

Dublin Port's MP2 Project

Planning Application & Public Information on proposed development works within existing Port lands

Details of MP2 Project
go on public display



Information Days in Clontarf,
East Wall & Ringsend



Dublin Port Company (DPC) has made a planning application to An Bord Pleanála (ABP) for a new capital project in Dublin Port. Known as the MP2 Project, the proposed development is the second major capital project from the Dublin Port Masterplan 2040 Reviewed 2018.

Future Growth

The MP2 Project is one of a series of Masterplan projects required to provide additional capacity for future growth.

The MP2 Project is a key part of DPC's commitment to provide extra port facilities without any additional infill of Dublin Bay. The proposed development achieves this by maximising the use of existing land adjacent to certain river berths in the north-eastern part of the port estate. It also reconfigures how facilities are currently used to deliver greater capacity for the efficient movement of Ro-Ro (truck), Lo-Lo (container) and ferry passenger traffic in future.

When complete, the MP2 Project will in itself provide additional capacity for almost one-third of the projected increases in Dublin Port's Ro-Ro and Lo-Lo traffic between now and 2040.

Future growth in Ro-Ro and Lo-Lo will be accompanied by increases in ship sizes. The proposed MP2 Project will create longer and deeper berths both for Ro-Ro ferries and for Lo-Lo container ships calling at Dublin Port, providing up to three river berths capable of accommodating ships up to 240m in length.

The need now for the MP2 Project arises from the level of future growth which DPC is projecting and the time required to complete the development works (2020 – 2035) as the port approaches full capacity in 2040.

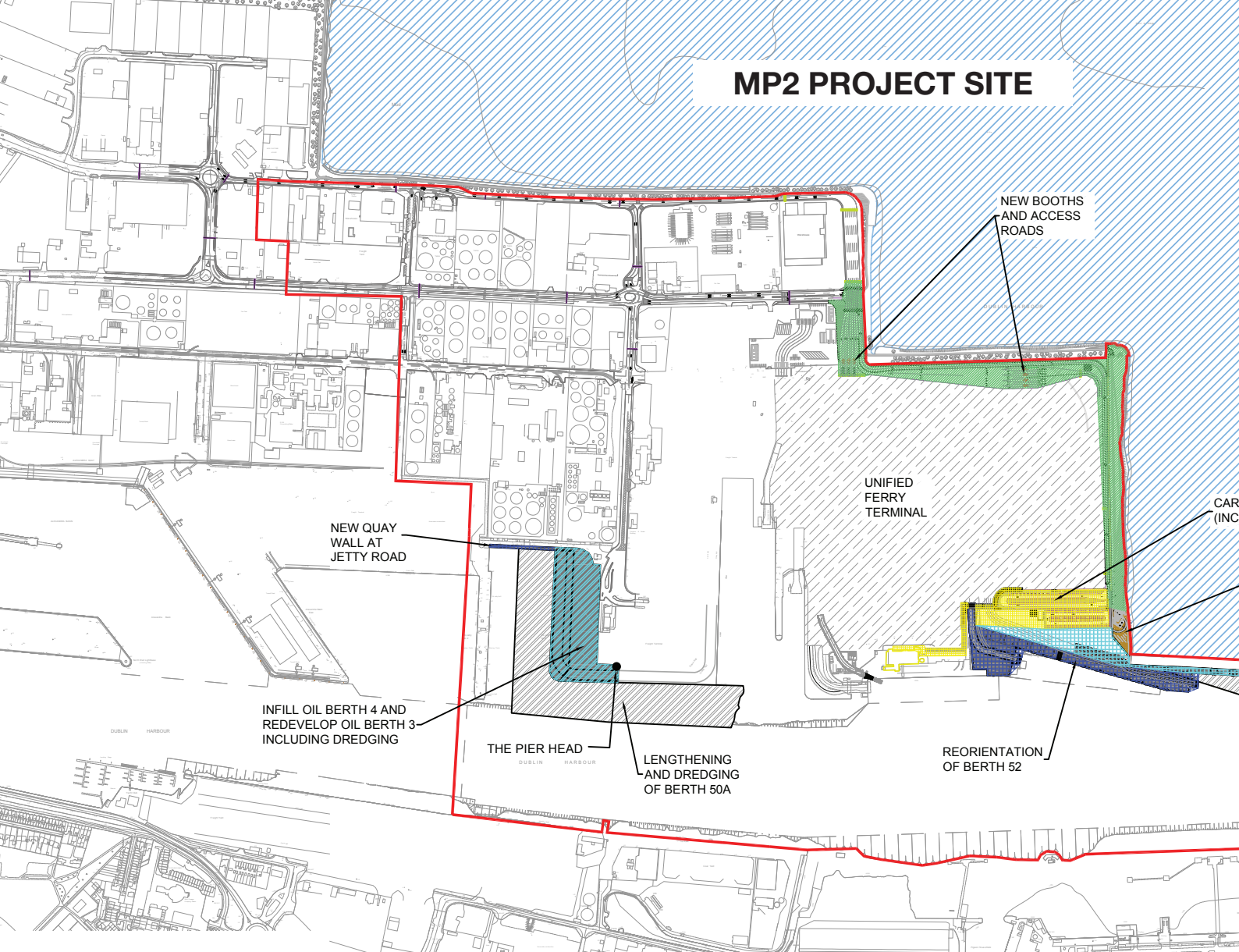


This newsletter is intended to provide you with:

1. An overview of the key elements of the proposed MP2 Project;
2. Details of how to view the planning application documents in full;
3. Contact details for general queries;
4. Guidance on how to make a submission or observation to An Bord Pleanála (ABP).

Yours sincerely,
Eamonn O'Reilly
Chief Executive, Dublin Port Company

MP2 PROJECT SITE



Where is the MP2 Project site?

The MP2 Project site is located in the north-eastern part of the port estate. Current activities on the site include ferry and container freight terminals, parking, loading and waiting areas, oil berth and ancillary facilities, as well as the storage of transit containers.

What does the MP2 Project involve?

The proposed MP2 Project involves landside and marine development works, incorporating port heritage, environmental and community gain measures.

The main elements proposed include:

Construction of a new open structure Ro-Ro jetty (Berth 53) for ferries up to 240m in length on an alignment north of the Port's south and parallel to but detached from, the boundary of the South Dublin Bay and River Tolka SPA (004024).

A reorientation of the already consented ABR Project (PL 29N. PA0034) Berth 52. Berth 52 is also designed to accommodate ferries up to 240m in length. Amendments are also proposed to permitted Berth 49.

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 Terminal. This will future proof this berth to handle containers when the throughput of petroleum products declines as a result of national policies to decarbonise the economy.

A lengthening of an existing river berth (50A) to provide the Container 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.

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.

Industrial & Cultural Heritage

The MP2 Project includes a proposal to create a Heritage Zone, commemorating the industrial and cultural heritage of the Port in the following ways:

The original location of the Pier Head at the southern end of Breakwater Road (which will be removed as part of the MP2 Project) will be recorded in inscribed text on the new quay.

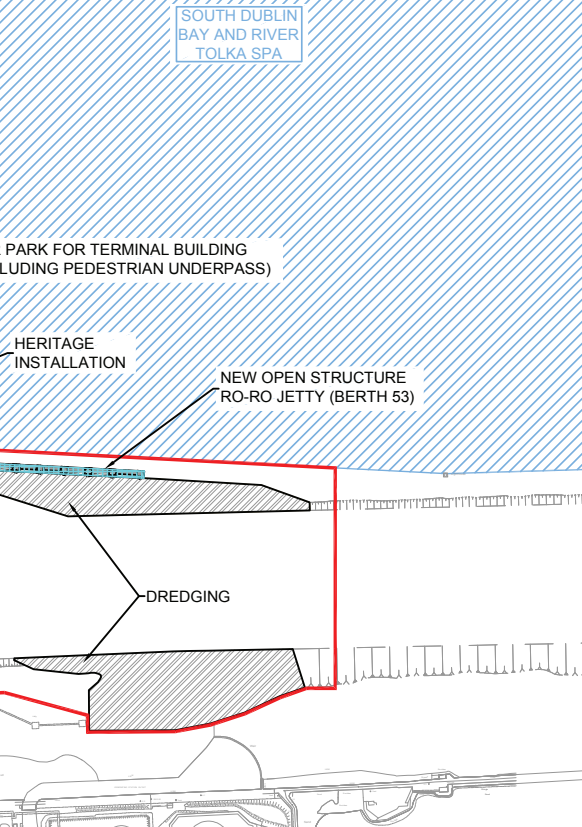
A new structure or 'Marker' to denote the entrance and exit to the port incorporating an original lighthouse Bell and Lantern which have been salvaged for conservation.

Accessible to the public by bridge, the Marker includes a Viewing and Interpretive Deck to communicate the history of Pier Head, the legacy of 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 part of the Breakwater "roundel" will create a small amphitheatre defined by retained granite from the Pier Head.

The proposal includes a Sea Organ, a natural musical instrument which "plays" when water laps against a series of pipes with whistle openings installed into the land boundary.

The Heritage Zone will converge with the end of the new 4km Greenway already planned at Dublin Port, providing newly accessible public realm for leisure and recreation purposes.



Creation of a Unified Ferry Terminal to cater for existing, permitted and proposed river berths through the consolidation of passenger terminal buildings into the existing Terminal 1 building, demolition of redundant structures and removal of connecting roads to increase the area of land devoted to the transit storage of Ro-Ro freight units and ferry passengers. Works will also include reorganisation of access roads, new check in areas and lanes, new set down and parking areas together with a pedestrian underpass to access the existing Terminal 1 building, and all ancillary utilities.

A heritage installation adjacent to Berth 53 and the Unified Ferry Terminal set down area. [See Industrial & Cultural Heritage section].



View of the Marker looking south

Environmental Assessment

A detailed Environmental Impact Assessment Report (EIAR) has been prepared, informed by an extensive monitoring programme and ongoing consultation with statutory and non-statutory organisations to examine potential impacts of the project.

Furthermore, a detailed assessment (Natura Impact Statement) has also been undertaken of the potential impact of the proposed development on the qualifying interests of the adjacent Natura 2000 sites. Both documents accompany DPC's planning application for the MP2 Project.

Community Gain

Following ongoing local engagement, Dublin Port's original Community Gain initiative has been further refined. In the event that planning permission is granted for the MP2 Project, it is proposed that:

DPC will establish a €1 million trust fund for Dublin City Council to develop a city farm in the vicinity of the Port, intended to enhance the local community and benefit the wider city through educational, volunteering and collaboration opportunities.

DPC will also establish a €1 million trust fund for St. Joseph's Co-Ed Primary School, East Wall, intended to benefit the school community closest to the development site.

Public Information Days

Meet the MP2 Project Team

The MP2 Project Team will be available to discuss the project in person at the following Public Information Days, where the application documents will also be available to inspect in detail.

Tuesday, 23rd July 2019, 2–8pm
Scoil Uí Chonail GAA Club, 95
Clontarf Road, Clontarf, Dublin 3

Wednesday, 24th July 2019, 2–8pm
Seán O'Casey Community Centre,
St. Mary's Road, East Wall, Dublin 3

Thursday, 25th July 2019, 2–8pm
Clanna Gael Fontenoy GAA Club,
Sean Moore Road, Ringsend,
Dublin 4

For general queries, or to request a copy of the application documents on USB:

Charlie Murphy
Communications Manager
Dublin Port Company
Port Centre
Alexandra Road
Dublin 1

Email: Mp2@dublinport.ie
Tel: +353 (0)1 887 6000

More Information

The planning application, the Environmental Impact Assessment Report and the Natura Impact Statement, may be inspected free of charge or purchased on payment of a specified fee (which shall not exceed the reasonable cost of making such copy) during public opening hours **for a period of seven weeks commencing on 19 July 2019** at the following locations:

The Offices of An Bord Pleanála,
64 Marlborough Street, Dublin 1.

The Offices of Dublin City Council,
Civic Offices, Woodquay, Dublin 8.

The Offices of Dublin Port Company,
Port Centre, Alexandra Road, Dublin 1.

The application may also be viewed / downloaded on the following website:
www.dublinportmp2.ie

Any enquiries relating to the application process should be directed to the Strategic Infrastructure Development Section of An Bord Pleanála (Tel. 01 858 8100). See **www.pleanala.ie** for further details.

Submissions or observations may be made **ONLY** to An Bord Pleanála ('the Board'), 64 Marlborough Street, Dublin 1 during the above-mentioned period of seven weeks relating to –

- (i) the implications of the proposed development for proper planning and sustainable development.
- (ii) the likely effects on the environment of the proposed development, if carried out.
- (iii) the likely significant effects of the proposed development on a European site, if carried out.

Any submissions / observations must be accompanied by a fee of €50 (except for certain prescribed bodies) and must be received by the Board not later than 5.30pm on **6 September 2019**. Such submissions/observations must also include the following information:

the name of the person making the submission or observation, the name of the person acting on his or her behalf, if any, and the address to which any correspondence relating to the application should be sent,

the subject matter of the submission or observation, and

the reasons, considerations and arguments on which the submission or observation is based in full.

Any submissions or observations which do not comply with the above requirements cannot be considered by the Board.

The Board may in respect of an application for permission / approval decide to –

- (a) (i) grant the permission/approval, or
- (ii) make such modifications to the proposed development as it specifies in its decision and grant permission/approval in respect of the proposed development as so modified, or
- (iii) grant permission/approval in respect of part of the proposed development (with or without specified modifications of it of the foregoing kind), and any of the above decisions may be subject to or without conditions, or
- (b) refuse to grant the permission/approval.

The decision to hold an oral hearing of this planning application is at the discretion of An Bord Pleanála.