPMENT

3.1 Description of Proposed Works

The proposed Middle Wad Flood Alleviation Scheme - Contract E: Clontarf Outfalls Project development consists of the following key elements:

- Sealing of manholes in properties immediately north of Clontarf Road to prevent flooding of those properties,
- Construction of a new splitter chamber and parallel culvert in the green space between Clontarf Road and the shoreline to improve conveyance,
- Construction of a new outfall headwall with suitable flap valves at the foreshore. In order to minimise the intrusion into the mudflats/silts this headwall can be recessed into the existing rock armour,
- Remedial works to the existing partly collapsed head wall which will effectively result in its replacement / modification so that it matches the configuration of the proposed new adjoining headwall,
- All ancillary works including Operation and Maintenance.

The proposed development is shown on Figure 3-1 (Refer to Drawing 20834-NOD-XX-XX-DR-C-08006 in Volume 2, Planning Drawings).

Figure 3-1: Proposed Overall Site Layout Plan
3.2 Proposed Temporary Works

Temporary works associated with the proposed development include a works compound area for the storage of plant and machinery and accommodation/welfare facilities, during the construction period. The proposed location for the temporary compound is within the existing car park on Clontarf Road (Refer to Figure 3-1 above and Drawing 20834-NOD-XX-XX-DR-C-08006 in Volume 2, Planning Drawings). The site compound will be closed off with Haras fencing or similar, and cycle and pedestrian traffic along the promenade will be re-directed via warning and safety signage. The works compound will also be used for storage of topsoil from the excavations which will be used for reinstating the works areas.

These temporary facilities are of a class of development that are exempt from the requirement to obtain planning permission per Article 6(1), under Classes 16 and 17 of Part 1, Schedule 2 of the Planning and Development Regulations 2001, as amended. It is confirmed that there are no restrictions on exemptions under Article 9(1) of the Planning and Development Regulations 2001, as amended applying to the proposed temporary works. Therefore, planning permission is not required. Any details regarding proposed temporary works contained in this report, or shown on planning drawings, is for information purposes only.

3.3 Materials and External Finishes

The proposed development will be constructed with materials similar in nature to the existing infrastructure, therefore blending the development within the general surroundings.

3.4 Construction of the Proposed Development

It is anticipated that all construction activities will be limited to daytime hours (for example, 7.00am to 7.00pm from Monday to Friday, and from 8.00am to 2.00pm on Saturdays, or similar). The anticipated duration of the construction is 8 weeks.

The below provides a synopsis of the works to construct the proposed development.

3.4.1 Compound and Site Perimeter

Pedestrian and traffic management measures will be implemented at the site in line with the Temporary Traffic Management Plan (TTMP) that will be prepared by the Contractor. This will include measures such as closing off the car park, cycle track and footpaths, as required, using temporary Haras Fencing, or similar, alongside warning and safety signage. The proposed pedestrian/cyclist diversion route is set out in Figure 3-2.

Temporary welfare and compound facilities and offices will be established on site within the existing car park (see Figure 3-3) In accordance with the Outline Construction Environmental Management Plan (CEMP) (Volume 1, Section 9 of the Planning Documentation) measures relating to waste management, pollution prevention, safe fuel/chemical storage, etc. will be in place. Temporary lighting and security measures will be provided on site, as required.
Figure 3-2: Site Extents for Culvert Works and Pedestrian/Cyclist Diversion Routes

Figure 3-3: Site Extents for Temporary Welfare, Staff Parking and Compound Area
A designated access route for the movement of plant and equipment from the compound area to the location of the outfall works will be established within the extent of the site as shown in Figure 3-4.

![Figure 3-4: Access Route to/from existing car park entrance on Clontarf Road](image)

On completion of the works, the compound area will be demobilised and all plant, lighting, temporary welfare facilities, offices, storage etc. will be removed. Any required reinstatement and removal of the pedestrian and traffic management measures will be undertaken as per the TTMP. The car park, cycle path and footpaths will be returned for use by the public.

### 3.4.2 Sealing Manholes

Pedestrian and traffic management measures will be implemented at the manhole sites in line with the TTMP that will be prepared by the Contractor. This will include closing off the works area around the manhole using temporary Haras Fencing, or similar, alongside warning and safety signage.

Once the site(s) have been secured, all known existing utilities at ground level will be located, identified, and marked. The existing manhole cover will be removed followed by the wet cut of the surrounding pavement and breaking out the pavement to remove the access frame. Where required, any brick/block work chimney will be removed, and an in-situ RC chimney connected to the manhole roof slab installed. A lockable pressure rated manhole cover and frame will be installed in accordance with the manufacturer's instructions, ensuring it is casted it or bolted to the RC chimney and the joints are watertight/pressure sealed.

Following completion of the works, the pavement will be reinstated to match the existing. All plant will be demobilised and fencing and traffic management measures etc. removed.

### 3.4.3 New Culvert & Chamber Works

The works area will be secured using temporary Haras fencing, or similar, alongside the erection of warning and safety signage. Once the site has been secured, all known existing
utilities at ground level will be located, identified, and marked, and the position of the existing and new culverts will be set out.

A spoil storage area will be established and pollution and surface water run-off management measures (including silt fencing, etc.) will be in place. The topsoil will be stripped and moved to the temporary compound area for storage and reuse.

Bulk excavation at the utility locations will be carefully undertaken by hand digging, and the existing River Wad culverts and section of culvert previously laid under Irish Water works will be exposed.

The new in-situ reinforced concrete chamber will be constructed to the top of wall level where the new culvert links into the existing River Wad culverts. This will be done without breaking into the existing culverts, thereby maintaining flows within the existing culverts during construction works.

The new culvert sections will be carefully installed between the new splitter chamber and the southern edge of the existing cycle track. At this point in the works, the new chamber at the Clontarf Road will be 75% completed up to the underside of the roof slab. The river flows will remain unaffected within the existing culverts during this time.

3.4.4 New Culvert Outfall Works

The position of the new culvert outfall will be set out on the foreshore. To facilitate the works at this location, the lower branches of the existing trees growing in the rock armour will be trimmed. If the trees prevent safe workable access to the outfall area, they will be removed to facilitate the outfall construction. It is anticipated that two trees may need to be removed. Replacement planting of semi-mature trees will be undertaken nearby (i.e., Alfie Byrne Road or Fairview Park), with the proposed type and location to be determined by Dublin City Council.

Working from the cycle track above, during the low tides in low water levels, the existing rock armour will be temporarily removed and stored within the temporary compound area for reuse. Subject to ground conditions at formation level, additional layers of stone with geogrid reinforcement will be provided, as required, as the outfall headwall base.

The base precast concrete outfall apron slab will be installed, followed by the remaining new culvert sections out to the headwall position. The precast concrete outfall headwall and wing walls to the new culvert will be installed next, followed by the non-return valve and all required safety handrails, etc., to the headwall. The rock armour will then be reinstated, where possible, to the north, south and west of the headwall.
3.4.5 Temporary Flow Diversion
With the new outfall headwall completed, works will return to the new *in-situ* reinforced concrete chamber and breaking into the existing twin river culverts. The river flows will be diverted into the new culvert and new outfall, with the existing culverts to be temporarily plugged to facilitate works on the existing damaged River Wad Outfall.

### 3.4.6 Existing Culvert Outfall Remedial Works

Working from the cycle track above, during the low tides in low water levels, the existing rock armour will be temporarily removed and stored within the temporary compound area for reuse. The existing elements of the existing damaged culvert and outfall (Figure 3-6) from the foreshore back towards the cycle track will be removed until structurally sound elements are encountered.
The new precast culvert sections will be installed out to the headwall position, to complement the existing profile. Subject to ground conditions at formation level, additional layers of stone with geogrid reinforcement will be provided, as required, as the outfall headwall base.

The base precast concrete outfall apron slab will be installed, followed by the remaining new culvert sections out to the headwall position. The precast concrete outfall headwall and wing walls to the new culvert will be installed next, followed by the non-return valve and all required safety handrails, etc., to the headwall. The rock armour will then be reinstated, where possible, to the north, south and west of the headwall.

3.4.7 Permanent Flow Arrangements

With both the outfall headwalls completed, works will return to the new in-situ reinforced concrete chamber and the temporary plugs from the existing culverts will be removed. Any benching and internal works within the chamber will be completed and the roof slab lifted into position. Covers and frames will be installed and the area backfilled. All plant will be demobilised, fencing etc. removed and the works area reinstated.

3.5 Operation and Maintenance

The Wad outfall is a surface water outfall. The proposed works will not alter the operation of the current outfall. The aim of the works is to improve conveyance in the culverts to prevent upstream flooding. The provision of non-return valves on the outfalls will prevent tidal ingress back into the stormwater system during high tides.

The outfalls will be inspected in advance and following of any forecast adverse weather conditions to ensure the non-return valves are free from debris and positioned correctly. The structures, handrails and non-return valves will be inspected following adverse weather conditions, at least twice yearly, and any remedial works or repairs identified on inspection will be carried out.
4 EIA SCREENING PROCESS

4.1 EIA Screening Methodology

This EIA screening assessed the proposed Project with reference to the relevant EIA legislation including the EU EIA Directive (Directive 2011/92/EU as amended by 2014/52/EU), the Planning & Development Regulations 2001 as amended, and relevant EU Guidance including Interpretation of definitions of project categories of Annex I and Annex II of the EIA Directive (European Union, 2015), and Guidance on EIA Screening (European Union, 2017). It also has regard to relevant parts of EIA Guidance for Consent Authorities regarding Sub-threshold Development (Department of Environment, Heritage and Local Government, 2003).

This EIA Screening Report has been prepared to document the screening of the proposed development and to establish whether it requires an EIA and, as a result, if an EIAR should be prepared.

4.2 Legislative Context for EIA

The EIA Directive 2011/92/EU on the assessment of the effect of certain public and private projects on the environment, as amended by EIA Directive 2014/52/EU, sets out the criteria for determining whether a project requires an EIA and the process by which the likely significant effects on the environment are assessed.

EIA provisions, in relation to planning consent, are contained in the Planning and Development Act, 2000, as amended (Part X), and in Part 10 of the Planning and Development Regulations, 2001, as amended. The provisions of Schedule 5 of the Planning and Development Regulations 2001, as amended, identify the requirement of EIA for different project types. Part 1 of Schedule 5 identifies projects of a class that will always have the potential for significant environmental effects and therefore will always require an EIA. Part 2 of Schedule 5 identifies projects that may be likely to have significant effects and, therefore, thresholds or criteria have been set by member states to require an EIA.

Should a project be of a type set out in Part 2 of Schedule 5, but it does not exceed a quantity, area or other threshold specified in that Schedule in respect of the relevant class of development, then this project should undergo a “sub threshold” EIA Screening to determine whether the proposed development would or would not be likely to have significant effects on the environment. Regard must be given to the project characteristics outlined in Annex III of the EIA Directive 2014/52/EU, as transposed in Ireland to Schedule 7 of the Planning and Development Regulations 2001, as amended, when carrying out this screening exercise.

The EU EIA Directive is also transposed to national Roads legislation as contained in the Roads Act, 1993, as amended. Section 50 of the Roads Act requires EIA for certain project types or certain projects that are likely to have significant effects on the environment.

5 SCREENING CONSIDERATION

The proposed works have been screened against the relevant project types listed in Schedule 5 Part 1 and Part 2 of the Planning and Development Regulations, 2001, as amended, and their associated thresholds. It is considered that the project is not of a type listed in either Part 1 or Part 2 of Schedule 5 of the Planning and Development Regulations.
The proposed works have also been screened against the relevant project types of Section 50 of the Roads Act, as amended, since it is located partly within a public road, and within public space consisting of a cycle way, car park and public amenity space. The project is not of a type where EIA is required for construction of new roads or improvement to existing roads under the Roads Act 1993.

Potential effects of the proposed project on nearby ecological receptors, directly to South Dublin Bay/Tolka Estuary SPA (Site Code: 004024) and indirectly to the adjoining Dublin Bay sites (North Dublin Bay SAC 000206, South Dublin Bay SAC 000210, and North Bull Island SPA 000206), are addressed in the separate Appropriate Assessment Screening Report and Natura Impact Statement prepared for the project (March 2022).

6 SCREENING SUMMARY AND CONCLUSION

This EIA screening assessment has been carried out in accordance with the guidance documents as listed in Section 3.1 of this Report. The proposed project subject of this EIA Screening consists of works as described above in detail which include sealing existing manholes; constructing a new splitter chamber, culvert, and outfall headwall; and undertaking remedial works to an existing headwall.

As the proposed project does not correspond to any prescribed project type in the relevant planning legislation, it is not considered to comprise ‘sub-threshold development’ for EIA screening purposes. It is therefore not necessary to conduct a detailed review of the project’s characteristics, location or of its potential impacts to determine whether it should be subject to EIA (as provided for in Annex II of the EIA Directive (2011/92/EU, as amended) and in Schedule 7 of the Planning and Development Regulations, as amended) is not required.

Furthermore, where the project is not of a type where EIA is required for construction of new roads or improvement to existing roads (i.e., motorway, busway or of a service area, public road, or the improvement of an existing public road) under the Roads Act 1993, as amended, an EIA is not required.

It is therefore recommended that there is no requirement for the Competent Authority, An Bord Pleanála, to conduct an EIA in respect of this Project which comprises the subject-matter of this Planning Application, and there is no requirement on Dublin City Council to prepare and submit an EIAR in relation to the proposed development.