



An Roinn Tithíochta,
Rialtais Áitiúil agus Oidhreacht
Department of Housing,
Local Government and Heritage

For Office Use

Ref. No. _____

Application date: _____

Date of receipt. _____

Date Validated: _____

**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.**

DATA PROTECTION

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Applicant Name and Address:

Full Name of Applicant (not Agent): Mr Eamon McElroy

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: emcelroy@dublinport.ie

Agent (if any) Address/Contact Details:

Person/Agent acting on behalf of the Applicant: Mrs Ruth Barr
Company: RPS
Address: Elmwood House, 74 Boucher Road, Belfast
Eircode: (postcode) BT12 6RZ
Phone No: +44 2890 667914 & +44 777 9590463
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)

<p>1.1</p>	<p>Description of proposed works/activity.</p> <p>The Dublin Harbour Capital Dredging Project at Dublin Port is being proposed for consent in accordance with the Dublin Port Masterplan, reviewed 2018.</p> <p>The Dublin Harbour Capital Dredging Project brings forward for consent key elements of the capital dredging works required to create the required depth of the navigation channel, basins and berthing pockets.</p> <p>The works proposed in the Dublin Harbour Capital Dredging Project comprise a number of elements:</p> <ul style="list-style-type: none"> • Deepening the navigation channel between North Wall Quay Extension and the Western Oil Jetty, including riverside Berth 35; • Deepening of Alexandra Basin East and deepening/widening of berths; • Deepening of the Oil Basin and widening of berths; • Deepening of the Ferryport Basin; • Deepening of riverside Berth 52; • Widening the South Port (Berths 42 - 47) berths; and • Removal of ridge between the navigation channel and the Poolbeg Oil Jetty (Berth 48). <p>The total area to be dredged is circa 27 hectares. The material to be dredged comprises of clays, silts, sands and gravels with occasional cobbles. No dredging of rock is required. The total volume to be dredged is circa 500,000 m³. It is proposed to dispose of the dredged material at the licenced dump site at the entrance to Dublin Bay located to the west of the Burford Bank. It is intended that the capital dredging works will be carried out using a trailing suction hopper dredger and/or a backhoe dredger. Other ancillary equipment will include a survey vessel and bed-leveller to remove peaks and troughs created by the dredger.</p> <p>The proposed capital dredging works will be restricted to the winter period (October – March). Maintenance dredging will be restricted to the summer period (April – September). This separation provides the clarity required by the EPA to enforce proposed separate capital and maintenance dredging Dumping at Sea Permits.</p> <p>It is proposed that the capital dredging will commence in October 2022. An 8 year Foreshore Licence is requested to allow for the flexibility required to undertake the capital dredging works within the busy working port and whilst construction activity is ongoing for the ABR Project and MP2 Project.</p>
<p>1.2</p>	<p>Describe the nature and scale of any structure to be erected on the foreshore. Is the structure proposed to be temporary or permanent?</p> <p>There will be no permanent structures erected on the foreshore as part of the proposed Dublin Harbour Capital Dredging works. Temporary marker buoys may be required during the capital dredging works and will be removed on completion of the works.</p>

1.3	<p>Indicative timing of the works/activity: (i) Start date (ii) Duration (iii) Any other information relevant to timing.</p> <p>The proposed capital dredging works will be restricted to the winter period (October – March). Maintenance dredging will be restricted to the summer period (April – September). This separation provides the clarity required by the EPA to enforce proposed separate capital and maintenance dredging Dumping at Sea Permits.</p> <p>It is proposed that the capital dredging will commence in October 2022. An 8 year Foreshore Licence is requested to allow for the flexibility required to undertake the capital dredging works within the busy working port and whilst construction activity is ongoing for the ABR Project and MP2 Project.</p>																		
1.4	<p>Primary usage for proposed development (please tick)</p> <table border="1" data-bbox="384 763 1233 1081"> <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> <tr> <td>Capital Dredging</td> <td></td> </tr> </table>	Use		Industrial		Commercial	✓	Within Fishery Harbour Centre		Sea Fisheries		Local Authority		Community/Co Op scheme		Other(specify)	✓	Capital Dredging	
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1.5	<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 (wide range of cargo vessels, ferries, cruise liners) using Dublin Port for the transport of cargo and passengers.</p>																		
1.6	<p>Might the proposed works restrict public use/enjoyment of the foreshore? Provide details.</p> <p>There will be no change to the use made of the foreshore by the public as a result of the proposed 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 licences granted to DPC. The reference numbers are as follows:</p> <table border="1" data-bbox="333 528 1457 1254"> <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 Licence</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> <tr> <td>FS006980</td> <td>Maintenance Dredging Campaigns to be carried out in 2020 and 2021</td> </tr> </table> <p>There are currently two pending foreshore application as follows:</p> <table border="1" data-bbox="333 1350 1457 1547"> <tr> <td>FS006893</td> <td>MP2 Project – Foreshore Lease MP2 Project – Foreshore Licence (capital dredging) MP2 Project - Ministerial Consent (Section 10)</td> </tr> <tr> <td>FS007132</td> <td>Dublin Port Maintenance Dredging 2022-2029</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 Licence	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 Campaigns to be carried out in 2020 and 2021	FS006893	MP2 Project – Foreshore Lease MP2 Project – Foreshore Licence (capital dredging) MP2 Project - Ministerial Consent (Section 10)	FS007132	Dublin Port Maintenance Dredging 2022-2029
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<p>1.8</p>	<p>Status of planning permission application: Pending/granted/not required.</p> <p>Consent Authority: Not Required Reference Number:</p> <p>(Please provide copies of consents granted)</p> <p>There is no requirement for planning permission for this capital dredging application.</p>																								

<p>1.9</p>	<p>Are any other consents required for this proposal? Please detail.</p> <p>Consent type Dumping at Sea Permit Consent Authority: EPA Reference Number: No reference number is yet available Status of application: Application will be made in Q3 2021</p> <p>(Please provide copies of consents granted)</p>
<p>1.10</p>	<p>Employment Implications (if any)</p> <p>Dublin Port Company currently employs more than 140 people directly. A further 4,000 people are employed within the Dublin Port Estate. Dublin Port is a significant focal point for employment in Dublin both directly through businesses operating in the Port Estate and regionally through enterprises supported by the trading activity carried out at the Port. Dublin Port is a key facilitator of merchandise trade in and out of Ireland and has a critical impact on the national and regional economies. The Port is also a key component of the national tourism sector and represents a gateway for visitors to Ireland both in terms of people arriving/departing on conventional ferries and cruise ships.</p> <p>The importance of Dublin Port has been recognised at a National Level by its status as a Tier 1 Port in the National Ports Policy (2013).</p>
<p>1.11</p>	<p>Capital cost of proposed works (€ - Euro)</p> <p>The total cost for the Dublin Harbour Capital Dredging Project is estimated to be 2.5 million Euros.</p>
<p>1.12</p>	<p>Do the proposed works involve the draw down of European Union or State funding? If "Yes" give details, including any time restrictions, etc. applying</p> <p>There will be no draw down of EU or State funding for the proposed Dublin Harbour Capital Dredging Project. DPC will finance the capital dredging campaigns entirely from their own financial resources.</p>

Part 2: Proposed Site. (Attach additional documents as required)

2.1	County: Dublin																																																																																																																													
2.2	<p>Location name and nearest townland name:</p> <p>The location name is Dublin Port. There are two adjoining townlands: North Dock B and Pembroke East A.</p>																																																																																																																													
2.3	<p>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 Transverse Mercator coordinates</p> <p>Please refer to the following drawings for location of co-ordinates</p> <ul style="list-style-type: none"> • Drawing no. IBE1618/DublinHarbour/FS01 • Drawing no. IBE1618/DublinHarbour/FS06 <p>Loading Area</p> <table border="1" data-bbox="319 1025 1372 1713"> <thead> <tr> <th>No.</th> <th>Easting (ITM)</th> <th>Northing (ITM)</th> <th>Latitude (DMS)</th> <th>Longitude (DMS)</th> </tr> </thead> <tbody> <tr><td>1</td><td>718624.05</td><td>734174.25</td><td>53° 20' 40.125"</td><td>6° 13' 6.597</td></tr> <tr><td>2</td><td>718858.95</td><td>734108.26</td><td>53° 20' 37.801"</td><td>6° 13' 6.017</td></tr> <tr><td>3</td><td>719053.47</td><td>734085.40</td><td>53° 20' 36.905"</td><td>6° 13' 16.486</td></tr> <tr><td>4</td><td>719623.78</td><td>734006.41</td><td>53° 20' 33.887"</td><td>6° 12' 12.80</td></tr> <tr><td>5</td><td>720008.86</td><td>733972.56</td><td>53° 20' 32.479"</td><td>6° 12' 7.9565</td></tr> <tr><td>6</td><td>720404.85</td><td>733954.06</td><td>53° 20' 31.557"</td><td>6° 12' 29.328</td></tr> <tr><td>7</td><td>720904.71</td><td>733966.17</td><td>53° 20' 31.538"</td><td>6° 11' 3.647</td></tr> <tr><td>8</td><td>720969.94</td><td>734031.51</td><td>53° 20' 33.598"</td><td>6° 11' 0.032</td></tr> <tr><td>9</td><td>720853.62</td><td>734296.13</td><td>53° 20' 42.250"</td><td>6° 11' 5.953</td></tr> <tr><td>10</td><td>720585.30</td><td>734306.92</td><td>53° 20' 42.819"</td><td>6° 11' 20.43</td></tr> <tr><td>11</td><td>720297.42</td><td>734386.86</td><td>53° 20' 45.640"</td><td>6° 12' 24.114</td></tr> <tr><td>12</td><td>720122.74</td><td>734287.16</td><td>53° 20' 42.559"</td><td>6° 12' 14.539</td></tr> <tr><td>13</td><td>719844.20</td><td>734653.80</td><td>53° 20' 54.643"</td><td>6° 12' 0.012</td></tr> <tr><td>14</td><td>719458.66</td><td>734224.20</td><td>53° 20' 41.064"</td><td>6° 12' 21.43</td></tr> <tr><td>15</td><td>719395.17</td><td>734475.51</td><td>53° 20' 49.243"</td><td>6° 12' 24.52</td></tr> <tr><td>16</td><td>719026.90</td><td>734480.31</td><td>53° 20' 49.696"</td><td>6° 13' 15.585</td></tr> <tr><td>17</td><td>718982.78</td><td>734296.54</td><td>53° 20' 43.790"</td><td>6° 13' 12.952</td></tr> <tr><td>18</td><td>718638.17</td><td>734328.76</td><td>53° 20' 45.110"</td><td>6° 13' 5.626</td></tr> </tbody> </table> <p>Dump Site</p> <table border="1" data-bbox="319 1765 1372 1975"> <thead> <tr> <th>No.</th> <th>Easting (ITM)</th> <th>Northing (ITM)</th> <th>Latitude (DMS)</th> <th>Longitude (DMS)</th> </tr> </thead> <tbody> <tr><td>Dmp 1</td><td>729806.04</td><td>733381.97</td><td>53° 20' 5.0603</td><td>6° 3' 3.579</td></tr> <tr><td>Dmp 2</td><td>731115.47</td><td>733417.94</td><td>53° 20' 5.0618</td><td>6° 2' 7.2075</td></tr> <tr><td>Dmp 3</td><td>731161.54</td><td>731749.31</td><td>53° 19' 11.067</td><td>6° 2' 7.2109</td></tr> <tr><td>Dmp 4</td><td>730173.48</td><td>731722.13</td><td>53° 19' 11.066</td><td>6° 3' 13.815</td></tr> <tr><td>Dmp 5</td><td>729840.90</td><td>732102.71</td><td>53° 19' 23.665</td><td>6° 3' 3.582</td></tr> </tbody> </table>	No.	Easting (ITM)	Northing (ITM)	Latitude (DMS)	Longitude (DMS)	1	718624.05	734174.25	53° 20' 40.125"	6° 13' 6.597	2	718858.95	734108.26	53° 20' 37.801"	6° 13' 6.017	3	719053.47	734085.40	53° 20' 36.905"	6° 13' 16.486	4	719623.78	734006.41	53° 20' 33.887"	6° 12' 12.80	5	720008.86	733972.56	53° 20' 32.479"	6° 12' 7.9565	6	720404.85	733954.06	53° 20' 31.557"	6° 12' 29.328	7	720904.71	733966.17	53° 20' 31.538"	6° 11' 3.647	8	720969.94	734031.51	53° 20' 33.598"	6° 11' 0.032	9	720853.62	734296.13	53° 20' 42.250"	6° 11' 5.953	10	720585.30	734306.92	53° 20' 42.819"	6° 11' 20.43	11	720297.42	734386.86	53° 20' 45.640"	6° 12' 24.114	12	720122.74	734287.16	53° 20' 42.559"	6° 12' 14.539	13	719844.20	734653.80	53° 20' 54.643"	6° 12' 0.012	14	719458.66	734224.20	53° 20' 41.064"	6° 12' 21.43	15	719395.17	734475.51	53° 20' 49.243"	6° 12' 24.52	16	719026.90	734480.31	53° 20' 49.696"	6° 13' 15.585	17	718982.78	734296.54	53° 20' 43.790"	6° 13' 12.952	18	718638.17	734328.76	53° 20' 45.110"	6° 13' 5.626	No.	Easting (ITM)	Northing (ITM)	Latitude (DMS)	Longitude (DMS)	Dmp 1	729806.04	733381.97	53° 20' 5.0603	6° 3' 3.579	Dmp 2	731115.47	733417.94	53° 20' 5.0618	6° 2' 7.2075	Dmp 3	731161.54	731749.31	53° 19' 11.067	6° 2' 7.2109	Dmp 4	730173.48	731722.13	53° 19' 11.066	6° 3' 13.815	Dmp 5	729840.90	732102.71	53° 19' 23.665	6° 3' 3.582
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2.4	<p>Please indicate the size of the Foreshore area (Ha²) or (M2) or (KM2)</p> <p><u>Dublin Harbour Capital Dredging Project</u></p> <p>The Red Line Boundary Area of Foreshore which encapsulates the proposed Capital Dredging <u>loading</u> activity is 73.8 Ha. The actual area to be subject to capital dredging within this boundary is 27 Ha.</p> <p>Area of Foreshore subject to proposed Capital Dredging <u>dumping</u> activity: 212.5 Ha</p>
2.5	<p>If offshore please indicate distance from shore (Km):</p> <p>Great South Wall to Dumpsite at Burford Bank: Approx 6.8km. Please refer to the following Drawing</p> <ul style="list-style-type: none"> • Drawing no. IBE1618/DublinHarbour/FS06
2.6	<p>Is any of the foreshore in the proposed site in private ownership? If yes please provide documentary evidence of same (e.g. folio)</p> <p>Yes, 28.7Ha within the Red Line Boundary Area of foreshore which will be subject to capital dredging is in the ownership of DPC.</p> <p>Please refer to the following drawing</p> <ul style="list-style-type: none"> • Drawing no. IBE1618/DublinHarbour/FS04.
2.7	<p>Any other site details considered relevant:</p> <p>All other relevant site details are included in the supporting documentation and drawings.</p>

Part 3. Maps and Drawings, Please refer to Guidance on map and drawing requirements.

<p>3.1</p>	<p>Site location map attached? Please include reference no(s).</p> <p>Yes, please refer to following drawing</p> <p>Loading and Dump Site</p> <ul style="list-style-type: none"> • Drawing No. BE1618/DublinHarbour/FS03.
<p>3.2</p>	<p>Foreshore Lease/Licence map attached? Please include reference no(s).</p> <p>Yes, please refer to following drawings:</p> <p>Loading and Dump Site</p> <ul style="list-style-type: none"> • Drawing No. IBE1618/DublinHarbour/FS04 (Section 10) • Drawing No. IBE1618/DublinHarbour/FS05 (Section 3) • Drawing No. IBE1618/DublinHarbour/FS06 (Section 3)
<p>3.3</p>	<p>Drawings of structures to be used and or layout (if required) attached? Please detail and include reference no(s).</p> <p>N/A – no structures to be used. Capital dredging campaign only.</p>
<p>3.4</p>	<p>Admiralty Chart attached?</p> <p>Yes please refer to following drawing:</p> <ul style="list-style-type: none"> • Drawing No. IBE1618/DublinHarbour/FS03 (Chart No. 1415-0 (1:25000))
<p>3.5</p>	<p>Other maps/drawings attached ?– please detail and include reference numbers</p> <p>Please refer to the following drawing which shows the zones within the Red Line Boundary to be subject to capital dredging</p> <ul style="list-style-type: none"> • Drawing no. IBE1618/DublinHarbour/FS02

Part 4: Pre- application consultations

Describe briefly any consultations undertaken with the following bodies:

- **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**

Please also provide copies of correspondence.

Consultation letters were issued to the following organisations on the 28th and 29th September 2020:

- Development Applications Unit (DAU) of DHLGH (The DAU is the co-ordination unit for consultations with National Parks & Wildlife Service (NPWS) and National Monuments Service (NMS))
- Inland Fisheries Ireland
- Sea Fisheries Protection Authority
- Marine Survey Office

Responses were received from the following as a result of the above consultation process:

- Marine Survey Office (email received from MSO on 29th September 2020)

A summary of all the consultations and responses carried out as part of the preparation of the EIAR for this project is provided in Chapter 5 of the EIAR.

Consultation with Marine Institute

Dublin Port Company (DPC) consulted with the Marine Institute regarding their plans to submit both Foreshore Licence and Dumping at Sea Permit applications for the Dublin Harbour Capital Dredging Project.

Further to this consultation, the Marine Institute issued a Sampling & Analysis Plan (SAP) to DPC on 27th March 2020. Additional sediment chemistry sampling and analysis was also undertaken in accordance to the requirements of the ABR Project Dumping at Sea Permit, S0024-01. The results of all the sediment chemistry analysis carried out in April 2020 were forwarded to the Marine Institute for their interpretation. The Marine Institute expressed concern over PCBs and PAH levels that are marginally above the lower guideline limit and recommended that further investigative work be undertaken comprising eco-toxicological testing.

The eco-toxicological test results showed that the marine sediments to be dredged have no significant biological effect and can therefore be considered as Class 1 material (Uncontaminated: no biological effects likely) and thereby suitable for disposal at sea.

Full details of all the relevant sediment chemistry testing and eco-toxicological testing which was carried out is provided in Chapter 8 of the EIAR which accompanies this application.

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

A consultation letter and information pack containing drawings regarding the proposed capital dredging was issued to Dublin City Council. No observations were submitted by Dublin City Council in response to this consultation.

Describe any consultations undertaken to date with other foreshore users.

Regular communication takes place between DPC Harbour Master's Office and the users of the Port. The Dublin Harbour Capital Dredging Project is essential for the viability and safety of the users of Dublin Port Company facilities.

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 Dublin Harbour Capital Dredging Project is taking place entirely within the confines of Dublin Harbour. Dublin Port is a working port with restrictions already 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 already for the control of small vessels within Dublin Port, "Dublin Bay Guidance Notes on Leisure Craft".

Regular communication takes place between Dublin Port Company and the Bull Wall Swimmers which participate in swimming close to Bull Island.

DPC also consulted with relevant stakeholders such as community groups and sporting clubs. DPC has a dedicated community liaison officer who acts as the point of contact between DPC and the local communities in the vicinity of the Dublin Port. Details of groups and organisations consulted about the proposed Dublin Harbour Capital Dredging Project are provided in Chapter 5 of the EIAR which accompanies this application.

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

The proposed capital dredging will take place entirely within the confines of Dublin Port and the existing navigation channel. The proposed capital dredging will not impact on any adjacent land owners.

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 EIAR has been included with this Application because the area of capital dredging exceeds 5 Ha.</p>	X		X
5.2	<p>Is a Natura Impact Statement required for this proposal?</p> <p>A Screening for Appropriate Assessment and Natura Impact Statement (NIS) has been 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 Screening for Appropriate Assessment identified 7 Natura 2000 sites which could potentially be affected by the Dublin Harbour Capital Dredging Project:</p> <ul style="list-style-type: none"> • South Dublin Bay and River Tolka Estuary SPA (Site Code IE004024) • South Dublin Bay SAC (Site Code IE000210) • North Bull Island SPA (Site Code IE004006) • North Dublin Bay SAC (Site Code IE000206) • Howth Head Coast SPA (Site Code IE004113) • Dalkey Islands SPA (Site Code IE004172) • Rockabill to Dalkey Island SAC (Site Code IE003000) <p>A Stage 2 Appropriate Assessment was undertaken with respect to the above 7 sites. The results of the appraisal are presented in the NIS which is included with this application.</p>	<p>X</p>		<p>X</p>
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<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 Dublin Harbour Capital Dredging 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 Dublin Harbour Capital Dredging Project with ongoing works associated with the ABR Project, MP2 Project and Dublin Port Maintenance Dredging campaigns.</p> <p>The EIAR, Chapter 16 provides an environmental assessment of the potential cumulative impact of the Dublin Harbour Capital Dredging Project with other plans and projects.</p> <p>The AA Screening and NIS provides an environmental assessment of the potential cumulative impact of the Dublin Harbour Capital Dredging Project and other plans and projects specifically on the qualifying interests of the Natura 2000 sites.</p>		<p>X</p>	<p>X</p>
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	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 Dublin Harbour Capital Dredging Project on the environment. Integration of the engineering design team with the consenting and environmental team from an early stage in the project has enabled mitigation by engineering 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 Dublin Harbour Capital Dredging 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; • air and climate; • noise and vibration; • material assets - coastal processes; • archaeology and cultural heritage; • landscape and visual; and • population and human health 	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 for the proposed Dublin Harbour Capital Dredging Project are set out in Chapter 17 of the EIAR (Summary of Mitigation Measures and Conclusions). 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 Dublin Harbour Capital Dredging Project have been addressed in detail within the accompanying EIAR.</p> <p>The proposed dredging methodology for the Dublin Harbour Capital Dredging Project is provided in Chapter 3 of the EIAR. In this chapter requirement for the Contractor to provide a project specific Health and Safety Plan is addressed.</p> <p>The risks of major accident's and disasters is addressed in Chapter 6 of the EIAR. The Dublin Harbour Capital Dredging 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 Dublin Harbour Capital Dredging Project on Population and Human Health is also dealt with comprehensively in Chapter 15 of the EIAR.</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 management of any wastes arising during the Dublin Harbour Capital Dredging Project is covered in Chapter 3 of the EIAR. All waste from berthed vessels will be disposed of in accordance with the Dublin Port Ship's Waste Management Plan. The storage of waste at the berth will not be permitted. Waste will be collected directly by a licensed waste disposal contractor. Disposal from vessels directly into the water at the berth, Liffey Channel, or Dublin Bay is strictly prohibited.</p>		<p>X</p>	<p>X</p>
<p>5.9</p>	<p>Any other Environmental Considerations? If yes, please specify.</p> <p>All relevant environmental considerations have been assessed in the EIAR and NIS prepared for the Dublin Harbour Capital Dredging project.</p> <p>The EIAR and NIS are included as part of this application.</p>	<p>X</p>		<p>X</p>

	Built Heritage Considerations	Yes	No	R
5.10	<p>Does the area contain an archaeological site or feature? If yes, please specify.</p> <p>The area to be subject to capital dredging does not contain a known archaeological site or feature (see Chapter 14 of the accompanying EIAR)</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 provides a list of known archaeological and industrial heritage sites within and in proximity to the Dublin Harbour Capital Dredging 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 impact of the proposed capital dredging on archaeology has been assessed, see Chapter 14 of the EIAR.</p>		X	X
5.13	<p>Are you proposing any measures to mitigate potential archaeological impacts? If yes, please describe?</p> <p>The capital dredging operations will be subject to continuous marine archaeology monitoring from qualified personnel on board the dredger. The complete suite of mitigation measures are set out in Section 14.5 of Chapter 14 of the EIAR.</p>	X		X

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 at all times 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 dredging the Harbour Master will issue a "Notice to Mariners" to all shipping informing them about the planned work and dates. During the dredging operation 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 dredging operation will be subservient to the demands of commercial movements. The leisure craft are not normally allowed to operate within the confines of the main approach channel. As the dredging is confined to the navigation channel, basins and berths channel there should 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>As discussed in the response to Question 6.1, the Harbour Master will issue a Notice to Mariners specifying in detail the areas to be dredged and the requirements for 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>The proposed capital dredging works have been brought forward from the Dublin Port Masterplan 2040, reviewed 2018. The objective is to ensure the safe passage of vessels to and from the Port and the safe berthing of vessels whilst at the Port. The buoyage defining the navigation routes will remain the same after the capital dredging campaign 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 7.1 of Chapter 7 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 impact of the proposed Dublin Harbour Capital Dredging Project on fisheries is provided in Section 7.1.3 of Chapter 7 of the EIAR.</p>	X		X

7.3	<p>Are there any measures proposed to mitigate potential impacts on fisheries or aquaculture? If yes, please describe.</p> <p>Fishery mitigation measures are provided in Section 7.1.4 of Chapter 7 of the EIAR.</p> <p>The full suite of mitigation measures and monitoring programmes are set out in Chapter 17 of the EIAR.</p> <p>DPC will adhere to all mitigation measures and monitoring programmes set out in the EIAR.</p>	X		X
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Part 8 – Additional information

8.1	<p>Please detail any additional relevant information.</p> <p>The following documents are submitted with the foreshore application for the Dublin Harbour Capital Dredging Project:</p> <ol style="list-style-type: none"> 1. Dublin Harbour Capital Dredging Project EIAR <ul style="list-style-type: none"> • Volume 1 EIAR Non-Technical Summary • Volume 2 EIAR Main Document • Volume 3 EIAR Appendices (Parts 1 – 2) 2. Screening for Appropriate Assessment & Natura Impact Statement 3. Foreshore Drawings (A3) 4. Company documentation
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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

Position Held:

Senior Associate, RPS

Date: 5th July 2021

Return completed applications to:

Marine Planning Policy and Development Section
Department of Housing, Local Government and Heritage
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.

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

Item No.	Description	No. of copies Required	
1	Application Form. With original signature	File Transfer	X
2	Mapping (see guidelines document) (i) Site Location map (ii) Foreshore Lease/licence map	File Transfer File Transfer	X X
3	British Admiralty Chart (largest available scale)	File Transfer	X
4	Drawings of the structures to be used and/or layout		N/A
5	Pre-application correspondence with stakeholders.	File Transfer	X
6	Other statutory permissions: (i) Planning permission (ii) Effluent Discharge Licence (iii) Other consent (Please specify) Dumping at Sea Permit application will be submitted to the EPA Q1 2021		N/A N/A See Note
7	Company documentation (1): Certified copy of the Company's Memorandum and Articles of Association	File Transfer	X
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	File Transfer	X
9	Environmental Impact Assessment Report (EIAR). (i) Hard copy (ii) CDs	File Transfer	X
10	Natura Impact Statement (NIS) (i) Hard copy (ii) CDs	File Transfer	X

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)	File Transfer	X N/A N/A
12	Other – Please specify A Hard Copy of the complete Application will be posted to Marine Planning Policy and Development Section, DHLGH		1

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