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**APPLICATION FOR A LEASE/LICENCE/CONSENT UNDER THE FORESHORE ACT
1933 (AS AMENDED)**

- Applications for **Offshore renewable energy (ORE)** projects should use an ORE specific form.
- Please complete the form electronically. Type details in the boxes provided, space will expand as you type.
- The enclosures checklist should also be completed
- Tá an leagan Gaeilge den fhoirm seo ar fáil ar iarratas.

**BEFORE FILLING OUT THIS FORM PLEASE READ THE DECLARATION AND
CONSENT ON PAGE 9:**

**IT IS IMPORTANT TO NOTE THAT A CHANGE IN APPLICANT NAME WILL REQUIRE
A NEW APPLICATION.**

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Applicant Name and Address:

Full Name of Applicant (not Agent): Mr Michael Sheary

Company/Organisation: Dublin Port Company

Address: Port Centre, Alexandra Road, Dublin 1

Eircode: D01 H4C6

Applicant Contact Details:

Phone No: 01 8876000

E-mail address: msheary@dublinport.ie

Agent (if any) Address/Contact Details:

Person/Agent acting on behalf of the Applicant: Ms Ruth Barr
Company: RPS
Address: Elmwood House, 74 Boucher Road, Belfast
Eircode: (postcode): BT12 6RZ
Phone No: +44 2890 667914
E-mail address: ruth.barr@rpsgroup.com

Applicant's Legal Advisor:

Name: Beauchamps Solicitors
Address: Riverside Two, Sir John Rogerson's Quay, Dublin 2
Eircode: D02 KV60
Phone No: 01 4180600
E-mail address: securemail@beauchamps.ie

Part 1: Proposal Details (Attach additional documents as required)

1.1**Description of proposed works/activity.**

The proposed development is called the MP2 Project.

The works proposed in the MP2 Project comprise a number of elements, outlined below:

- Construction of a new Ro-Ro jetty (Berth 53) for ferries up to 240m in length on an alignment north of the Port's fairway and south and parallel to the boundary of the South Dublin Bay & River Tolka SPA (004024).
- A reorientation of the already consented Berth 52 (ABP Ref. 29N.PA0034). Berth 52 is also designed to accommodate ferries up to 240m in length. The works will also comprise an amendment to the consented open dolphin structure (ABP Ref. 29N.PA0034) to create a closed berthing face at the eastern end of Berth 49.

[Elsewhere within the ABR Project, the extension of the existing Berth 49 is already consented to also make this berth capable of accommodating ferries up to 240m in length. The combination of the ABR Project with the MP2 Project will therefore deliver three river berths all capable of accommodating ferries up to 240m in length].

- A lengthening of an existing river berth (50A) to provide the Container Freight Terminal with additional capacity to handle larger container ships. These works will include the infilling of the basin east of the now virtually redundant Oil Berth 4 on the Eastern Oil Jetty. These works will also include dredging to a standard depth of -11.0m CD which is a proposed amendment to the channel dredging as permitted under the ABR Project (ABP Ref. 29N.PA0034).
- As part of the infilling of Oil Berth 4, it is proposed to redevelop Oil Berth 3 as a future deep-water container berth (standard depth of -13.0m CD) for the Container Freight Terminal. This will facilitate the change of use of the berth from petroleum importation to container handling when the throughput of petroleum products through Dublin Port declines as a result of national policies to decarbonise the economy.
- The dredging of a berthing pocket to a standard depth of -13.0m CD at Oil Berth 3 will require stabilisation of the existing quay wall at Jetty Road. It is not proposed to use this quay wall for the berthing of vessels.
- Dredging at the proposed Berth 53 and channel widening to a standard depth of -10.0m CD which is a proposed amendment to the channel dredging as permitted under the ABR Project (ABP Ref. 29N.PA0034).
- Consolidation of passenger terminal buildings, demolition of redundant structures and buildings, and removal of connecting roads to increase the area of land for the transit storage of Ro-Ro freight units as a Unified Ferry Terminal (UFT). Works include reorganisation of access roads; two proposed check in areas comprising a total of 14 check lanes; proposed set down and parking area for the existing Terminal 1 building; proposed pedestrian underpass to access the existing Terminal 1 building; three proposed toilet blocks and a proposed ESB Substation. These works will comprise amendments to consented developments with planning reference numbers 3084/16 & 3638/18, and the ABR Project (ABP Ref. 29N.PA0034).

- A heritage zone adjacent to Berth 53 and the Unified Ferry Terminal set down area. This will comprise an alteration to consented development planning reference 3084/16.

The full extent of the proposed development works are presented in Chapter 3 (Project Description) of Volume 2 (Part 1) of the MP2 Project EIA.

1.2

Describe the nature and scale of any structure to be erected on the foreshore. Is the structure proposed to be temporary or permanent?

Permanent structures will be placed on the foreshore. The nature and scale of these structures are shown on the following Drawings and described in Chapter 3 (Project Description) of Volume 2 (Part 1) of the MP2 Project EIA.

Drawing No.	Drawing Name
CPZ1770-BLP-ZZ-ZZ-M2-MA-0040	Overall Proposed Berth General Arrangement
CPZ1770-BLP-ZZ-ZZ-M2-MA-0041	Proposed Berth General Arrangement Sheet 1 of 3
CPZ1770-BLP-ZZ-ZZ-M2-MA-0042	Proposed Berth General Arrangement Sheet 2 of 3
CPZ1770-BLP-ZZ-ZZ-M2-MA-0043	Proposed Berth General Arrangement Sheet 3 of 3
CPZ1770-BLP-02-ZZ-M2-MA-0100	Proposed Berth 53 Sheet 1 of 6
CPZ1770-BLP-02-ZZ-M2-MA-0101	Proposed Berth 53 Sheet 2 of 6
CPZ1770-BLP-02-ZZ-M2-MA-0102	Proposed Berth 53 Sheet 3 of 6
CPZ1770-BLP-02-ZZ-M2-MA-0103	Proposed Berth 53 Sheet 4 of 6
CPZ1770-BLP-02-ZZ-M2-MA-0104	Proposed Berth 53 Sheet 5 of 6
CPZ1770-BLP-02-ZZ-M2-MA-0105	Proposed Berth 53 Sheet 6 of 6
CPZ1770-BLP-02-ZZ-M2-MA-0200	Proposed Berth 52 Sheet 1 of 3
CPZ1770-BLP-02-ZZ-M2-MA-0201	Proposed Berth 52 Sheet 2 of 3
CPZ1770-BLP-02-ZZ-M2-MA-0202	Proposed Berth 52 Sheet 3 of 3
CPZ1770-BLP-02-ZZ-M2-MA-0203	Proposed Berth 52 Cross Sections
CPZ1770-BLP-03-ZZ-M2-MA-0300	Proposed Berth 50A
CPZ1770-BLP-03-ZZ-M2-MA-0301	Proposed Oil Berth 3
CPZ1770-BLP-03-ZZ-M2-MA-0302	Proposed Jetty Rod Quay Wall
CPZ1770-BLP-03-ZZ-M2-MA-0303	General Structural Details
CPZ1770-BLP-04-ZZ-M2-MA-0409	Propeller Wash Protection Structure

<p>1.3</p>	<p>Indicative timing of the works/activity: (i) Start date (ii) Duration (iii) Any other information relevant to timing.</p> <p>The project construction programme is provided in Chapter 3 of the EIAR (Volume 2, Part 1).</p> <p>Dublin Port Company has been granted a 15 year Planning Permission by An Bord Pleanala effective from 1st July 2020 (ABP-304888-19).</p> <p>Dublin Port Company is seeking a 15 year foreshore licence for the capital dredging aspect of the works to align with the grant of planning.</p> <p>The marine works are expected to commence in 2021.</p>																
<p>1.4</p>	<p>Primary usage for proposed development (please tick)</p> <table border="1" data-bbox="384 797 1235 1088"> <tr> <td>Use</td> <td></td> </tr> <tr> <td>Industrial</td> <td></td> </tr> <tr> <td>Commercial</td> <td>√</td> </tr> <tr> <td>Within Fishery Harbour Centre</td> <td></td> </tr> <tr> <td>Sea Fisheries</td> <td></td> </tr> <tr> <td>Local Authority</td> <td></td> </tr> <tr> <td>Community/Co Op scheme</td> <td></td> </tr> <tr> <td>Other(specify)</td> <td></td> </tr> </table>	Use		Industrial		Commercial	√	Within Fishery Harbour Centre		Sea Fisheries		Local Authority		Community/Co Op scheme		Other(specify)	
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<p>1.5</p>	<p>Do the proposed works provide for public use, commercial use, restricted use or strictly private use? Provide Details</p> <p>The proposed works are for commercial use (Ro-Ro and Lo-Lo modes) and for the restricted use by ferry passengers.</p>																
<p>1.6</p>	<p>Might the proposed works restrict public use/enjoyment of the foreshore? Provide details.</p> <p>There will be no change to the use of the foreshore by the public as a result of the works (see responses to Section 6 Navigational Safety Considerations).</p>																

<p>1.7</p>	<p>Has the applicant held or does the applicant hold any previous Foreshore Licences, Leases or applications over the area sought or over any other area including pending applications? (Give details including Department's file reference number(s)).</p> <p>There are a number of foreshore licenses granted to Dublin Port Company. The reference numbers are as follows:</p> <table border="1" data-bbox="333 497 1436 1189"> <tr> <td>MS/51/4/481A</td> <td>Construction of seawater pumping platform</td> </tr> <tr> <td>MS51/4/473</td> <td>Extending, Construction and maintaining a berth and quays at Berth 50 in Dublin Port</td> </tr> <tr> <td>MS51/4/481</td> <td>Infilling of Graving Dock No. 1 and adjacent area in Dublin Port</td> </tr> <tr> <td>MB/2016/01723</td> <td>ABR Project – Foreshore Lease</td> </tr> <tr> <td>MB/2016/01725</td> <td>ABR Project – Foreshore License</td> </tr> <tr> <td>FS005699</td> <td>ABR Project – Ministerial Consent (Section 10)</td> </tr> <tr> <td>MB/2016/0752</td> <td>Marine Site Investigations as part of ABR Project</td> </tr> <tr> <td>AKC/2016/00262</td> <td>Maintenance Dredging, Navigation Channel and Berths at Dublin Port</td> </tr> <tr> <td>FS006806</td> <td>Pontoons at Berth 50</td> </tr> </table> <p>In addition, the following foreshore application has been submitted by Dublin Port Company and it is currently under consideration by DHPLG:</p> <table border="1" data-bbox="333 1317 1436 1352"> <tr> <td>FS006980</td> <td>Maintenance Dredging 2020 and 2021</td> </tr> </table>	MS/51/4/481A	Construction of seawater pumping platform	MS51/4/473	Extending, Construction and maintaining a berth and quays at Berth 50 in Dublin Port	MS51/4/481	Infilling of Graving Dock No. 1 and adjacent area in Dublin Port	MB/2016/01723	ABR Project – Foreshore Lease	MB/2016/01725	ABR Project – Foreshore License	FS005699	ABR Project – Ministerial Consent (Section 10)	MB/2016/0752	Marine Site Investigations as part of ABR Project	AKC/2016/00262	Maintenance Dredging, Navigation Channel and Berths at Dublin Port	FS006806	Pontoons at Berth 50	FS006980	Maintenance Dredging 2020 and 2021
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<p>1.8</p>	<p>Status of planning permission application: Pending/granted/not required.</p> <p>Consent Authority: An Bord Pleanála Reference Number: ABP-304888-19</p> <p>(Please provide copies of consents granted)</p> <p>Dublin Port Company submitted the application for permission to An Bord Pleanála on 11th July 2019. An Oral Hearing was held on 16th December 2019. The planning permission was granted by An Bord Pleanála on 1st July 2020. The planning decision and documentation relevant to the Oral Hearing is included along with this application.</p>																				

2.3

Geographic co-ordinates of the area under application in degrees minutes and seconds WGS84 for offshore developments and where the area can also be identified on the Ordnance Survey map and /or is connected to the seashore/mainland , specify Ordnance Survey map no and Irish National Grid co-ordinates

Co-ordinates to Irish National Grid, as shown on Drawing numbers:

CP1770-BLP-ZZ-ZZ-M2-MA-0006

Area A – Section 10 Consent

Point	ITM Eastings (m)	ITM Northings (m)	ING Eastings (m)	ING Northings (m)
11	720306.828	734384.454	320382.161	234358.261
12	720296.314	734363.281	320371.645	234337.083
13	720327.319	734293.174	320402.657	234266.961
14	720887.042	734227.703	320962.500	234201.479
15	721230.122	734236.031	321305.654	234209.811
16	721228.867	734282.494	321304.398	234256.285
17	720589.300	734329.903	320664.694	234303.700
18	720580.709	734475.859	320656.099	234449.687
19	720578.750	734403.729	320654.141	234377.542
20	720585.959	734328.222	320661.352	234302.018
21	720473.341	734337.096	320548.710	234310.893

Area B- Section 10 Consent

Point	ITM Eastings (m)	ITM Northings (m)	ING Eastings (m)	ING Northings (m)
1	719417.329	734532.212	319492.470	234506.045
2	719420.964	734482.834	319496.106	234456.656
3	719409.536	734235.395	319484.678	234209.163
4	719861.219	734203.159	319936.458	234176.923
5	719881.089	734273.821	319956.332	234247.601
6	719596.461	734281.209	319671.643	234254.988
7	719604.443	734448.371	319679.625	234422.187
8	719578.609	734525.327	319653.785	234499.159
9	719533.712	734282.838	319608.880	234256.617
10	719545.616	734526.648	319620.785	234500.480

CP1770-BLP-ZZ-ZZ-M2-MA-0007

Area B – Section 3 Consent (offshore dumpsite)

Point	ITM Eastings (m)	ITM Northings (m)	ING Eastings (m)	ING Northings (m)
29	729872.714	733357.151	329950.100	233330.800
30	731182.335	733393.134	331260.000	233366.800
31	731228.406	731724.296	331306.100	231697.600
32	730240.217	731697.109	330317.700	231670.400
33	729907.592	732077.729	329985.000	232051.100

CP1770-BLP-ZZ-ZZ-M2-MA-0008

Area A – Section 3 Consent

Point	ITM Eastings (m)	ITM Northings (m)	ING Eastings (m)	ING Northings (m)
22	720808.350	734024.937	320883.794	233998.669
23	721205.827	734038.321	321281.356	234012.058
24	721218.786	733996.471	321294.318	233970.199
25	721038.067	733922.281	321113.561	233895.992
26	720915.051	733921.566	320990.518	233895.276
27	720914.685	733979.493	320990.152	233953.216
28	720931.634	734000.868	321007.104	233974.595

2.4 Please indicate the size of the Foreshore area (Ha) or (M²) or (KM²)

Section 3 Foreshore Area is 215.61 Ha

Section 10 Foreshore Area is 14.07 Ha

The total foreshore area is therefore 229.68 Ha

2.5 If offshore please indicate distance from shore (Km):

Great South Wall to Dumpsite at Burford Bank: Approx. 6.8km

2.6 Is any of the foreshore in the proposed site in private ownership? If yes please provide documentary evidence of same (e.g. folio)

Yes. Refer to drawing CPZ1770-BLP-ZZ-ZZ-M2-MA-0001

The relevant folios are included with the application.

2.7	<p>Any other site details considered relevant:</p> <p>All other relevant site details are included in the EIAR and other supporting documentation and drawings, e.g. proximity of site to environmentally sensitive areas.</p>
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Part 3. Maps and Drawings, Please refer to Guidance on map and drawing requirements.

3.1	<p>Site location map attached? Please include reference no(s).</p> <p>Yes, Site Location Maps are attached. Please refer to Drawing Nos:</p> <table border="1"> <thead> <tr> <th>Drawing Number</th> <th>Drawing Name</th> <th>Drawing Size</th> </tr> </thead> <tbody> <tr> <td>CP1770-BLP-ZZ-ZZ-M2-MA-0002</td> <td>Existing Site Layout Plan</td> <td>A1</td> </tr> <tr> <td>CP1770-BLP-ZZ-ZZ-M2-MA-0005</td> <td>Proposed Site Layout Plan</td> <td>A1</td> </tr> </tbody> </table>	Drawing Number	Drawing Name	Drawing Size	CP1770-BLP-ZZ-ZZ-M2-MA-0002	Existing Site Layout Plan	A1	CP1770-BLP-ZZ-ZZ-M2-MA-0005	Proposed Site Layout Plan	A1			
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3.2	<p>Foreshore Lease/Licence map attached? Please include reference no(s).</p> <p>Yes, Foreshore Lease/Licence Maps are attached. Please refer to Drawing Nos:</p> <table border="1"> <thead> <tr> <th>Drawing Number</th> <th>Drawing Name</th> <th>Drawing Size</th> </tr> </thead> <tbody> <tr> <td>CP1770-BLP-ZZ-ZZ-M2-MA-0006</td> <td>Section 10 Consent Map</td> <td>A3</td> </tr> <tr> <td>CP1770-BLP-ZZ-ZZ-M2-MA-0007</td> <td>Section 3 Foreshore Licence Map - Overall Plan Sheet 1 of 2</td> <td>A3</td> </tr> <tr> <td>CP1770-BLP-ZZ-ZZ-M2-MA-0008</td> <td>Section 3 Foreshore Licence Map -Sheet 2 of 2</td> <td>A3</td> </tr> </tbody> </table>	Drawing Number	Drawing Name	Drawing Size	CP1770-BLP-ZZ-ZZ-M2-MA-0006	Section 10 Consent Map	A3	CP1770-BLP-ZZ-ZZ-M2-MA-0007	Section 3 Foreshore Licence Map - Overall Plan Sheet 1 of 2	A3	CP1770-BLP-ZZ-ZZ-M2-MA-0008	Section 3 Foreshore Licence Map -Sheet 2 of 2	A3
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3.3	<p>Drawings of structures to be used and or layout (if required) attached? Please detail and include reference no(s).</p> <table border="1"> <thead> <tr> <th data-bbox="341 331 715 367">Drawing Number</th> <th data-bbox="715 331 1171 367">Drawing Name</th> <th data-bbox="1171 331 1401 367">Drawing Size</th> </tr> </thead> <tbody> <tr> <td data-bbox="341 367 715 434">CP1770-BLP-ZZ-ZZ-M2-MA-0040</td> <td data-bbox="715 367 1171 434">Overall Proposed Berth General Arrangement</td> <td data-bbox="1171 367 1401 434">A1</td> </tr> <tr> <td data-bbox="341 434 715 501">CP1770-BLP-ZZ-ZZ-M2-MA-0041</td> <td data-bbox="715 434 1171 501">Proposed Berth General Arrangements Sheet 1 of 3</td> <td data-bbox="1171 434 1401 501">A1</td> </tr> <tr> <td data-bbox="341 501 715 568">CP1770-BLP-ZZ-ZZ-M2-MA-0042</td> <td data-bbox="715 501 1171 568">Proposed Berth General Arrangements Sheet 2 of 3</td> <td data-bbox="1171 501 1401 568">A1</td> </tr> <tr> <td data-bbox="341 568 715 636">CP1770-BLP-ZZ-ZZ-M2-MA-0043</td> <td data-bbox="715 568 1171 636">Proposed Berth General 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data-bbox="341 1308 715 1375">CP1770-BLP-03-ZZ-M2-MA-0300</td> <td data-bbox="715 1308 1171 1375">Proposed Berth 50A</td> <td data-bbox="1171 1308 1401 1375">A1</td> </tr> <tr> <td data-bbox="341 1375 715 1442">CP1770-BLP-03-ZZ-M2-MA-0301</td> <td data-bbox="715 1375 1171 1442">Proposed Oil Berth 3</td> <td data-bbox="1171 1375 1401 1442">A1</td> </tr> <tr> <td data-bbox="341 1442 715 1509">CP1770-BLP-03-ZZ-M2-MA-0302</td> <td data-bbox="715 1442 1171 1509">Proposed Jetty Road Quay Wall</td> <td data-bbox="1171 1442 1401 1509">A1</td> </tr> <tr> <td data-bbox="341 1509 715 1576">CP1770-BLP-03-ZZ-M2-MA-0303</td> <td data-bbox="715 1509 1171 1576">General Structural Details</td> <td data-bbox="1171 1509 1401 1576">A1</td> </tr> <tr> <td data-bbox="341 1576 715 1630">CP1770-BLP-04-ZZ-M2-MA-0409</td> <td data-bbox="715 1576 1171 1630">Propeller Wash Protection Structure</td> <td data-bbox="1171 1576 1401 1630">A3</td> </tr> </tbody> </table>	Drawing Number	Drawing Name	Drawing Size	CP1770-BLP-ZZ-ZZ-M2-MA-0040	Overall Proposed Berth General Arrangement	A1	CP1770-BLP-ZZ-ZZ-M2-MA-0041	Proposed Berth General Arrangements Sheet 1 of 3	A1	CP1770-BLP-ZZ-ZZ-M2-MA-0042	Proposed Berth General Arrangements Sheet 2 of 3	A1	CP1770-BLP-ZZ-ZZ-M2-MA-0043	Proposed Berth General Arrangements Sheet 3 of 3	A1	CP1770-BLP-02-ZZ-M2-MA-0100	Proposed Berth 53 Sheet 1 of 6	A1	CP1770-BLP-02-ZZ-M2-MA-0101	Proposed Berth 53 Sheet 2 of 6	A1	CP1770-BLP-02-ZZ-M2-MA-0102	Proposed Berth 53 Sheet 3 of 6	A1	CP1770-BLP-02-ZZ-M2-MA-0103	Proposed Berth 53 Sheet 4 of 6	A1	CP1770-BLP-02-ZZ-M2-MA-0104	Proposed Berth 53 Sheet 5 of 6	A1	CP1770-BLP-02-ZZ-M2-MA-0105	Proposed Berth 53 Sheet 6 of 6	A1	CP1770-BLP-02-ZZ-M2-MA-0200	Proposed Berth 52 Sheet 1 of 3	A1	CP1770-BLP-02-ZZ-M2-MA-0201	Proposed Berth 52 Sheet 2 of 3	A1	CP1770-BLP-02-ZZ-M2-MA-0202	Proposed Berth 52 Sheet 3 of 3	A1	CP1770-BLP-02-ZZ-M2-MA-0203	Proposed Berth 52 Cross Sections	A1	CP1770-BLP-03-ZZ-M2-MA-0300	Proposed Berth 50A	A1	CP1770-BLP-03-ZZ-M2-MA-0301	Proposed Oil Berth 3	A1	CP1770-BLP-03-ZZ-M2-MA-0302	Proposed Jetty Road Quay Wall	A1	CP1770-BLP-03-ZZ-M2-MA-0303	General Structural Details	A1	CP1770-BLP-04-ZZ-M2-MA-0409	Propeller Wash Protection Structure	A3
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3.4	<p>Admiralty Chart attached?</p> <p>Yes Admiralty Chart is attached: Drawing No: CPZ1770-BLP-ZZ-ZZ-M2-MA-0009</p>																																																												

3.5**Other maps/drawings attached ?– please detail and include reference numbers**

The following drawings relate to capital dredging, demolition works and storm drainage

Drawing Number	Drawing Name	Drawing Size
CP1770-BLP-04-ZZ-M2-MA-0401	Proposed Dredging General Arrangements	A1
CP1770-BLP-04-ZZ-M2-MA-0403	Cross Section I-I at Channel Widening (South of existing Navigation Channel)	A3
CP1770-BLP-04-ZZ-M2-MA-0404	Cross Section J-J through Berth 53 Dredging	A3
CP1770-BLP-04-ZZ-M2-MA-0405	Cross Section K-K at Channel Widening (South of existing Navigation Channel)	A3
CP1770-BLP-04-ZZ-M2-MA-0406	Proposed Dredge Plan and Long Section	A1
CP1770-ATK-01-ZZ-M2-CE-0027	Demolition Plan Port Operations Building & Pier Head	A1
CP1770-ATK-01-ZZ-M2-CE-0028	Demolition Plan Head of Oil Berth 3 & Oil Berth 4 Pontoon	A1
CP1770-ATK-01-ZZ-M2-CE-0501	Proposed Storm Drainage	A1

Part 4: Pre- application consultations

4.1	<p>Describe briefly any consultations undertaken with the following bodies:</p> <ul style="list-style-type: none">• National Parks & Wildlife Service (NPWS) of the Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs• National Monuments Service (NMS) of the Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs• Inland Fisheries Ireland• Sea Fisheries Protection Authority• Marine Institute• Marine Survey Office <p>Please also provide copies of correspondence.</p> <p>Details of the consultation process carried out as part of the MP2 Project are documented in Chapter 5 of the EIAR (Volume 2, Part 1). Copies of correspondence and minutes from meetings are provided in Appendix 5 of the EIAR (Volume 3, Part 1). A summary of the consultation with the above bodies is provided below:</p> <p>National Parks and Wildlife Service (NPWS)</p> <p>A letter and information pack on the proposed MP2 Project was sent to the Development Applications Unit of Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs in June 2018.</p> <p>A letter of response was received from NPWS on 14th June 2018.</p> <p>A consultation meeting to discuss the MP2 Project with NPWS was held on 2nd August 2018.</p> <p>National Monuments Service (NMS) of the Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs</p> <p>A letter and information pack on the proposed MP2 project was sent to the National Monuments Service (NMS) of the Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs in June 2018.</p> <p>A consultation meeting to discuss the MP2 Project was held with Department of Culture, Heritage and the Gaeltacht (DCHG) – Marine Archaeology and Built Heritage on 30th May 2018.</p> <p>Inland Fisheries Ireland</p> <p>A letter and information pack on the proposed MP2 project was sent to Inland Fisheries Ireland in June 2018.</p> <p>A consultation meeting to discuss the MP2 Project with Inland Fisheries Ireland was held on 6th July 2018.</p> <p>Sea Fisheries Protection Authority</p> <p>A letter and information pack on the proposed MP2 Project was sent to Sea Fisheries Protection Authority in June 2018.</p>
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Marine Institute

A letter and information pack on the proposed MP2 Project was sent to Marine Institute in June 2018.

The Marine Institute developed a Sampling & Analysis Plan (SAP) to test the sediment chemistry of the material to be dredged.

The full results of the sediment chemistry sampling and analysis were provided to the Marine Institute who examined the results in detail in combination with other relevant data held by the Marine Institute. The Marine Institute confirmed that they would have no objection to the disposal of this sediment at the licensed offshore disposal site located at the approaches to Dublin Bay west of the Burford Bank. The marine sediments can therefore be classified as Class 1 (Uncontaminated: no biological effects likely).

Marine Survey Office

A letter and information pack on the proposed MP2 project was sent to Marine Survey Office in June 2018.

4.2

Describe briefly any consultations undertaken with other relevant authorities (e.g. Local Authority, Port/Harbour authority etc) or State Agencies.

Extensive consultation was carried out with Dublin City Council (relevant local authority) on the MP2 Project. The following meetings took place with different divisions of DCC during the consultation stage:

Consultation Meetings with Dublin City Council (DCC)	Date
DCC Planning and Property Development Section, Meeting 1	29th March 2018
DCC Noise and Air Quality Sections	2nd May 2018
DCC Marine Archaeology Section	14th May 2018
DCC Water Quality and Waste Sections	17th May 2018
DCC Archaeology, Conservation & Heritage Section	31st May 2018
DCC Traffic & Transportation Section	25th June 2018
DCC Planning and Property Development Section, Meeting 2	3rd July 2018
DCC Parks and Biodiversity Sections	6th September 2018

Minutes for the above consultation meetings with DCC are provided in Appendix 5 of the EIAR (Volume 3, Part 1).

The following consultation meetings took place with An Bord Pleanála:

Three pre-application meetings took place with An Bord Pleanála (the Board) between December 2017 and July 2018 (1st December 2017, 24th April 2018 & 2nd July 2018). The Board determined that the MP2 Project constituted Strategic Infrastructure Development. The minutes of the pre-application meetings, the Board’s determination and the Inspectors Report are available on the An Bord Pleanála website (Project Reference 29N.PC0252) and in Volume 3, Appendix 5-1 of the MP2 Project EIAR.

Meetings with other relevant authorities comprised EPA, Office of Environmental Sustainability, Health & Safety Authority (HSA), ESB Networks and Irish Water.

4.3

Describe any consultations undertaken to date with other foreshore users.

Additional consultation has taken place in the lead up to the planning application during 2019 including ongoing interactions with Dublin Port tenants, Community Groups, Dublin City Council and St Joseph’s Co-Educational National School with respect to the Community Gain proposal and discussions with government bodies with respect to Brexit. The range of ongoing consultations is presented in the following Table.

Summary of Additional Consultations (January 2019 – June 2019)

Date	Consultee	Subject
Ongoing interactions	Docklands Consultative Council	Outline of MP2 Project and developments Within Dublin Port generally
Ongoing interactions	Dublin City Council Parks Department	Ongoing engagement on Community Gain proposal
Ongoing interactions	Board of Management, St Joseph’s Co-Educational National School, East Wall	Ongoing engagement on Community Gain proposal for St Joseph’s School
Ongoing interactions	Central Government Groups assessing Brexit impact (Cross Department and inter agency groups)	Consultation on the impact of Brexit on Port Operations and the implications of Brexit for future Port Development Projects including the MP2 Project
Ongoing interactions	Calor/Irish Tar, Irish Rail, Petrogas, Valero, Topaz (Circle K)	Ongoing consultation on MP2 Project
Ongoing interactions	Irish Ferries, Stena line	Ongoing consultation on MP2 Project
Ongoing interactions	ABR Project Liaison Group	Quarterly updates on ABR Project but including Project
6 March 2019	Irish Planning Institute	Presentation including question & answer session on ABR Project and MP2 Project including site visit
12 April 2019	Chartered Institution of Water & Environmental Management (CIWEM)	Presentation including question & answer session on ABR Project and MP2 Project including site visit
30 April 2019	Clontarf Residents Association	Consultation on boundary treatment impacting on MP2 Project
17 May 2019	ESB Networks	Further consultation on the outline of the MP2 Project
Ongoing interactions	Irish Water	Ongoing consultation on MP2 Project

4.4

Describe any likely interactions with activities of the public or other foreshore users during the construction and operational phases of the works/activities (e.g. fishing, aquaculture, sailing, and surfing swimming, walking). Describe any measures proposed to minimise inconvenience to other users.

The proposed development is taking place entirely within the confines of Dublin Port, the existing navigation channel and the licenced offshore disposal site located to the west of the Burford Bank. Dublin Port is a working port with restrictions in place regarding what activities can take place within its jurisdiction. Fishing or aquaculture does not take place within Dublin Port. There are existing agreements in place for the control of small vessels within Dublin Port, "Dublin Port Guidance Notes on Leisure Craft".

4.5

Have adjacent land owners, whose properties may be affected by these works been consulted? Please provide details/permissions as appropriate.

An extensive programme of public consultation was undertaken between April and July 2018 to seek the views of the wider public on the MP2 Project and the proposed community gain initiative to be advanced as part of the project.

The community gain initiative, proposed as a key part of this project, comprises the following two elements:

- DPC will provide a maximum contribution of €1,000,000 towards the provision and operation of a City Farm on lands owned by Dublin City Council. These lands will be of sufficient scale to support a viable City Farm Project. The provision of this new community asset has the potential to positively influence population and health by providing social benefits and contributing to community cohesion.
- DPC will also allocate a sum of €1,000,000 to be invested for the enhancement and support of education provision for St Joseph's Co-Educational Primary School, East Wall, in accordance with a scheme to be developed with local schools and key stakeholders

The consultation process involved:

- The publication of a community newsletter on the MP2 Project and the community gain element, presented in Volume 3, Appendix 5-5 of the EIAR, which was circulated to over 36,800 homes in areas adjacent to the port.
- Meetings with local community groups in areas directly adjacent to the port.
- Briefings with local public representatives on the MP2 Project and the community gain element – these meetings included one to one briefings with individual public representatives and also with the local Area Committee of Dublin City Council.
- A dedicated community consultation process to seek views on both the MP2 Project and the Community Gain initiative – the consultation process sought respondents' views in general but also invited responses around specific questions about the project and the Community Gain proposal.
- An extensive media campaign to publicise the project which secured wide coverage in all national and local print, broadcast, online media outlets. A social media campaign across Facebook and Twitter to support same.

Part 5: Environmental Considerations
(your consultations with National Parks and Wildlife Service and National Monuments Service may inform your answers. Attach additional reports as required and mark under the R column)

www.epa.ie/downloads/advice/ea/guidelines/

www.environ.ie/en/DevelopmentHousing/PlanningDevelopment/EnvironmentalAssessment/

<http://www.npws.ie/protectedsites/appropriateassessment/>

<http://webgis.npws.ie/npwsviewer/>

	Environmental legislative requirements	Yes	No	R
5.1	<p>Is an Environmental Impact Statement required for this proposal?</p> <p>An Environmental Impact Assessment Report (EIAR) is required for the MP2 Project. The EIAR (all volumes) are included with this application.</p>	X		X
5.2	<p>Is a Natura Impact Statement required for this proposal?</p> <p>A Natura Impact Statement is required for the MP2 Project. The Screening for Appropriate Assessment and Natura Impact Statement (NIS) is included with this application.</p>	X		X

<p>5.3</p>	<p>Is the area within or adjacent to a NHA, pNHA, SAC, SPA, or National Park? Specify site names and code(s).</p> <p>The site does not lie within a NHA, pNHA, SAC, SPA, or National Park but it does lie in close proximity to a number of Natura 2000 sites.</p> <p>A Screening for Appropriate Assessment identified 6 Natura 2000 sites which could potentially be affected by the MP2 Project:</p> <ul style="list-style-type: none"> • North Dublin Bay cSAC (site code: IE000206) • South Dublin Bay cSAC (site code: IE000210) • Rockabill to Dalkey Island cSAC (site code: IE003000) • North Bull Island SPA (site code: IE004006) • South Dublin Bay & Tolka Estuary SPA (site code: IE004024) • Lambay Island cSAC (site code: IE000204) <p>A Stage 2 Appropriate Assessment was undertaken with respect to the above 6 sites. The results of the appraisal are presented in the NIS which is included with this application.</p>	<p>X</p>		<p>X</p>
<p>5.4</p>	<p>Describe any other projects or plans for the area, anticipated or developed, that in combination with this proposal, may have a significant effect on a Natura 2000 site: Please list with planning reference numbers (where available).</p> <p>The cumulative impact of the MP2 Project with other projects or plans for the area, anticipated or developed, has been comprehensively addressed in both the EIAR and the NIS for the project. This includes the assessment of potential cumulative impacts of the proposed MP2 Project with ongoing works associated with the ABR Project and Dublin Port Maintenance Dredging campaigns.</p> <p>The EIAR, Chapter 18 (Volume 2, Part 2) and Appendix 18 (Volume 3, Part 3.) provides an environmental assessment of the potential cumulative impact of the MP2 Project with other plans and projects.</p> <p>The AA Screening and NIS provides an environmental assessment of the potential cumulative impact of the MP2 Project and other plans and projects specifically on the qualifying interests of the Natura 2000 sites.</p>	<p>X</p>		<p>X</p>

	Environmental Considerations	Yes	No	R
5.5	<p>Will the proposal have any potential environmental impacts? If yes, please describe</p> <p>The EIAR assesses the likely significant effects of the MP2 Project on the environment arising from the construction of the MP2 Project. Integration of the engineering design team with the planning and environmental team from an early stage in the project has enabled mitigation by design to be used, causing many likely significant effects to be eliminated or reduced to an acceptable level during the preliminary design stage. Following an examination, analysis and evaluation of the direct and indirect significant effects of the project in relation to the receiving environment, additional mitigation measures and monitoring programmes have been recommended which will be fully implemented during the construction phase of the MP2 Project.</p> <p>The following environmental factors are considered so as to appropriately identify, describe and assess the likely significant effects which might impact upon them as a result of the implementation of the project:</p> <ul style="list-style-type: none"> • biodiversity, flora and fauna; • soils, geology and hydrogeology; • water quality and flood risk; • air and climate; • noise and vibration; • material assets - coastal processes; • material assets - traffic and transportation; • archaeology and cultural heritage; • landscape and visual; • population and human health; and • waste. 	X		X
5.6	<p>Are you proposing any measures to mitigate the potential environmental impacts? If yes, please describe</p> <p>A summary of all mitigation measures and monitoring programmes recommended within the EIAR during the construction and operational phase of the MP2 Project are set out in the following document which accompanies this Foreshore application 'Summary of Mitigation Measures'. All mitigation measures proposed within the NIS have been captured by the EIAR.</p>	X		X

<p>5.7</p>	<p>Are there public health/safety implications arising from the proposed works? (e.g. effluent disposal, removal of derelict or dangerous structures etc.) If yes, please describe</p> <p>The public Health & Safety implications of the MP2 Project have been addressed in detail within the accompanying EIAR and Draft Construction Environmental Management Plan (CEMP).</p> <p>The proposed construction methodology for MP2 Project is provided in Chapter 3 of the EIAR (Volume 2, Part 1). In this chapter the removal/demolition of structures is described, including the required bridging of underground 220kV cables at Eastern Breakwater Road. In addition, procedures to be put in place for the control of storm water and waste water is provided.</p> <p>The risks of major accident's and disasters is addressed in Chapter 6 of the EIAR (Volume 2, Part 1). The MP2 Project will not increase the risk of a major accident occurring. The chapter sets out the existing measures in place at Dublin Port in the unlikely event that a major accident occurs.</p> <p>The implications of the MP2 Project on Population and Human Health is also dealt with comprehensively in Chapter 16 of the EIAR (Volume 2, Part 2).</p> <p>There is a standalone section on Site Safety provided in Chapter 4 of the draft Construction Environmental Management Plan which accompanies this application.</p>	<p>X</p>		<p>X</p>
<p>5.8</p>	<p>Will the works involve the storage and/or disposal of waste? If "Yes" please give details of the type of waste and the proposed method of storage and/or disposal (including location)</p> <p>The wastes arising during the construction and operational phases of MP2 Project are comprehensively addressed in Chapter 17 of the EIAR (Volume 2, Part 2). Suitable Construction and Demolition Waste arising from within the footprint of the MP2 Project will be reused as fill material at Oil Berth 4. There are no hazardous wastes arising as a result of the construction of the MP2 Project.</p> <p>A draft Construction Waste Management Plan is included in the draft Construction Environmental Management Plan which accompanies this application.</p>	<p>X</p>		<p>X</p>

5.9	<p>Any other Environmental Considerations? If yes, please specify.</p> <p>All relevant environmental considerations have been assessed in the EIAR and NIS produced for the MP2 project.</p> <p>The EIAR and NIS are included as part of this application.</p>	X		X
	<p>Built Heritage Considerations</p>	Yes	No	R
5.10	<p>Does the area contain an archaeological site or feature? If yes, please specify.</p> <p>The construction of Berth 50A and Oil Berth 3 has been a key environmental consideration due to the required demolition of the 19th Century Pier Head of the Eastern Breakwater of Alexandra Basin which marked the most easterly extent of Dublin Port within that era. The construction methodology of the Pier Head is of particular cultural heritage interest being designed by Port Engineer, Bindon Blood Stoney.</p> <p>Extensive consultation was undertaken with the Department of Culture, Heritage & Gaeltacht and Dublin City Council with regard to the archaeological recording of the Pier Head and the opportunity to recover exemplars of Bindon Blood Stoney's work, and to understand more fully the construction process developed to create the 19th Century deep water basin.</p> <p>The industrial and archaeological heritage assessment of the MP2 Project is presented in Chapter 14 of the EIAR (Volume 2, Part 2).</p>	X		X
5.11	<p>Does the area contain or adjoin a listed archaeological site or monument? If yes, please specify.</p> <p>Table 14.1 in Chapter 14 of the EIAR (Volume 2, Part 2) provides a list of Known archaeological and industrial heritage sites within and in proximity to the MP2 Project.</p>	X		X

5.12	<p>Will the proposal have any potential impacts on the archaeological integrity of the site? If yes please describe</p> <p>The MP2 Project will result in the demolition of Pier Head, the 19th Century terminus to Eastern Breakwater Road. The potential impact on the archaeological integrity of the site is described in detail in Chapter 14 of the EIAR (Volume 2, Part 2).</p>	X		X
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<p>5.13</p>	<p>Are you proposing any measures to mitigate potential archaeological impacts? If yes, please describe?</p> <p>The MP2 Project includes a proposal to create a Heritage Zone, commemorating the industrial and cultural heritage of Dublin Port in the following ways:</p> <ul style="list-style-type: none"> • The original location of Pier Head (which will be removed as part of the MP2 Project) will be recorded in inscribed text on the new quay at Berth 50A. • A new structure or 'Marker' will be created to denote the final entrance and exit point to the port as envisaged by the Dublin Port Masterplan 2040, reviewed 2018. The Marker will incorporate the original bell and lantern which have been salvaged for conservation from the lighthouse that once stood at the end of Breakwater Road, which demarcated the end of the port in the Victorian era. • Accessible to the public by bridge, the Marker includes a viewing and interpretative deck to communicate the history of Pier Head, the legacy of Port Engineer Bindon Blood Stoney and the significance of the surrounding environment, providing views over the port and Dublin Bay. • Beneath the Marker, an informal performance space in the shape of the Breakwater 'roundel' will create a small amphitheatre defined by retained granite from Pier Head. • The proposal includes for a Sea Organ and Aeolian Harp, natural musical instruments which 'play' when water laps against a series of pipes and wind blows against a series of strings. • The Heritage Zone will converge with the end of the new 4km Greenway already planned at Dublin Port (Dublin Port Internal Road Network – Reg. Ref. 3084/16), providing newly accessible public realm for leisure and recreation purposes. <p>A full description of the proposed Heritage Installation is presented in the following reports which accompany the application.</p> <ul style="list-style-type: none"> • Industrial Heritage Impacts and Compensation Planning and Design Report (MOLA Architecture) • Conservation Strategy and Industrial Heritage Appraisal (Southgate Associates). 	<p>X</p>		<p>X</p>
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Part 6: Navigational Safety Considerations. (Your consultations with relevant stakeholders may inform your answers. Attach additional documents as required and mark under the R column)

	Navigational Safety Considerations.	Yes	No	R
6.1	<p>Are there public navigational safety implications arising from the proposed works?</p> <p>Dublin Bay, the approaches to the Port and the shipping channel are monitored by Vessel Traffic Services (VTS). All vessels are advised regarding works, developments or issues that are ongoing in the Dublin Port area of jurisdiction. Prior to any quay works / dredging a DPC "Notice of Mariners" is sent out to all shipping informing them about the planned work and dates. During the construction / dredging operations the vessel traffic is supervised and controlled.</p>		X	
6.2	<p>What marine activity is there in the area?</p> <p>Dublin Bay is very busy with marine leisure events and small craft movements especially during the summer months. Agreement was reached with all the sailing and motor clubs how best to co-exist. To that end the commercial shipping channels, access routes and anchorage areas are well defined and kept clear. The organised leisure industry operates within the confines of the areas agreed for their events. Individual craft must operate within the international maritime legislation governing all vessels big and small.</p>			
6.3	<p>How will the marine activity be affected by the proposed works?</p> <p>Marine activity will be able to operate with little or no disruption as the construction / dredging operations proceed. Dredging works will be subservient to the demands of commercial movements. The leisure craft are not normally allowed to operate within the confines of the main navigation channel. As the dredging is confined to the navigation channel, basins and berths there will be no effect. When small craft are entering or leaving the Port they must do so under the control of VTS. Therefore they will be well informed and aware of any dredging operations and of their requirements to stay clear. Again this is in compliance with International Legislation.</p>			

<p>6.4</p>	<p>What mitigating measures will be put in place?</p> <p>The activity which has the potential to cause most disruption is dredging. The Harbour Master will issue a Notice to Mariners specifying in detail the areas to be dredged and the requirements of all craft, not directly involved with the dredging operation to keep clear. In relation to commercial traffic they will be coordinated and controlled by VTS who will be in communication with all involved.</p>			
<p>6.5</p>	<p>How will the proposed works affect Marine Navigation in the future?</p> <p>Periodic maintenance dredging ensures that the access into the Port is maintained and therefore ensures the safe passage of vessels into and from the Port. The buoyage defining the navigation routes will remain the same after the MP2 Project is completed.</p>			

Part 7: Fishing/Aquaculture considerations (your consultations with IFI, SFPA, DAFM may inform your answers. Attach additional documents as required and mark under the R column)

	Fishing/Aquaculture considerations	Yes	No	R
7.1	<p>Is the proposal located in proximity to any of the following:</p> <ul style="list-style-type: none"> • aquaculture operation • designated Shellfish Growing Waters • fish spawning ground • other sensitive fisheries location <p>Please Illustrate on appropriate chart including distance in Km.</p> <p>There are no aquaculture operations or designated shellfish growing waters in the vicinity of the proposed works.</p> <p>The western Irish Sea including the waters off Dublin Bay contain spawning and nursery grounds for a number of commercial and conservation species. The River Liffey has large stretches of salmonid habitat throughout its course including spawning, feeding and holding areas for salmon, brown trout, sea trout and eel. Two other rivers which flow through Dublin and drain into Dublin bay also have populations of salmon and sea trout, although much smaller than the Liffey. Sea lamprey another important species have been recorded in the Liffey in recent years.</p> <p>A detailed fisheries assessment is presented in Section 7.3 of Chapter 7 (Volume 2, Part 1) of the EIAR.</p>	X		X
7.2	<p>Are there other potential impacts of the proposal on fishing/aquaculture in the area? If yes, please describe.</p> <p>The potential impacts of the MP2 Project on fisheries are described in detail in Section 7.3.4 of Chapter 7 (Volume 2, Part 1) of the EIAR.</p>	X		X

<p>7.3</p>	<p>Are there any measures proposed to mitigate potential impacts on fisheries or aquaculture? If yes, please describe.</p> <p>Mitigation measures for fisheries are presented in Section 7.3.5 of Chapter 7 (Volume 2, Part 1) of the EIAR and summarized below.</p> <p>The following key mitigation measures apply to the Capital Dredging aspect of the MP2 Project to minimise the impact of the proposed works on marine ecology</p> <ul style="list-style-type: none"> • No over-spilling at the surface of the dredger for all dredging activities within the inner Liffey Channel will be permitted; • The dredger will work on one half of the channel at a time within the inner Liffey channel to prevent the formation of a silt curtain across the River Liffey; • The dredging of sediments within the navigation channel will be carried out during the winter months (October – March) to negate any potential impact on salmonid migration (particularly smolts) and summer bird feeding, notably terns, in the vicinity of the dredging operations; • A trailer suction head dredger (TSHD) or Back-hoe dredger will be used for the capital dredging works. When operating in the River Liffey Channel, the TSHD pumps will be switched off when the drag head is being lifted and returned from the bottom as the dredger turns between successive lines of dredging to minimise the risk of fish entrainment; • A maximum of 4,100m³ of sediment and entrained water will be loaded into the dredger's hopper for each loading/dumping cycle, equivalent to approximately of 2,030 tonnes (wet weight). <p>The following key mitigation measures apply to piling activities to minimise the impact of the proposed works on fisheries:</p> <ul style="list-style-type: none"> • No piling will take place along the riverside of the Liffey channel during the three months of the year when smolts are likely to run in their highest numbers (i.e. March to May inclusive). This recognises the smaller size of smolts compared to returning adults and lamprey. It also takes account of the fact that smolts have a swim bladder which likely makes them more susceptible than lamprey to pressure trauma due to piling noise. 	<p>X</p>		<p>X</p>
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Part 8 – Additional information

8.1

Please detail any additional relevant information.

The following documents are submitted with the foreshore application for the MP2 project:

1. MP2 Project EIAR
 - Volume 1 EIAR Non-Technical Summary
 - Volume 2 EIAR Main Document (Part 1 & Part 2)
 - Volume 3 EIAR Appendices (Parts 1 – 4)
2. MP2 Project Screening for Appropriate Assessment & Natura Impact Statement including Appendices
3. Draft Construction Environmental Management Plan (CEMP)
4. Summary of Mitigation Measures
5. Conservation Strategy and Industrial Heritage Appraisal
6. Industrial Heritage Impacts & Compensation Planning & Design Report
7. Control of Major Accident Hazards (COMAH) Land Use Planning Assessment
8. Foreshore Drawings (A1) and (A3)
9. Planning Report
10. Planning Report – Appendix A MP2 Project Community Gain Proposal
11. Planning Report – Appendix B Description of Operations in Dublin Port
12. Planning Report – Appendix C MP2 Project Community Gain Proposal
13. An Bord Pleanála Planning Decision
14. An Bord Pleanála Inspector’s Report
15. Oral Hearing Documentation

The following companies were involved in the preparation of the EIAR

RPS – Lead Environmental consultants for the MP2 Project

ABL (Atkins Byrne Looby) – Engineering consultants for the MP2 Project

Declaration and Consent:

The details provided here are correct to the best of my knowledge.

I understand that no works will be commenced, by me or my agents on the proposed site, without the prior written consent of the Minister.

By submitting this application form, I agree that the details provided (with personal contact details redacted) are to be published on the Department of Housing website and also that the full information provided including contact details are to be processed and retained by the Department of Housing, Planning and Local Government and shared with all appropriate Prescribed Bodies (as part of the Prescribed Bodies Consultation process) in furtherance of consideration for a foreshore Consent under the Foreshore Act 1933 (and Foreshore Amendment Act 2011).

I give consent to the Minister and his servants to copy this application and to make (a redacted) copy available for inspection and copying by the public. This consent relates to this application, to any further information, or submission provided by me or on my behalf and to the publication of the licence document.

Signature of Applicant (or his or her Agent):

Ruth Barr

Name of above Signatory (block letters):

Ruth Barr, RPS

Position Held:

Senior Associate

Date: 10th July 2020

Return completed applications to:

Marine Environment and Foreshore Section
Department of Housing, Planning and Local Government
Newtown Road
Wexford
Y35 AP90

Enquiries to: Foreshore@housing.gov.ie (Other contact details to be included in Guidance materials)

Email a copy of application documents: Foreshore@housing.gov.ie

Enclosures Checklist

One hard copy of every document is required unless otherwise stated. Electronic versions of documentation must also be provided in searchable PDF format (no single file to be greater than 30mb) so that the Department can make them available on its website.

Item No.	Description	No. of copies Required	No. of copies included
1	Application Form. With original signature	4	
2	Mapping (see guidelines document) (i) Site Location map (ii) Foreshore Lease/licence map	4 4	
3	British Admiralty Chart (largest available scale)	1	
4	Drawings of the structures to be used and/or layout	4	
5	Pre-application correspondence with stakeholders. [This is included in Appendix 5 of the EIAR (Volume 3, Part 2)]	1	
6	Other statutory permissions: (i) Planning permission (ii) Effluent Discharge Licence (Not applicable) (iii) Other consent (Please specify) [A Dumping at Sea Permit is required but application has not yet been submitted to EPA. DHPLG will be kept informed of progress]	1 1 1	
7	Company documentation (1): Certified copy of the Company's Memorandum and Articles of Association	1	
8	Company documentation (2) Certificate of Incorporation of a Limited Liability, or Company/Rule Book/Constitution for a Club or Co-Operative Society as appropriate	1	
9	Environmental Impact Assessment Report (EIAR). (i) Hard copy (ii) Memory sticks	5 25	

10	Natura Impact Statement (NIS) (i) Hard copy (ii) Memory sticks	5 4	
11	Property-related owner permissions/wayleaves (i) Folio – (or other evidence of private ownership) (ii) Wayleave/consent from other property owners (iii) Other (Please specify)	2 1 1	
12	Other – Please specify 1. Draft Construction Environmental Management Plan (CEMP) 2. Summary of Mitigation Measures 3. Conservation Strategy and Industrial Heritage Appraisal 4. Industrial Heritage Impacts & Compensation Planning & Design Report 5. Control of Major Accident Hazards (COMAH) Land Use Planning Assessment 6. Planning Report 7. Planning Report – Appendix A MP2 Project, Project Rationale 8. Planning Report – Appendix B Description of Operations in Dublin Port 9. Planning Report – Appendix C MP2 Project Community Gain Proposal 10. An Bord Pleanála Planning Decision 11. An Bord Pleanála Inspector’s Report 12. Oral Hearing Documentation		

Note: The above documents have been transferred to the Foreshore Unit, DHPLG via a secure file transfer in line with the Department's current Covid-19 policy.