

Volume 3
ENVIRONMENTAL IMPACT ASSESSMENT REPORT
APPENDICES (PART 4)



VOLUME 3 (PART 4) – CONTENTS

Appendix 13 – Traffic & Transportation

- Appendix 13-1 3rd May 2018 Vessel Movements Manifest
- Appendix 13-2 Existing Traffic Flows
- Appendix 13-3 Proposed Traffic Flows
- Appendix 13-4 Percentage Impact Diagrams
- Appendix 13-5 LinSig-UFTAccessResults
- Appendix 13-6 LinSig UFT Tabulated Results
- Appendix 13-7 LinSig Internal Roads Tabulated Results
- Appendix 13-8 LinSig Modelling Files and Geo Parameters (CD attached)

Appendix 15 – Landscape & Visual

- Appendix 15 Zone of Theoretical Visibility Map
- Appendix 15 Viewpoint Location Map
- Appendix 15 Landscape Character Area Map
- Appendix 15 Photomontages
- Appendix 15 Cumulative Photomontages

Appendix 18 – Cumulative Effects & Environmental Interactions

- Appendix 18-1 Stage 1 & 2 – Identification and shortlisting of Existing and/or approved projects

APPENDIX 13 MATERIAL ASSETS – TRAFFIC & TRANSPORTATION

Appendix 13-1

Manifest of Vessel Movements at Dublin Port from Midnight on 22 May 2018 to Midnight on the 23 May 2018

Sort Date	End Time	Move Type	Ship	Category	To	From
23/05/2018 00:02	23/05/2018 00:51	DEP	THUN GRATITUDE	Bulk Liquid	SEA (DBB)	Oil Berth No. 2
23/05/2018 01:09	23/05/2018 02:05	DEP	STOLT FUJI	Bulk Liquid	SEA (DBB)	Oil Berth No. 3
23/05/2018 02:00	23/05/2018 02:22	DEP	EPSILON	RoRo Freight/Passenger	SEA (DBB)	49
23/05/2018 02:16	23/05/2018 02:48	DEP	STENA SUPERFAST X	RoRo Freight/Passenger	SEA (DBB)	51
23/05/2018 02:19	23/05/2018 03:02	ARR	SEATRUCK PACE	RoRo Freight/Passenger	52	SEA (DBB)
23/05/2018 02:44	23/05/2018 03:39	ARR	ELBSTRAND	LoLo	50N	SEA (DBB)
23/05/2018 03:48	23/05/2018 04:28	ARR	HENDRIK-S	Bulk Solid	Ocean Pier 37	SEA (DBB)
23/05/2018 04:27	23/05/2018 05:12	ARR	NORBAY	RoRo Freight/Passenger	P&O 21	SEA (DBB)
23/05/2018 04:59	23/05/2018 05:33	ARR	SEATRUCK PROGRESS	RoRo Freight/Passenger	53	SEA (DBB)
23/05/2018 05:13	23/05/2018 05:48	ARR	STENA ADVENTURER	RoRo Freight/Passenger	51	SEA (DBB)
23/05/2018 05:19	23/05/2018 06:03	DEP	VICTORIA	LoLo	SEA (DBB)	50A
23/05/2018 05:29	23/05/2018 05:58	ARR	ULYSSES	RoRo Freight/Passenger	49	SEA (DBB)
23/05/2018 05:36	23/05/2018 06:44	ARR	HANSEATIC	Cruise Liners	Cruise 18	SEA (DBB)
23/05/2018 06:11	23/05/2018 06:36	DEP	SEATRUCK PACE	RoRo Freight/Passenger	SEA (DBB)	52
23/05/2018 08:05	23/05/2018 08:32	DEP	ULYSSES	RoRo Freight/Passenger	SEA (DBB)	49
23/05/2018 08:10	23/05/2018 08:38	DEP	STENA ADVENTURER	RoRo Freight/Passenger	SEA (DBB)	51
23/05/2018 08:30	23/05/2018 08:45	DEP	DUBLIN SWIFT	RoRo Fast Ferry	SEA (DBB)	51A
23/05/2018 09:01	23/05/2018 09:23	DEP	SEATRUCK PROGRESS	RoRo Freight/Passenger	SEA (DBB)	53
23/05/2018 09:15	23/05/2018 09:48	DEP	NORBAY	RoRo Freight/Passenger	SEA (DBB)	P&O 21
23/05/2018 09:27	23/05/2018 10:28	ARR	AASNES	Bulk Solid	Alex Basin East 38	SEA (DBB)
23/05/2018 10:06	23/05/2018 10:57	ARR	EUROPEAN ENDEAVOUR	RoRo Freight/Passenger	P&O 21	SEA (DBB)
23/05/2018 10:24	23/05/2018 10:57	ARR	CLIPPER POINT	RoRo Freight/Passenger	53	SEA (DBB)
23/05/2018 10:45	23/05/2018 11:21	ARR	EPSILON	RoRo Freight/Passenger	51A	SEA (DBB)
23/05/2018 11:06	23/05/2018 11:39	SHFT	X-PRESS MULHACEN	LoLo	MTL 42	Alex Basin East 40
23/05/2018 11:40	23/05/2018 12:20	ARR	STENA SUPERFAST X	RoRo Freight/Passenger	51	SEA (DBB)
23/05/2018 12:50	23/05/2018 13:18	ARR	DUBLIN SWIFT	RoRo Fast Ferry	49	SEA (DBB)
23/05/2018 14:10	23/05/2018 14:35	DEP	CLIPPER POINT	RoRo Freight/Passenger	SEA (DBB)	53
23/05/2018 14:14	23/05/2018 14:39	DEP	EPSILON	RoRo Freight/Passenger	SEA (DBB)	51A
23/05/2018 14:18	23/05/2018 15:06	ARR	CLIPPER RANGER	RoRo Freight/Passenger	52	SEA (DBB)
23/05/2018 14:21	23/05/2018 14:41	DEP	DUBLIN SWIFT	RoRo Fast Ferry	SEA (DBB)	49
23/05/2018 14:46	23/05/2018 15:19	DEP	STENA SUPERFAST X	RoRo Freight/Passenger	SEA (DBB)	51
23/05/2018 15:13	23/05/2018 15:52	DEP	EUROPEAN ENDEAVOUR	RoRo Freight/Passenger	SEA (DBB)	P&O 21
23/05/2018 15:34	23/05/2018 16:30	ARR	RMS WEDAU	Bulk Solid	Ocean Pier 35	SEA (DBB)
23/05/2018 16:31	23/05/2018 17:03	ARR	SEATRUCK POWER	RoRo Freight/Passenger	53	SEA (DBB)
23/05/2018 16:34	23/05/2018 17:08	ARR	STENA ADVENTURER	RoRo Freight/Passenger	51	SEA (DBB)
23/05/2018 16:48	23/05/2018 17:25	ARR	NORBANK	RoRo Freight/Passenger	P&O 21	SEA (DBB)
23/05/2018 16:57	23/05/2018 17:27	ARR	ULYSSES	RoRo Freight/Passenger	49	SEA (DBB)
23/05/2018 17:58	23/05/2018 18:25	DEP	CLIPPER RANGER	RoRo Freight/Passenger	SEA (DBB)	52
23/05/2018 17:58	23/05/2018 18:48	DEP	HANSEATIC	Cruise Liners	SEA (DBB)	Cruise 18
23/05/2018 18:53	23/05/2018 19:10	ARR	DUBLIN SWIFT	RoRo Fast Ferry	51A	SEA (DBB)
23/05/2018 19:00	23/05/2018 20:01	ARR	BRO DELIVERER	Bulk Liquid	Oil Berth No. 1	SEA (DBB)
23/05/2018 19:13	23/05/2018 19:54	DEP	HENDRIK-S	Bulk Solid	SEA (DBB)	Ocean Pier 37
23/05/2018 20:35	23/05/2018 21:08	DEP	STENA ADVENTURER	RoRo Freight/Passenger	SEA (DBB)	51
23/05/2018 20:53	23/05/2018 20:53	EXT	THUN GEMINI	Bulk Liquid	Quadrant 2	SEA (Open water)
23/05/2018 20:55	23/05/2018 21:19	DEP	SEATRUCK POWER	RoRo Freight/Passenger	SEA (DBB)	53
23/05/2018 20:58	23/05/2018 21:25	DEP	ULYSSES	RoRo Freight/Passenger	SEA (DBB)	49
23/05/2018 21:16	23/05/2018 21:55	DEP	NORBANK	RoRo Freight/Passenger	SEA (DBB)	P&O 21
23/05/2018 22:47	23/05/2018 23:22	DEP	MIRROR	LoLo	SEA (DBB)	50S
23/05/2018 22:48	23/05/2018 23:22	ARR	EPSILON	RoRo Freight/Passenger	49	SEA (DBB)
23/05/2018 23:28	24/05/2018 00:07	ARR	STENA SUPERFAST X	RoRo Freight/Passenger	51	SEA (DBB)
			50			

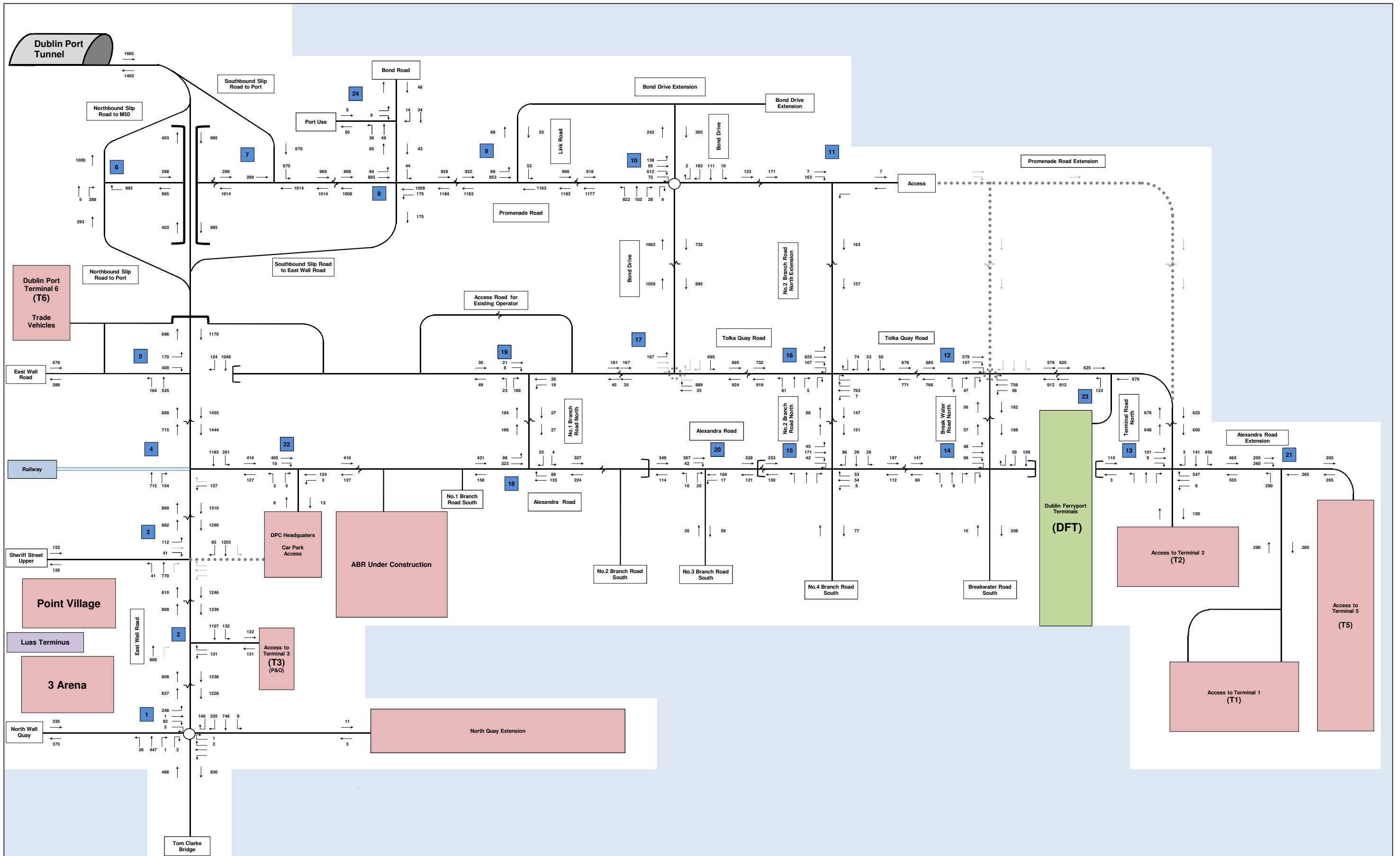
← AM1

← AM2

← PM

APPENDIX 13 MATERIAL ASSETS – TRAFFIC & TRANSPORTATION

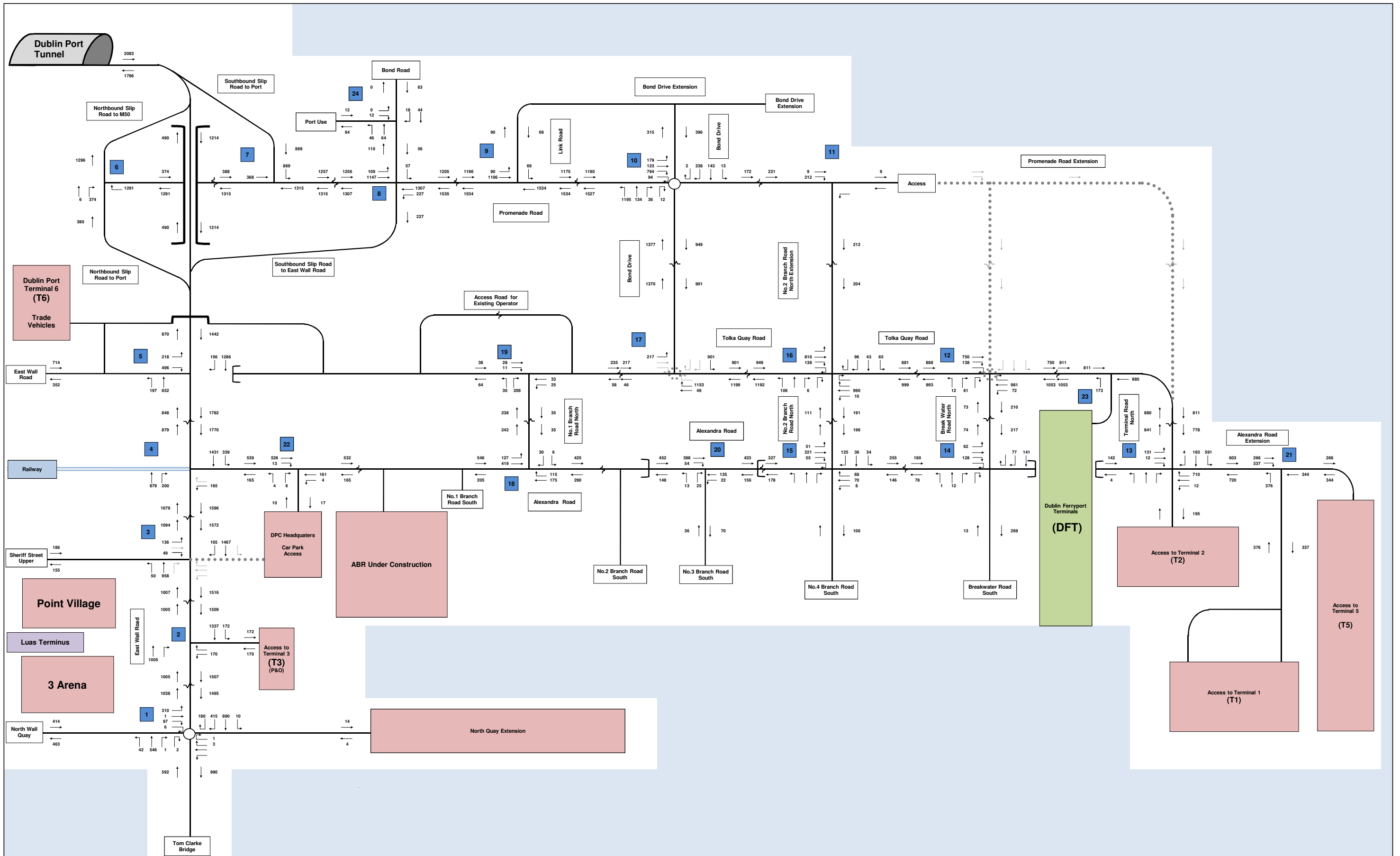
Appendix 13-2



IBH0596 DUBLIN PORT, MP2
 AM Peak Hour (For Internal Road Network): 0615-0715
 Existing Traffic Flows
 PCUs
 2018

AM1-EX-18

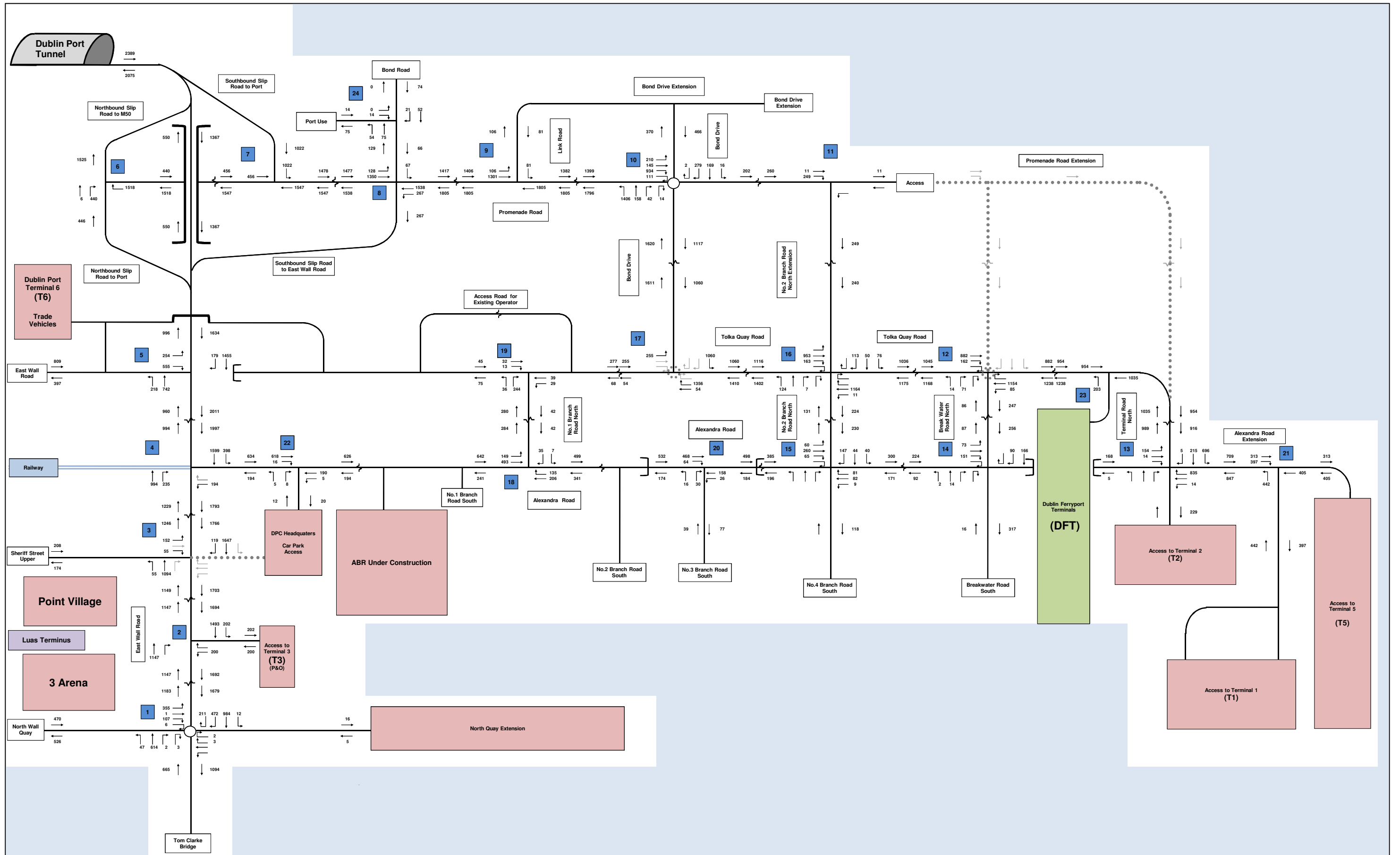




IBH0596 DUBLIN PORT, MP2
 AM Peak Hour (For Internal Road Network): 0615-0715
 Existing Traffic Flows
 PCUs
 2026

AM1-EX-26

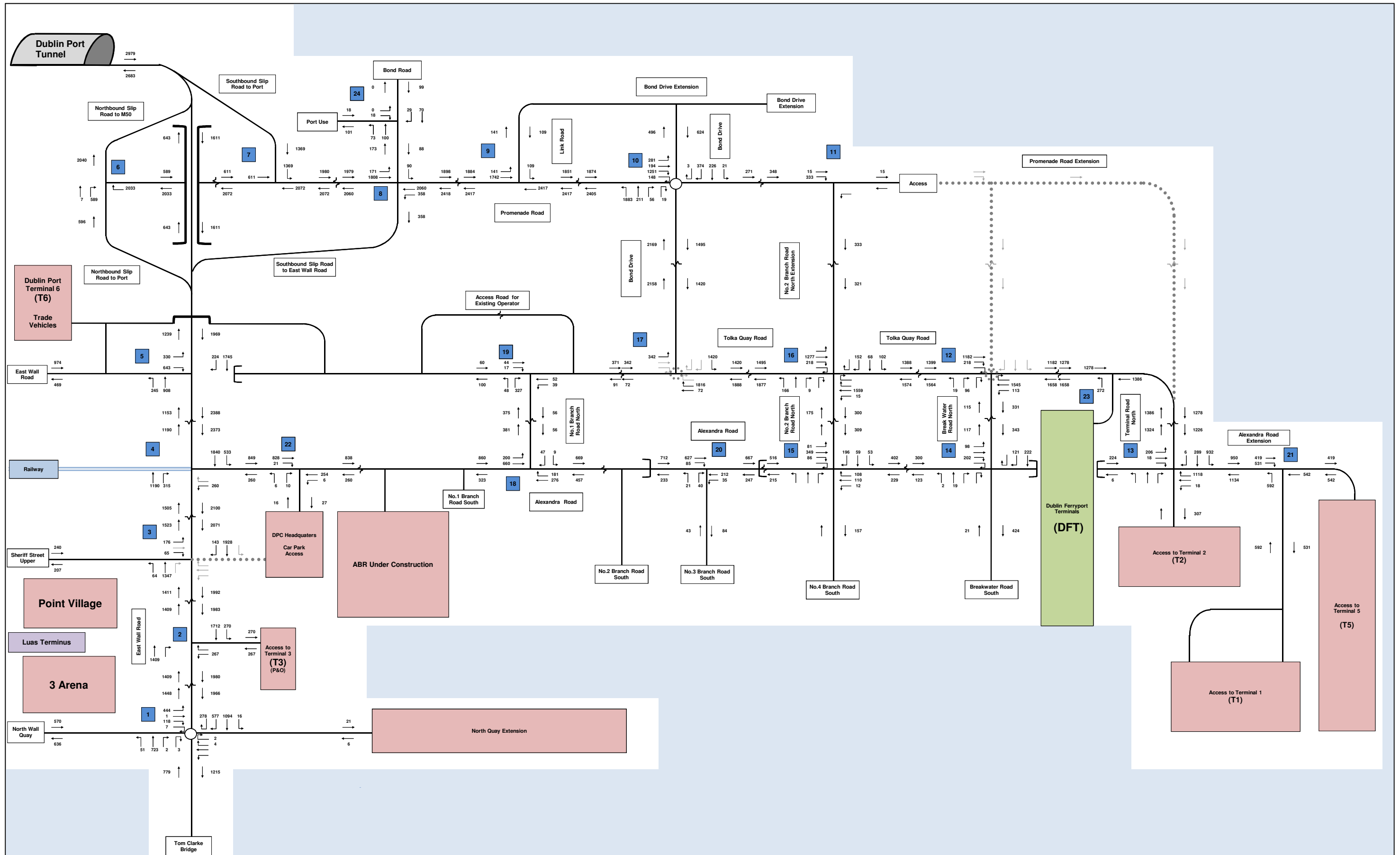




IBH0596 DUBLIN PORT, MP2
 AM Peak Hour (For Internal Road Network): 0615-0715
 Existing Traffic Flows
 PCUs
 2031

AM1-EX-31

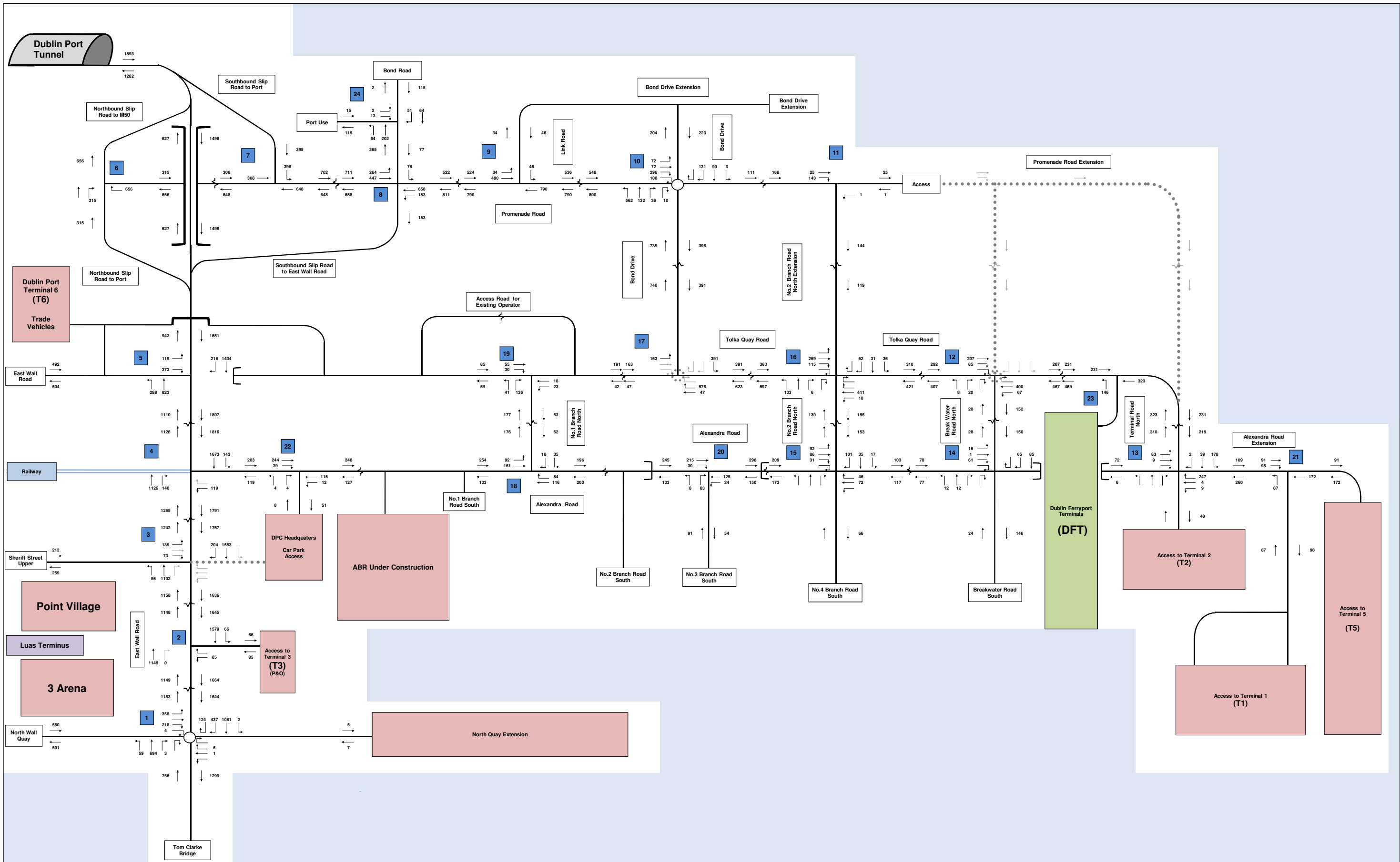




IBH0596 DUBLIN PORT, MP2
 AM Peak Hour (For Internal Road Network): 0615-0715
 Existing Traffic Flows
 PCUs
 2040

AM1-EX-40

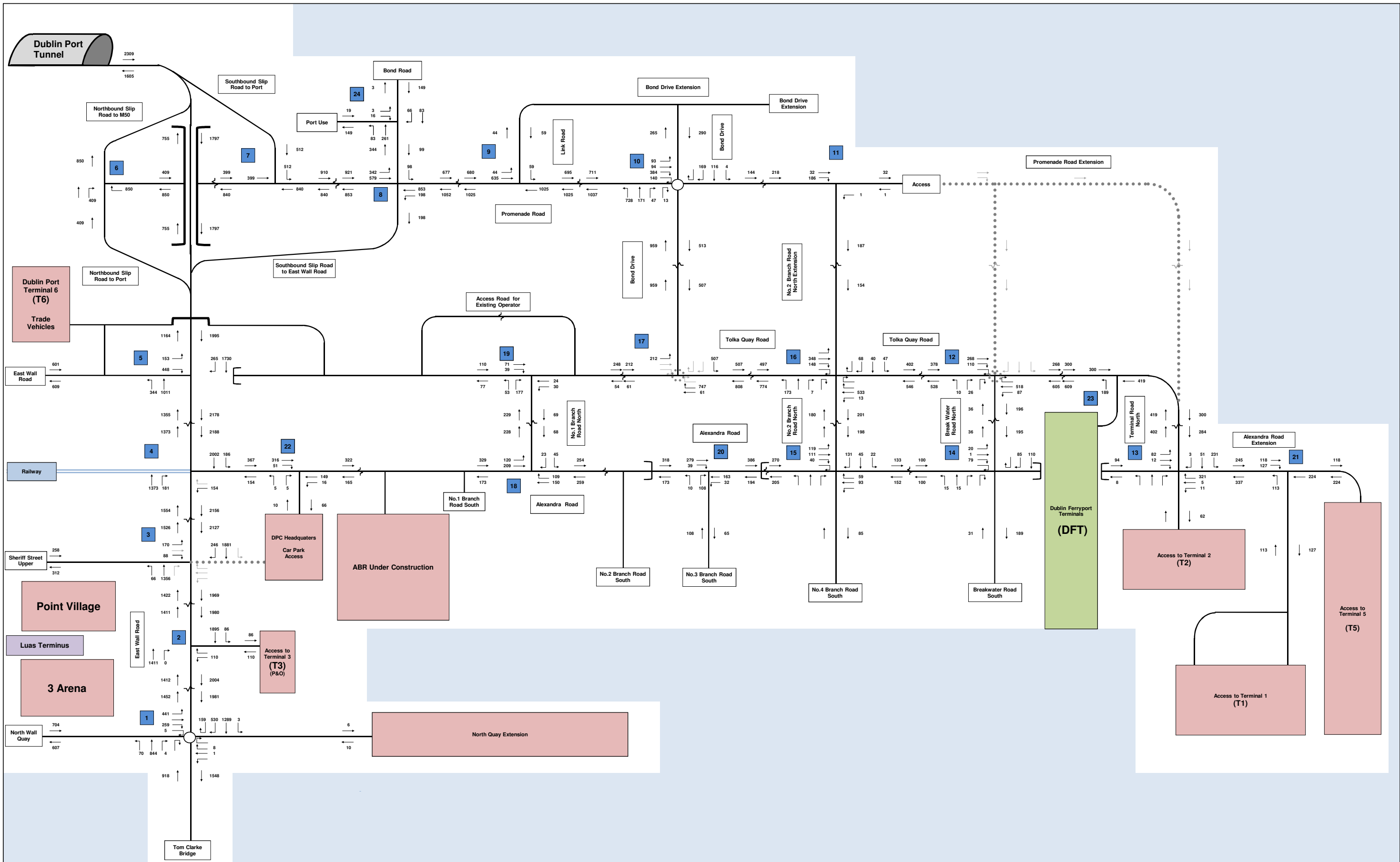




IBH0596 DUBLIN PORT, MP2
 AM Peak Hour (For External Road Network): 0730-0830
 Existing Traffic Flows
 PCUs
 2018

AM2-EX-18

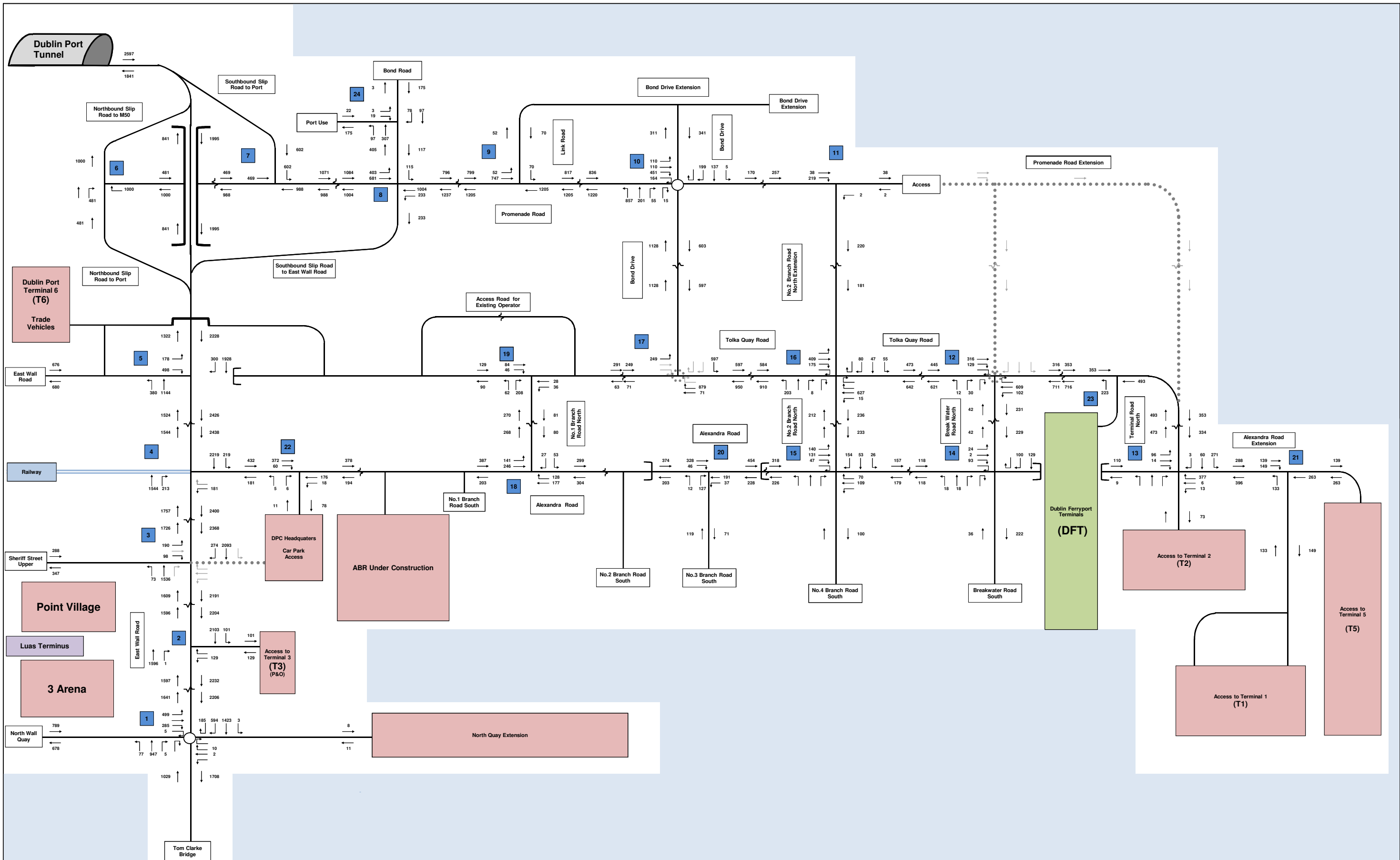




IBH0596 DUBLIN PORT, MP2
 AM Peak Hour (For External Road Network): 0730-0830
 Existing Traffic Flows
 PCUs
 2026

AM2-EX-26

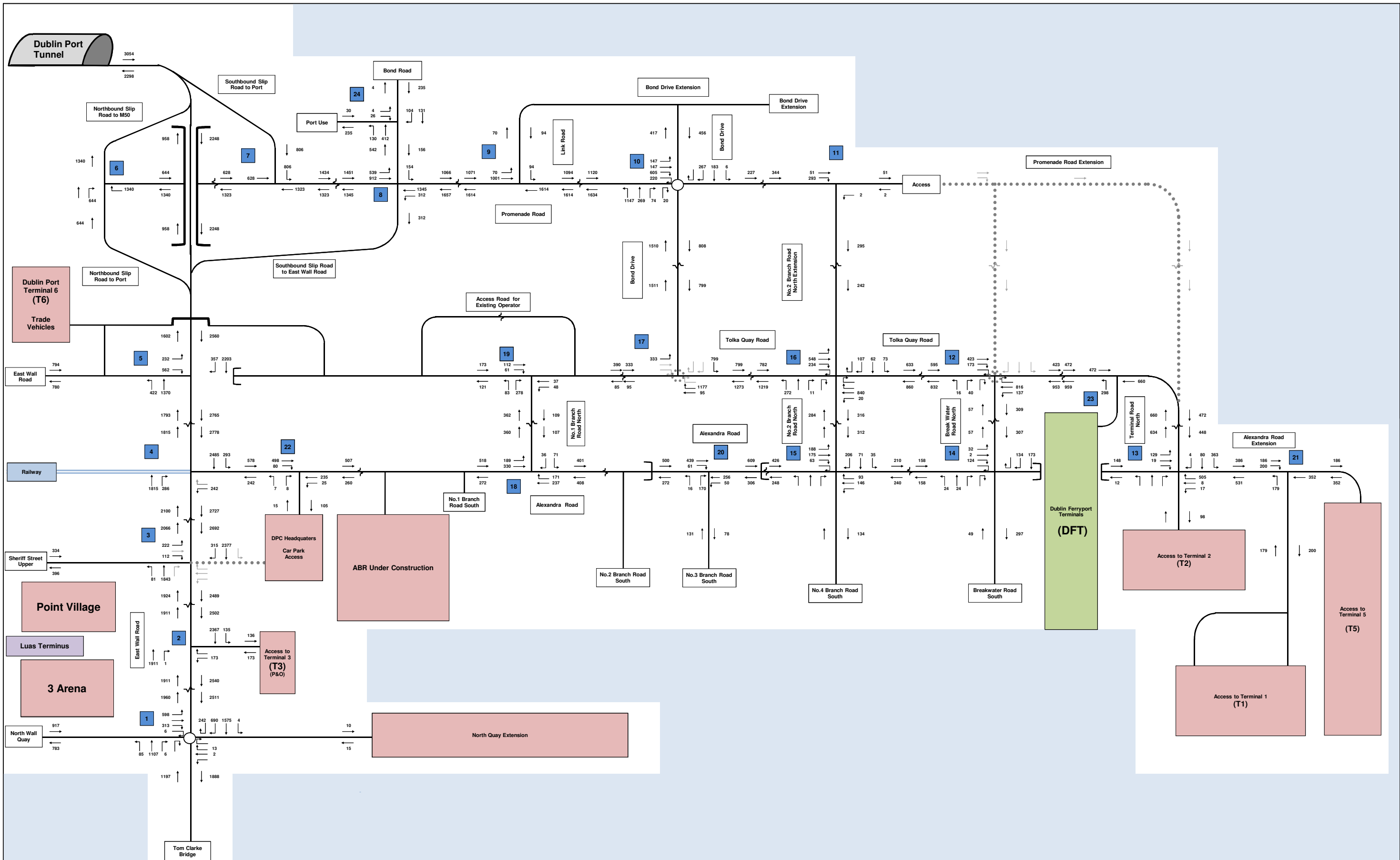




IBH0596 DUBLIN PORT, MP2
 AM Peak Hour (For External Road Network): 0730-0830
 Existing Traffic Flows
 PCUs
 2031

AM2-EX-31

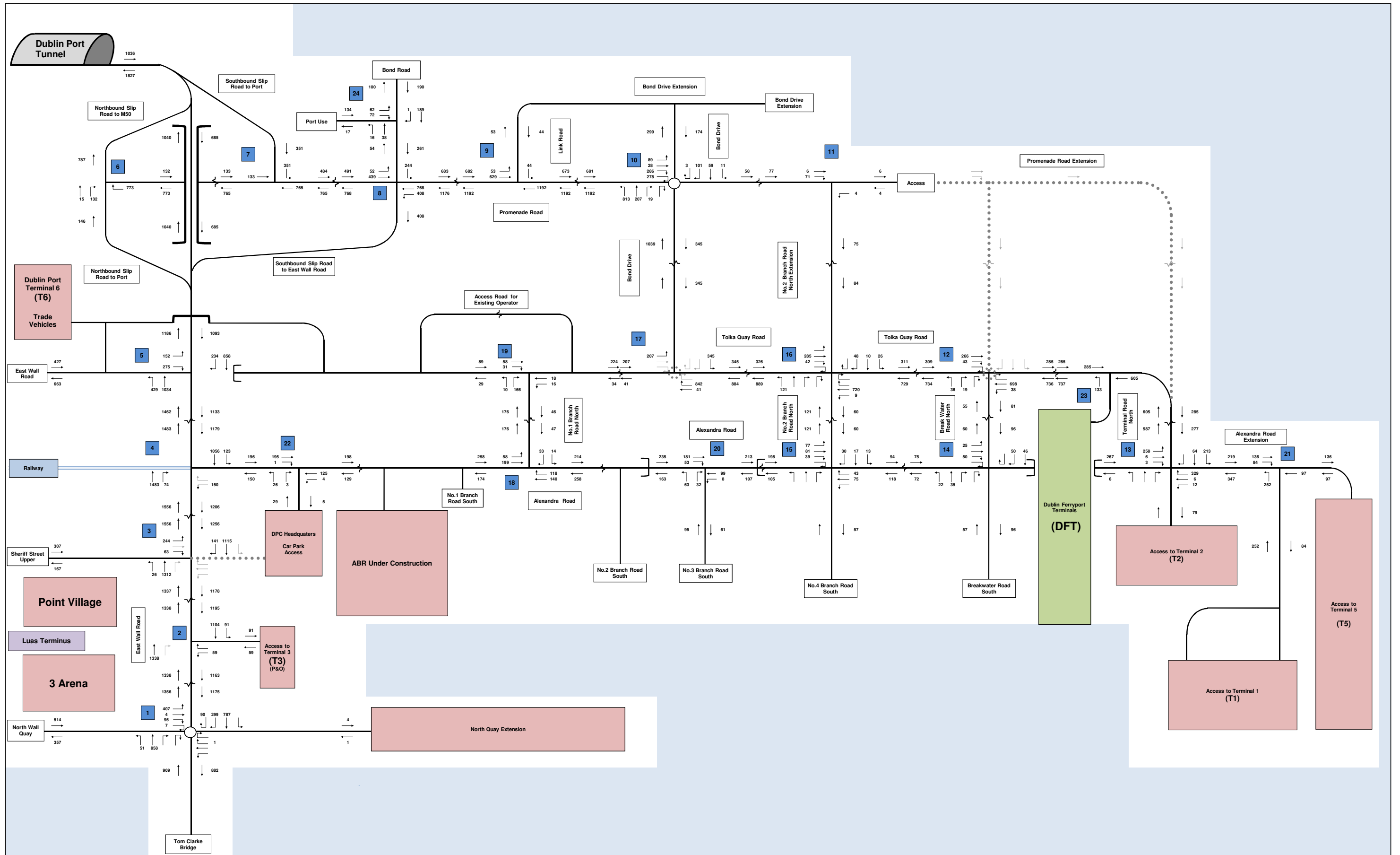




IBH0596 DUBLIN PORT, MP2
 AM Peak Hour (For Internal Road Network): 0730-0830
 Existing Traffic Flows
 PCUs
 2040

AM2-EX-40

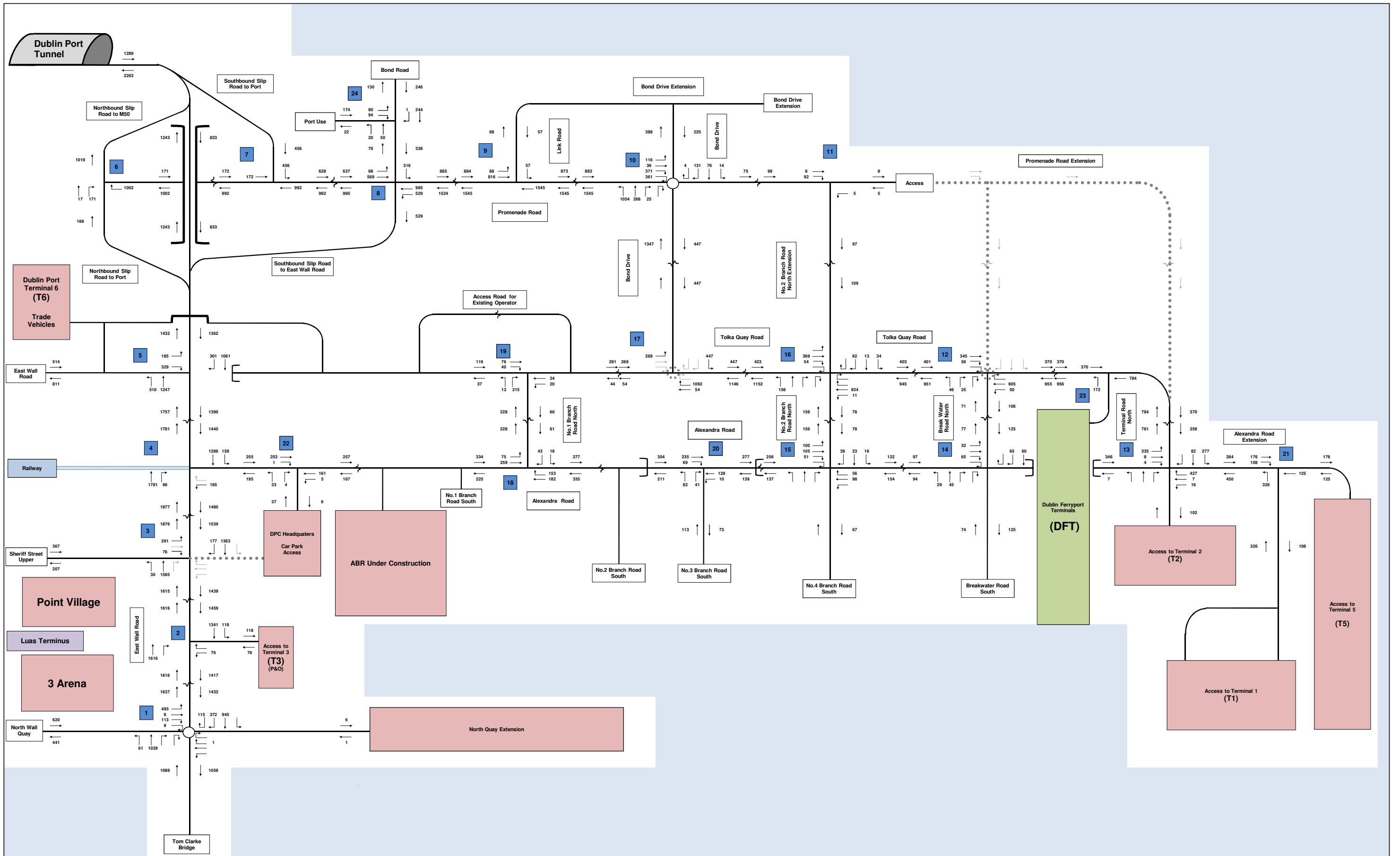




IBH0596 DUBLIN PORT, MP2
 PM Peak Hour (External Road Network): 1645-1745
 Existing Traffic Flows
 PCUs
 2018

PM-EX-18

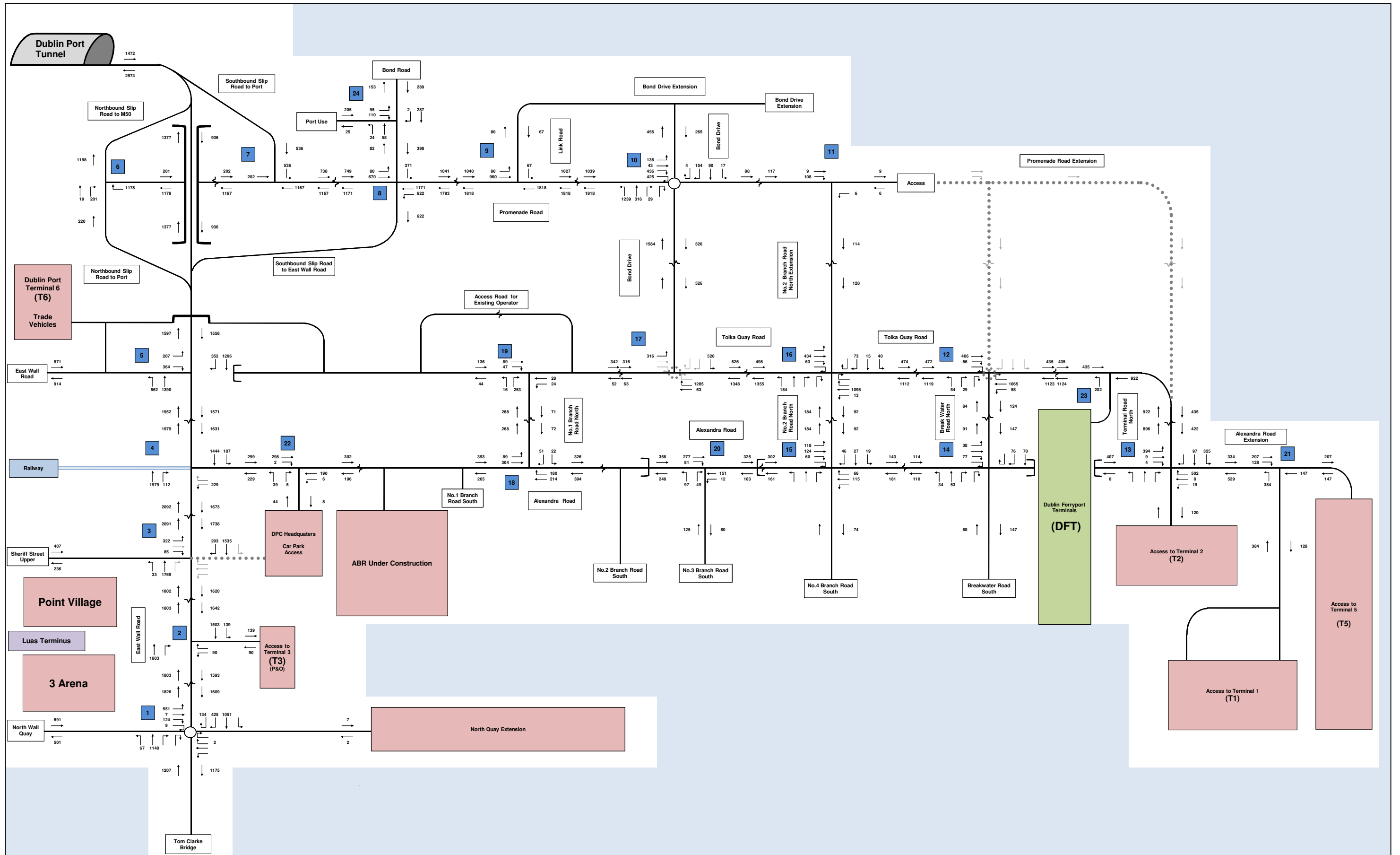




IBH0596 DUBLIN PORT, MP2
 PM Peak Hour (External Road Network): 1645-1745
 Existing Traffic Flows
 PCUs
 2026

PM-EX-26

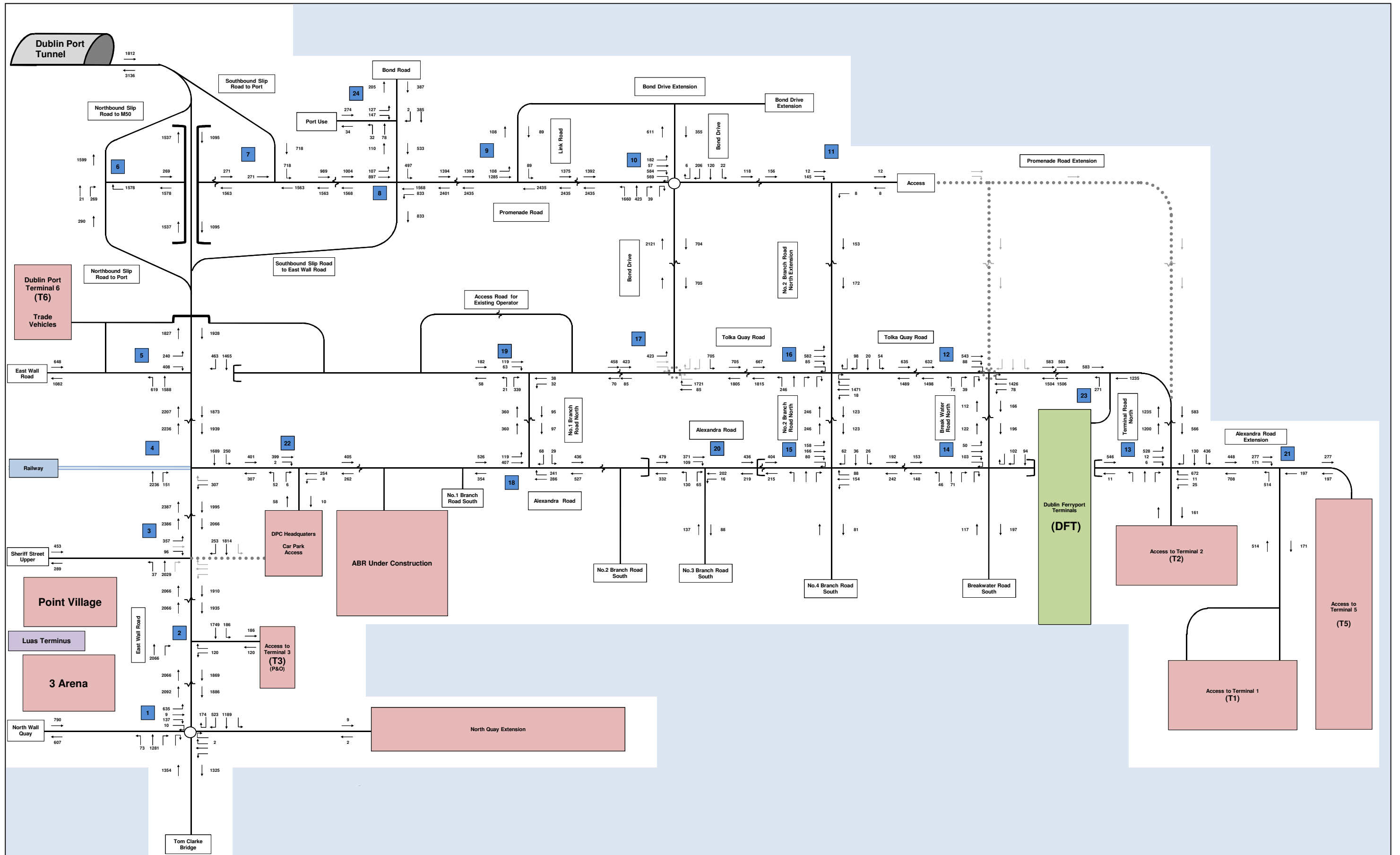




IBH0596 DUBLIN PORT, MP2
 PM Peak Hour (External Road Network): 1645-1745
 Existing Traffic Flows
 PCUs
 2031

PM-EX-31





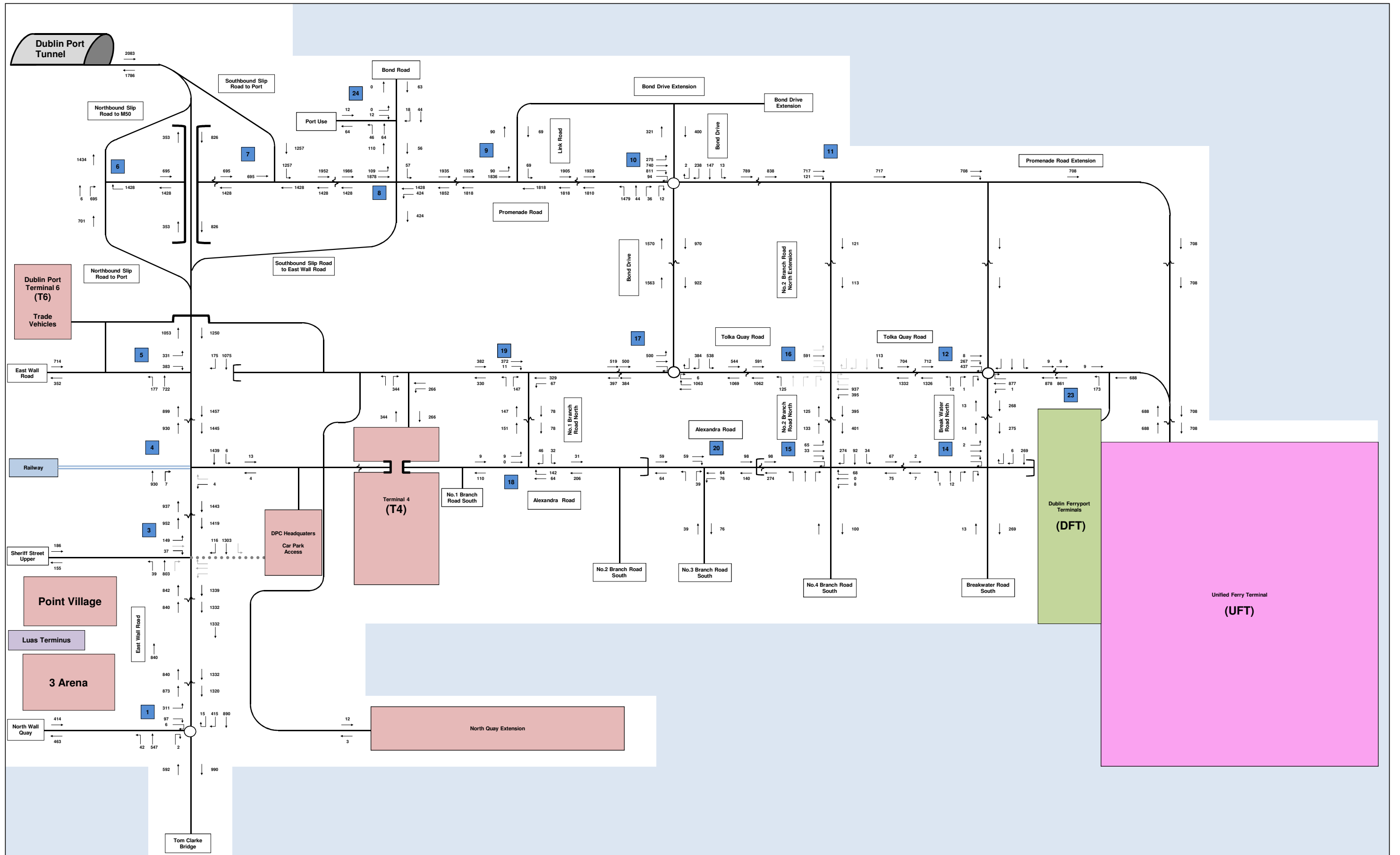
IBH0596 DUBLIN PORT, MP2
 PM Peak Hour (External Road Network): 1645-1745
 Existing Traffic Flows
 PCUs
 2040

PM-EX-40



APPENDIX 13 MATERIAL ASSETS – TRAFFIC & TRANSPORTATION

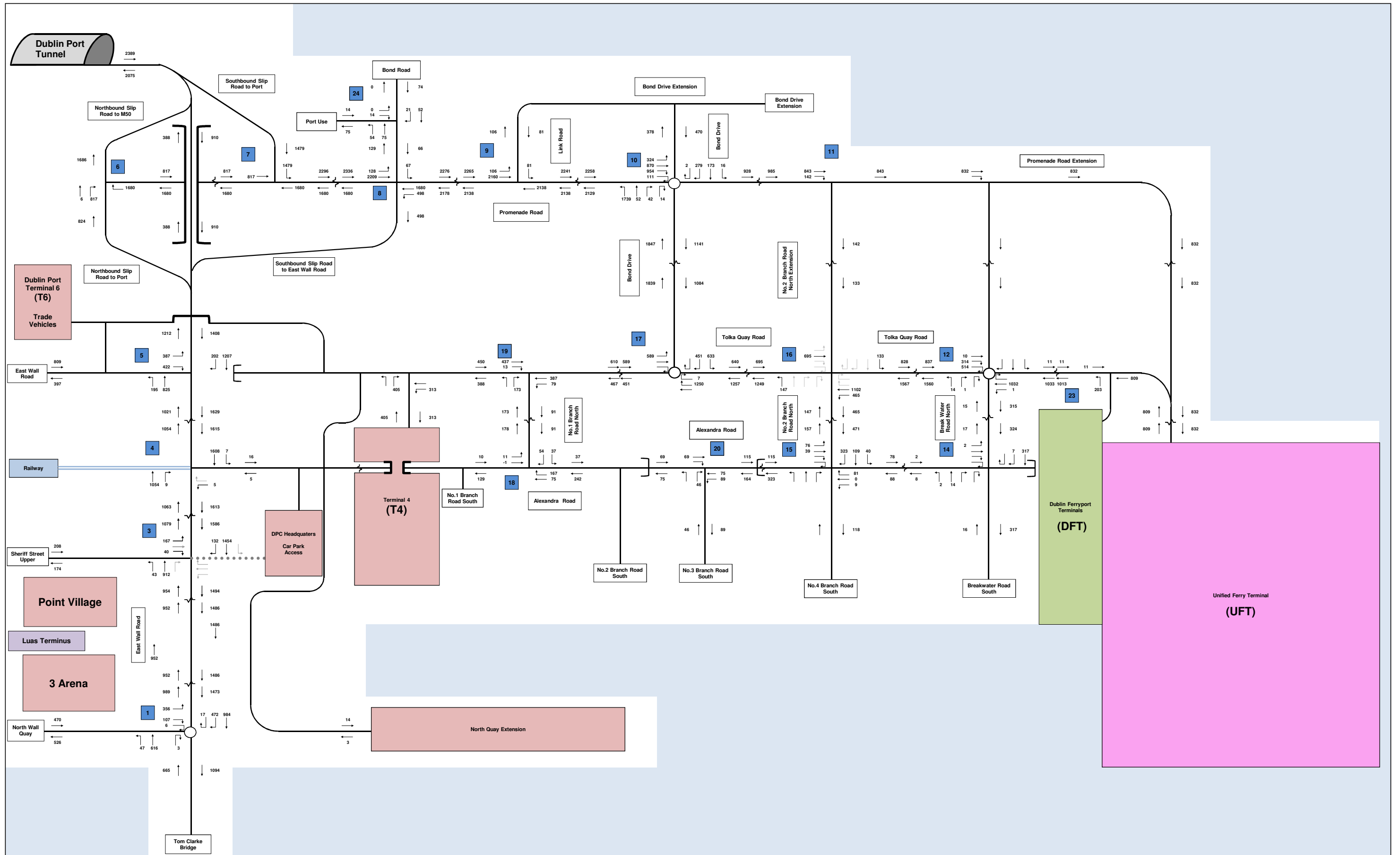
Appendix 13-3



IBH0596 DUBLIN PORT, MP2
 AM Peak Hour (For Internal Road Network): 0615-0715
 Proposed Traffic Flows
 PCUs
 2026

AM1-PR-26

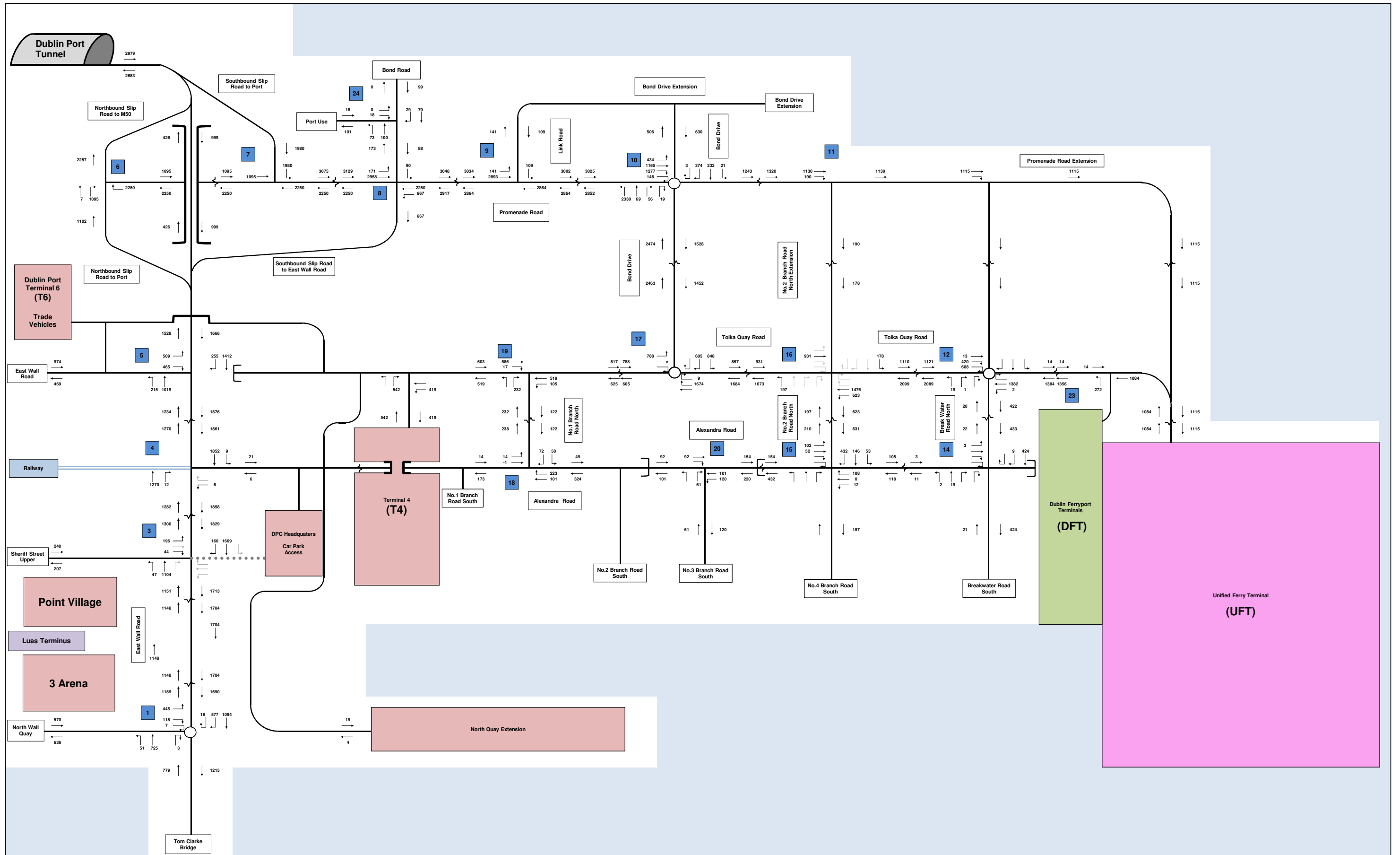




IBH0596 DUBLIN PORT, MP2
 AM Peak Hour (For Internal Road Network): 0615-0715
 Proposed Traffic Flows
 PCUs
 2031

AM1-PR-31

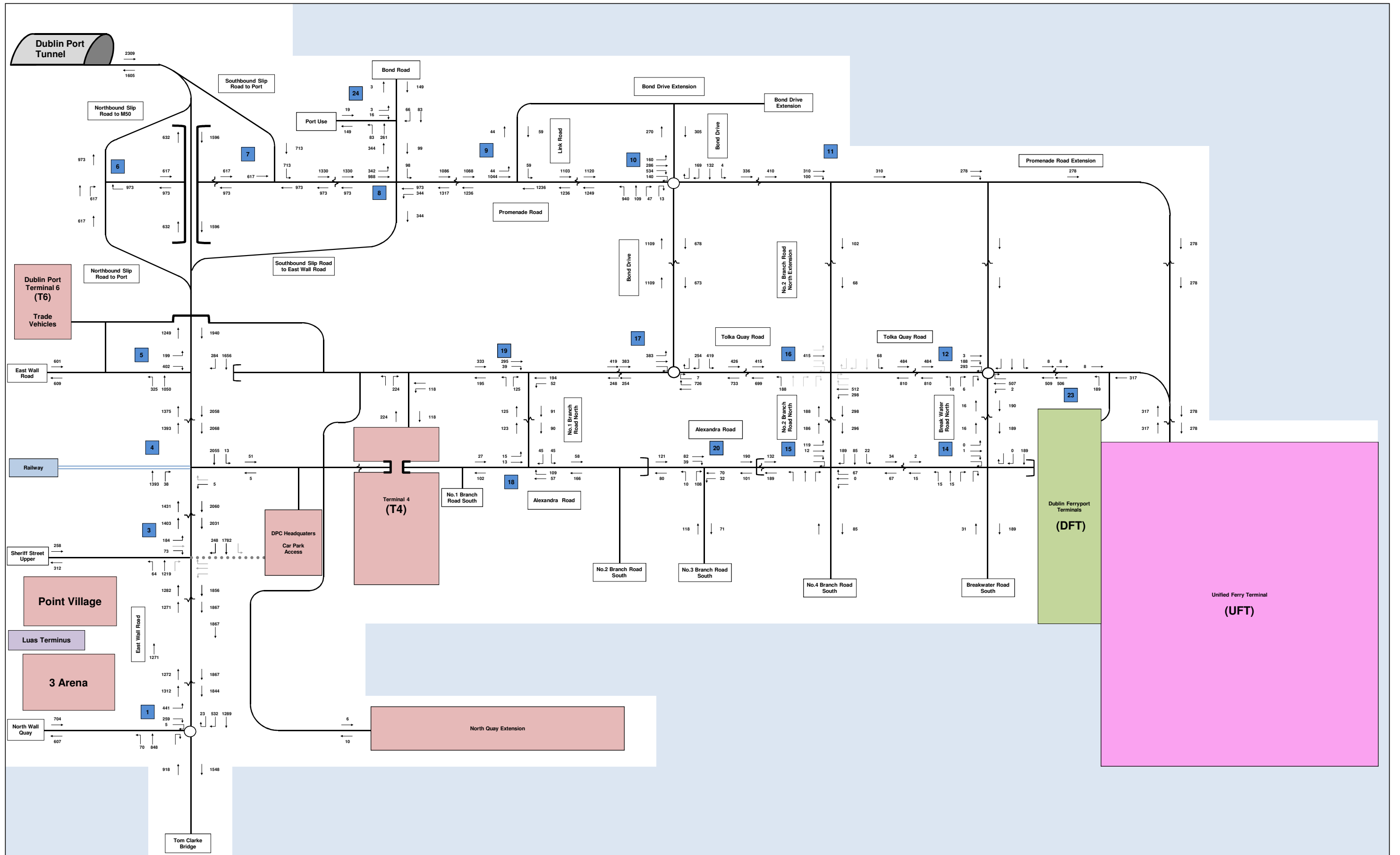




IBH0596 DUBLIN PORT, MP2
 AM Peak Hour (For Internal Road Network): 0615-0715
 Proposed Traffic Flows
 PCUs
 2040

AM1-PR-40

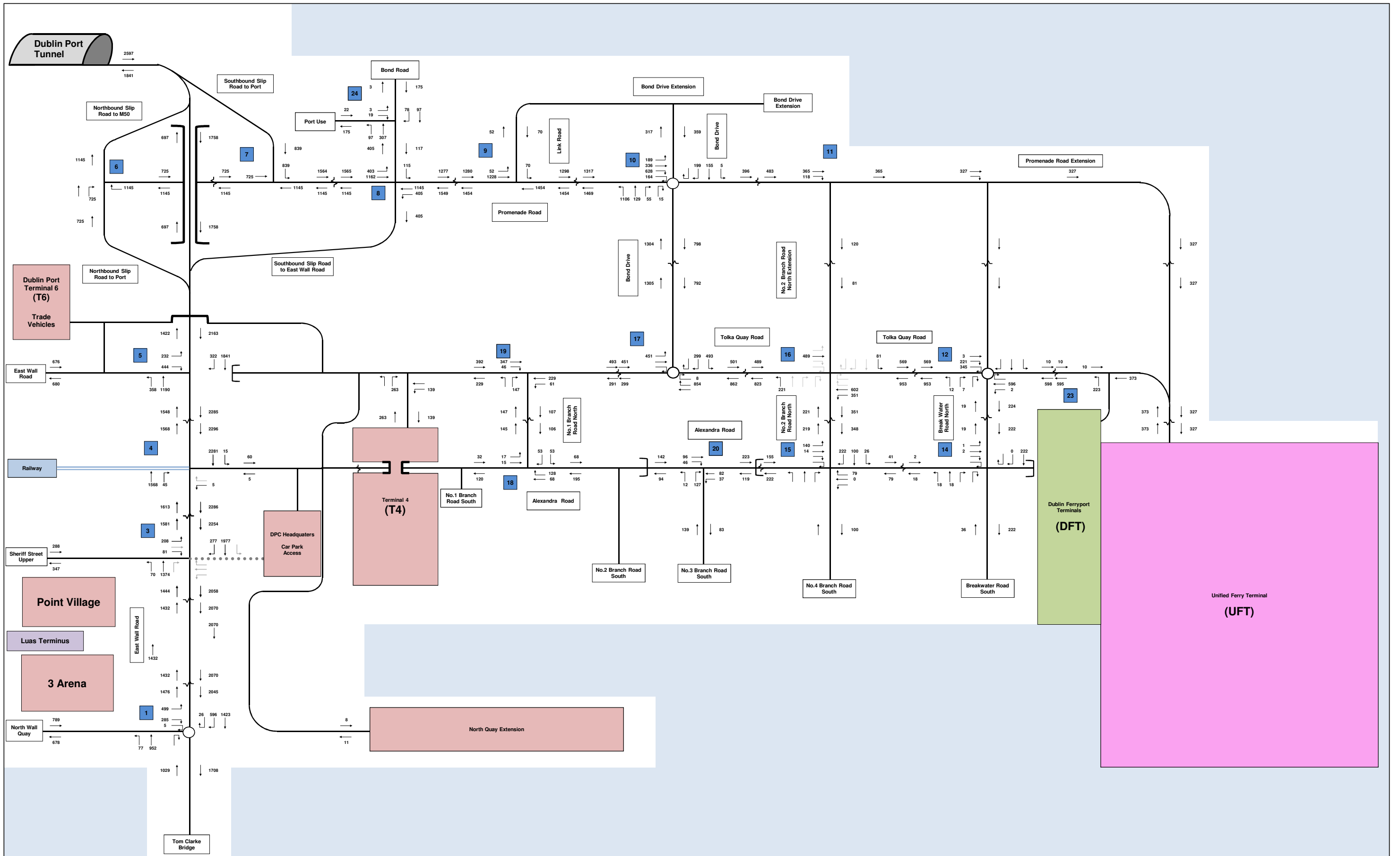




IBH0596 DUBLIN PORT, MP2
 AM Peak Hour (For External Road Network): 0730-0830
 Proposed Traffic Flows
 PCUs
 2026

AM2-PR-26

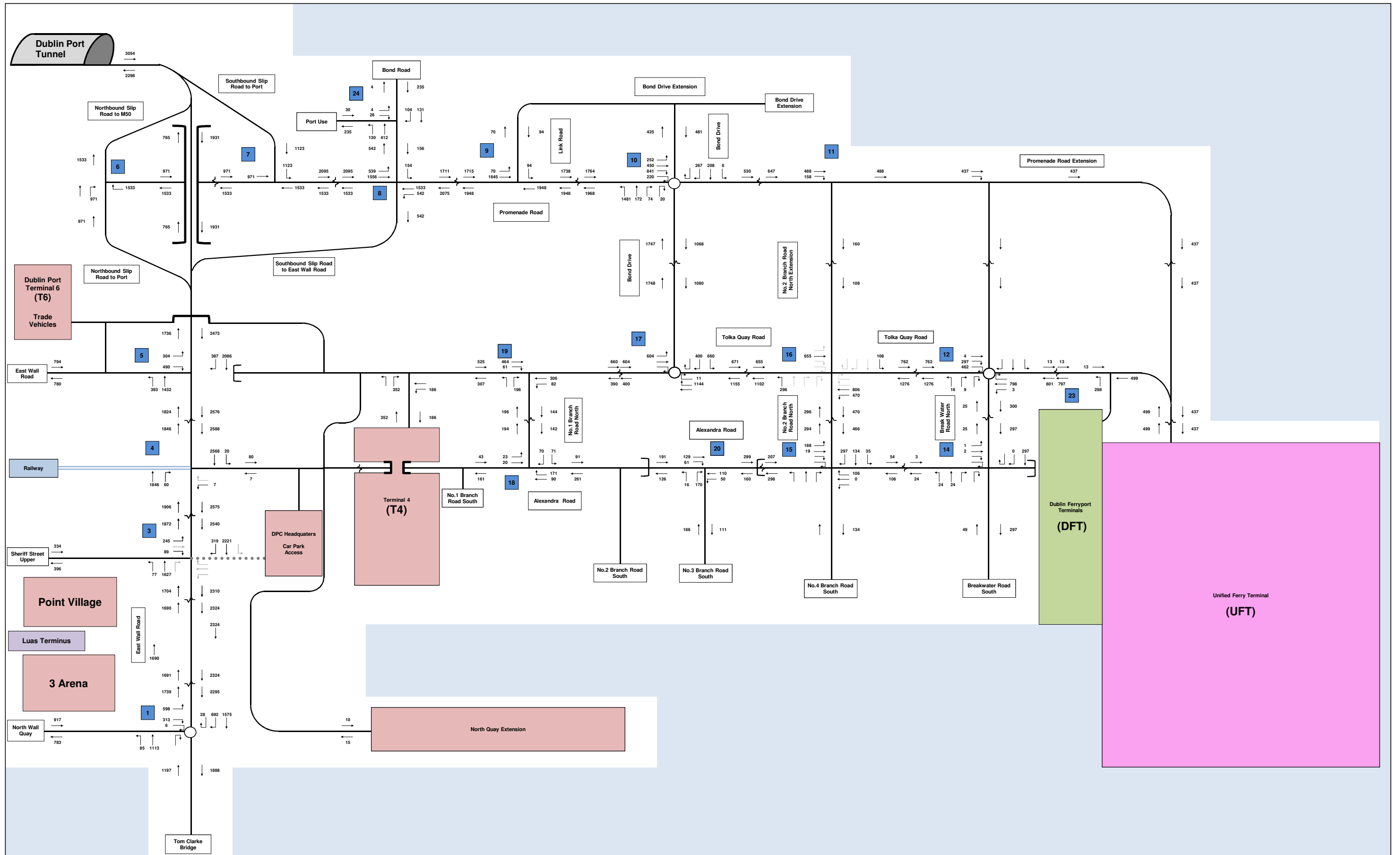




IBH0596 DUBLIN PORT, MP2
 AM Peak Hour (For External Road Network): 0730-0830
 Proposed Traffic Flows
 PCUs
 2031

AM2-PR-31

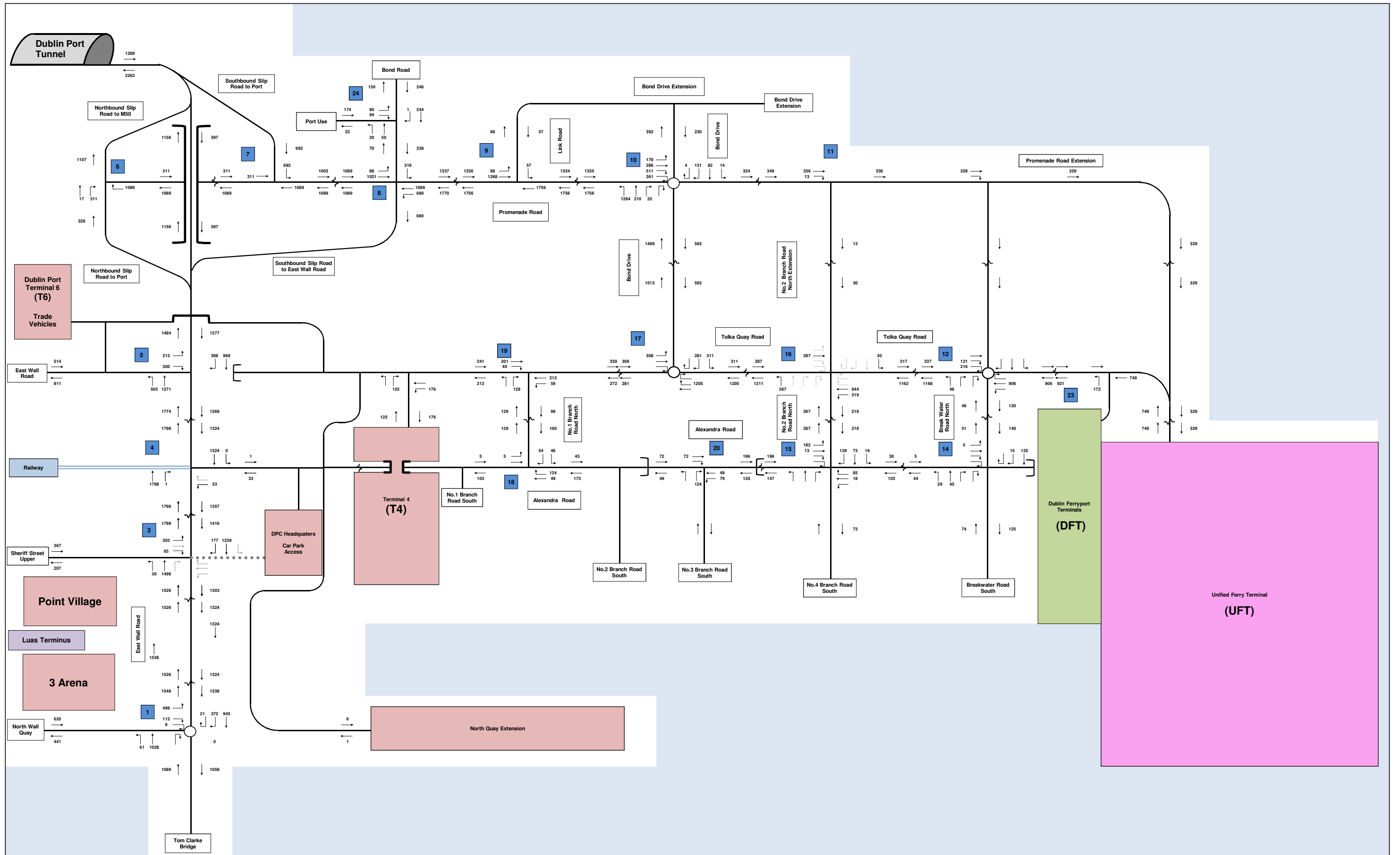




IBH0596 DUBLIN PORT, MP2
 AM Peak Hour (For External Road Network): 0730-0830
 Proposed Traffic Flows
 PCUs
 2040

AM2-PR-40

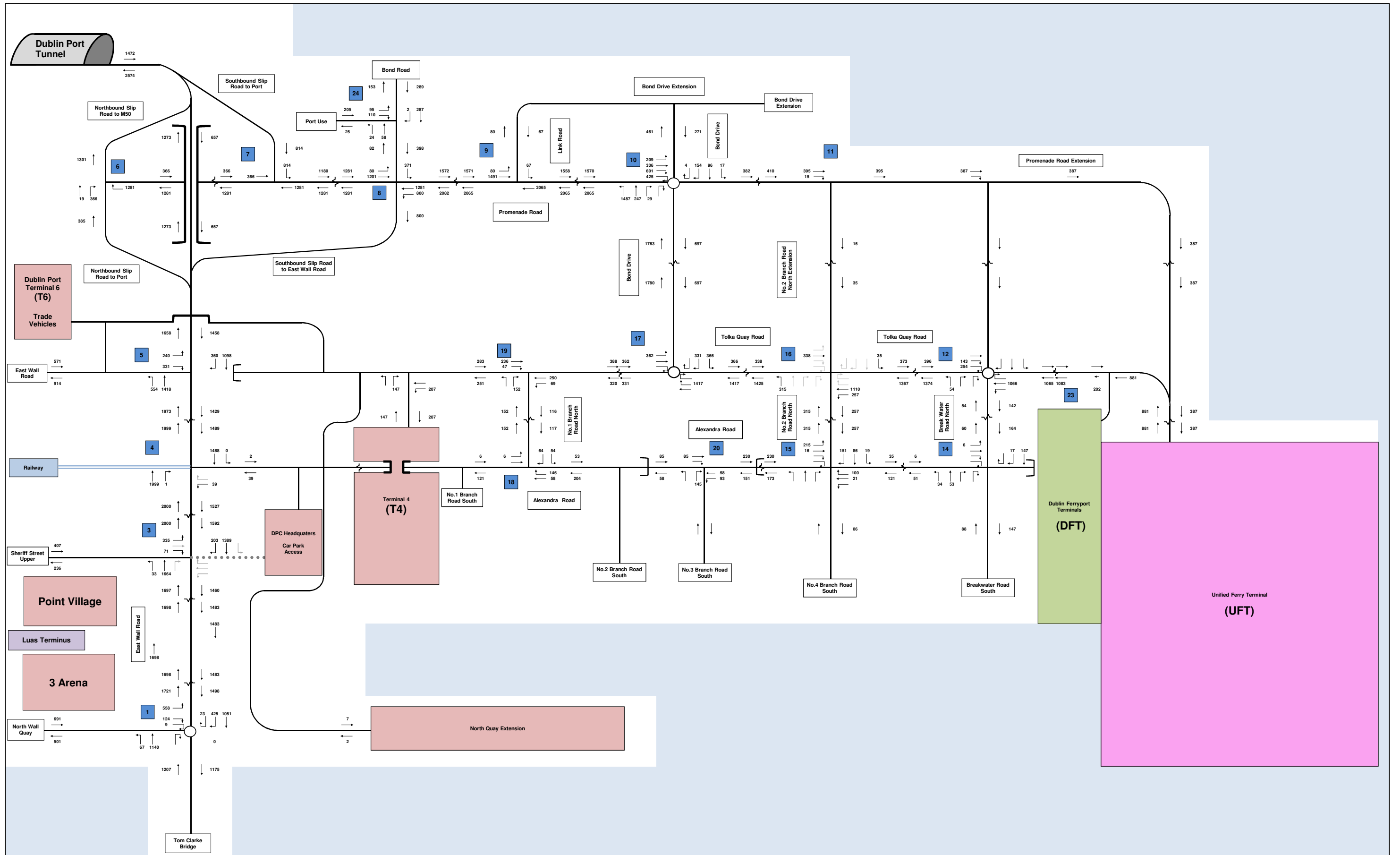




IBH0596 DUBLIN PORT, MP2
 PM Peak Hour (For External Road Network): 1645-1745
 Proposed Traffic Flows
 PCUs
 2026

PM-PR-26

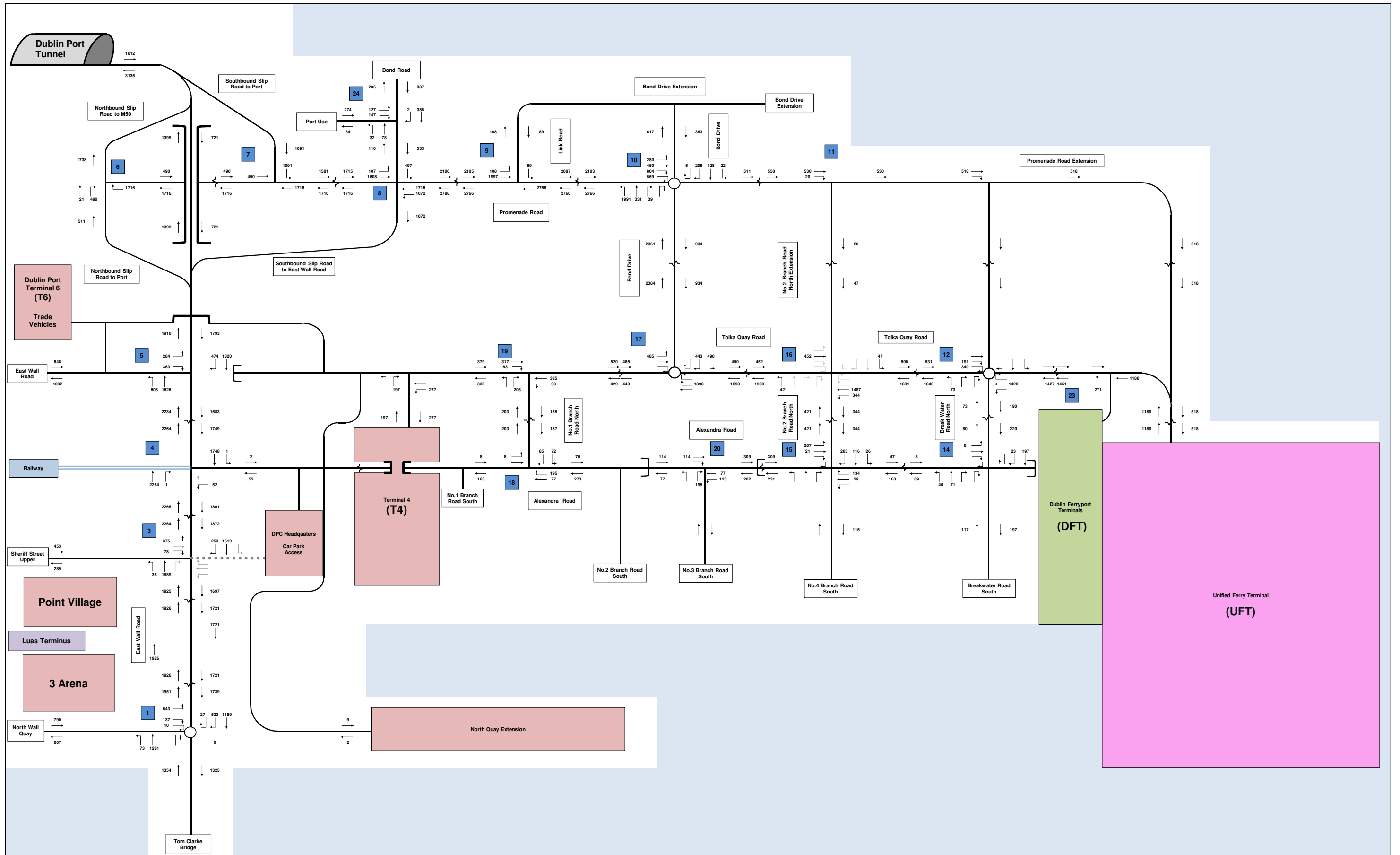




IBH0596 DUBLIN PORT, MP2
 PM Peak Hour (For External Road Network): 1645-1745
 Proposed Traffic Flows
 PCUs
 2031

PM-PR-31





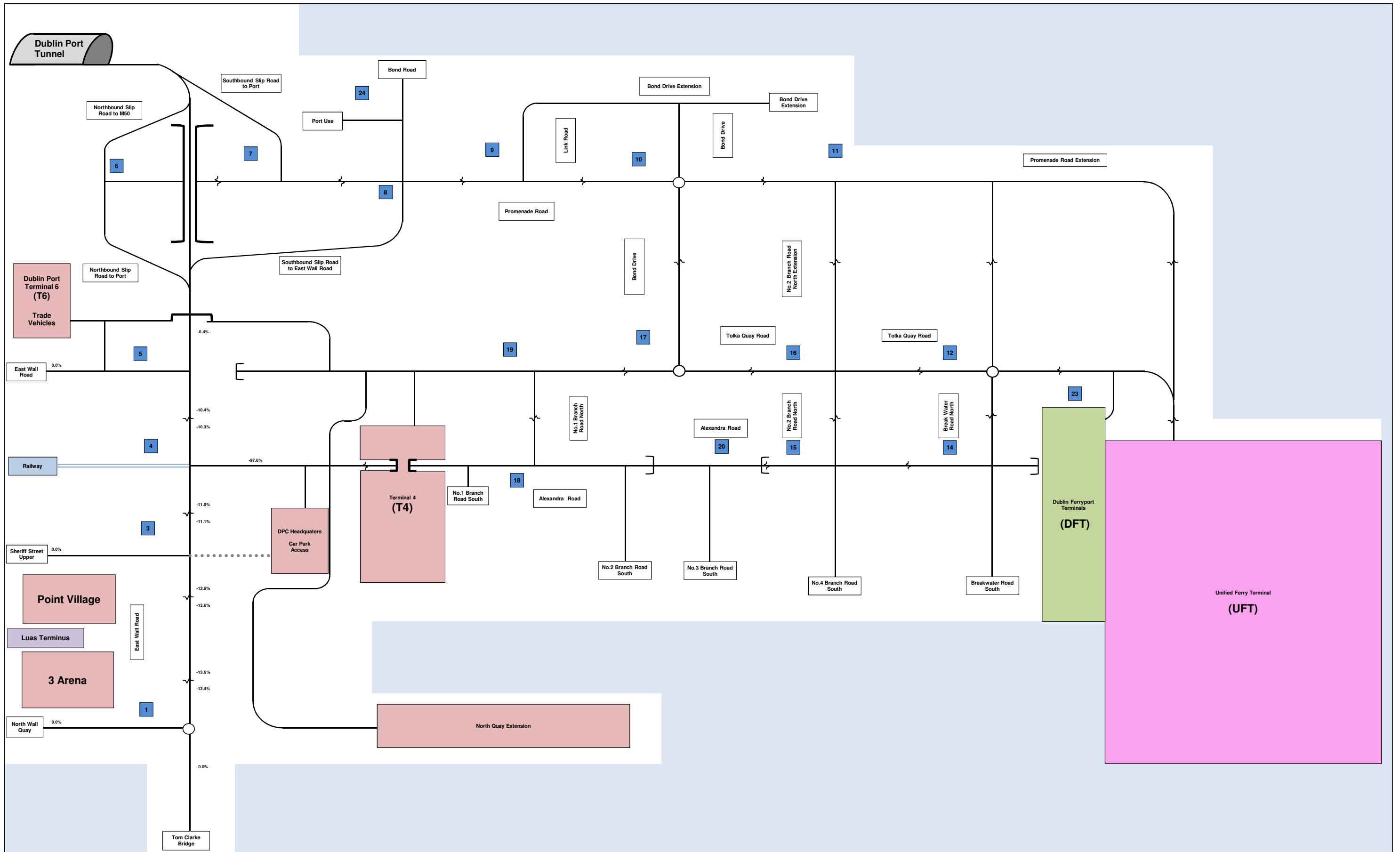
IBH0596 DUBLIN PORT, MP2
 PM Peak Hour (For External Road Network): 1645-1745
 Proposed Traffic Flows
 PCUs
 2040

PM-PR-40



APPENDIX 13 MATERIAL ASSETS – TRAFFIC & TRANSPORTATION

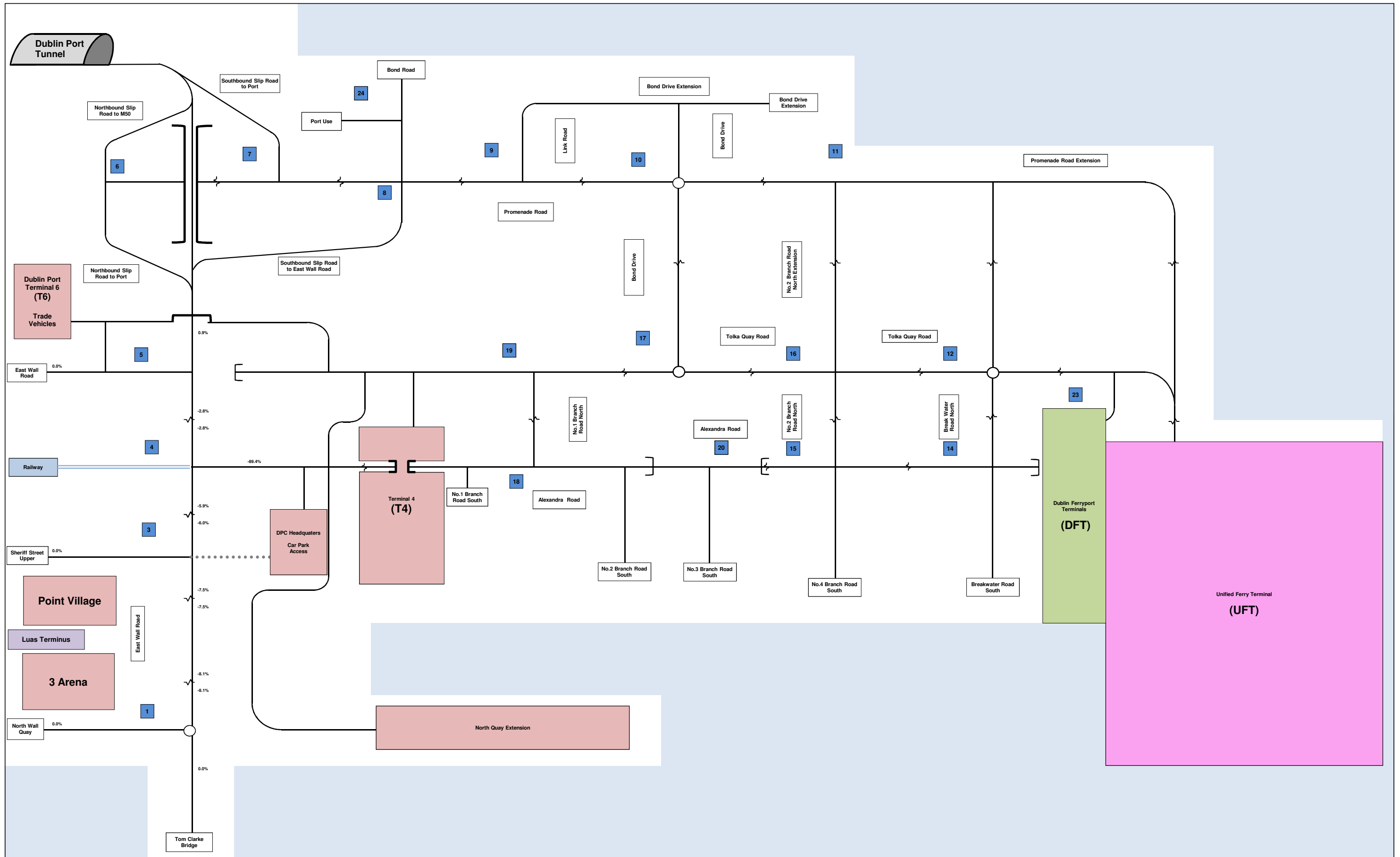
Appendix 13-4



IBH0596 DUBLIN PORT, MP2
 AM Peak Hour (For Internal Road Network): 0615-0715
 Percentage Impact on External Road Network
 PCUs

AM1-%age

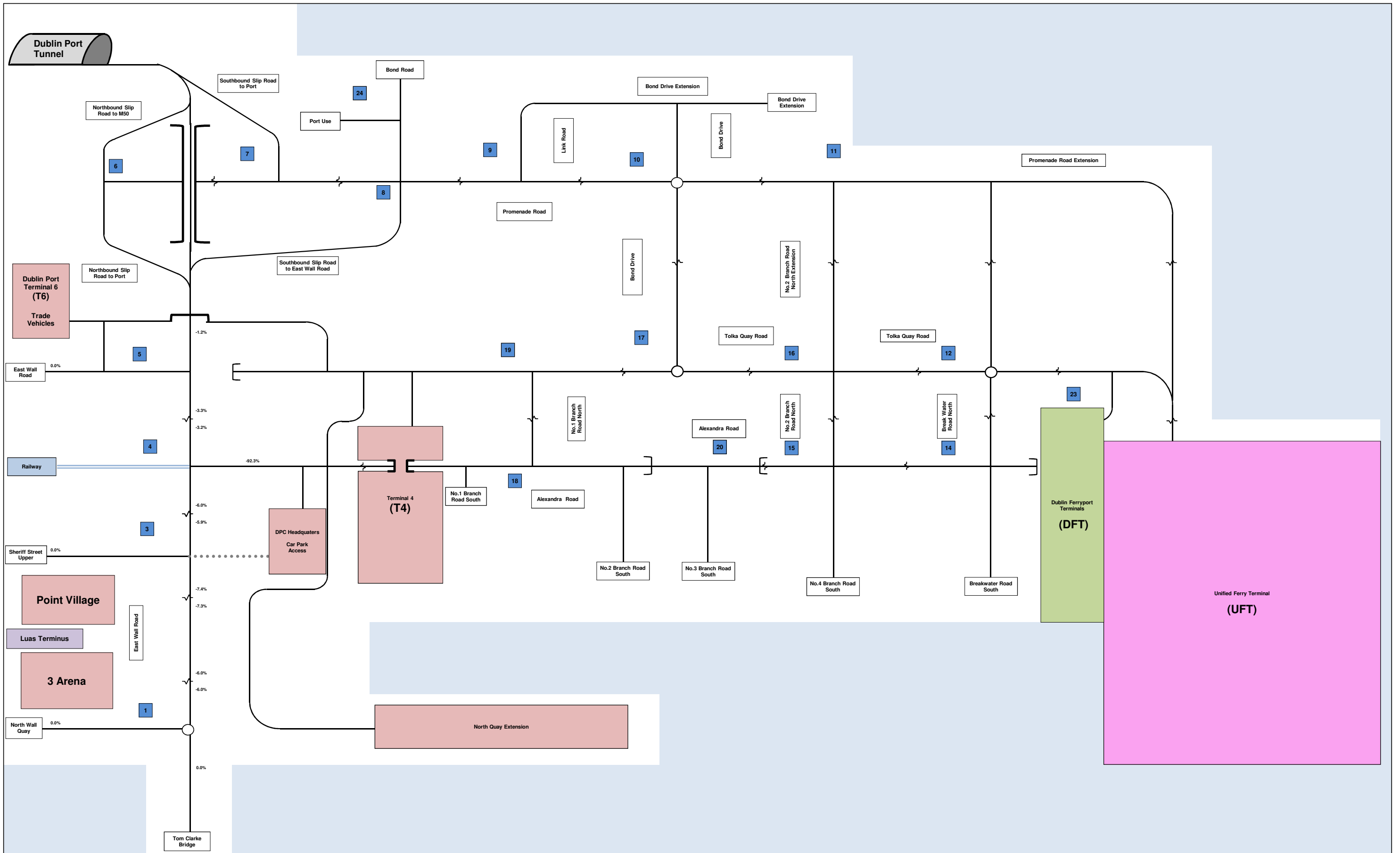




IBH0596 DUBLIN PORT, MP2
 AM Peak Hour (For External Road Network): 0730-0830
 Percentage Impact on External Road Network
 PCUs

AM2-%age





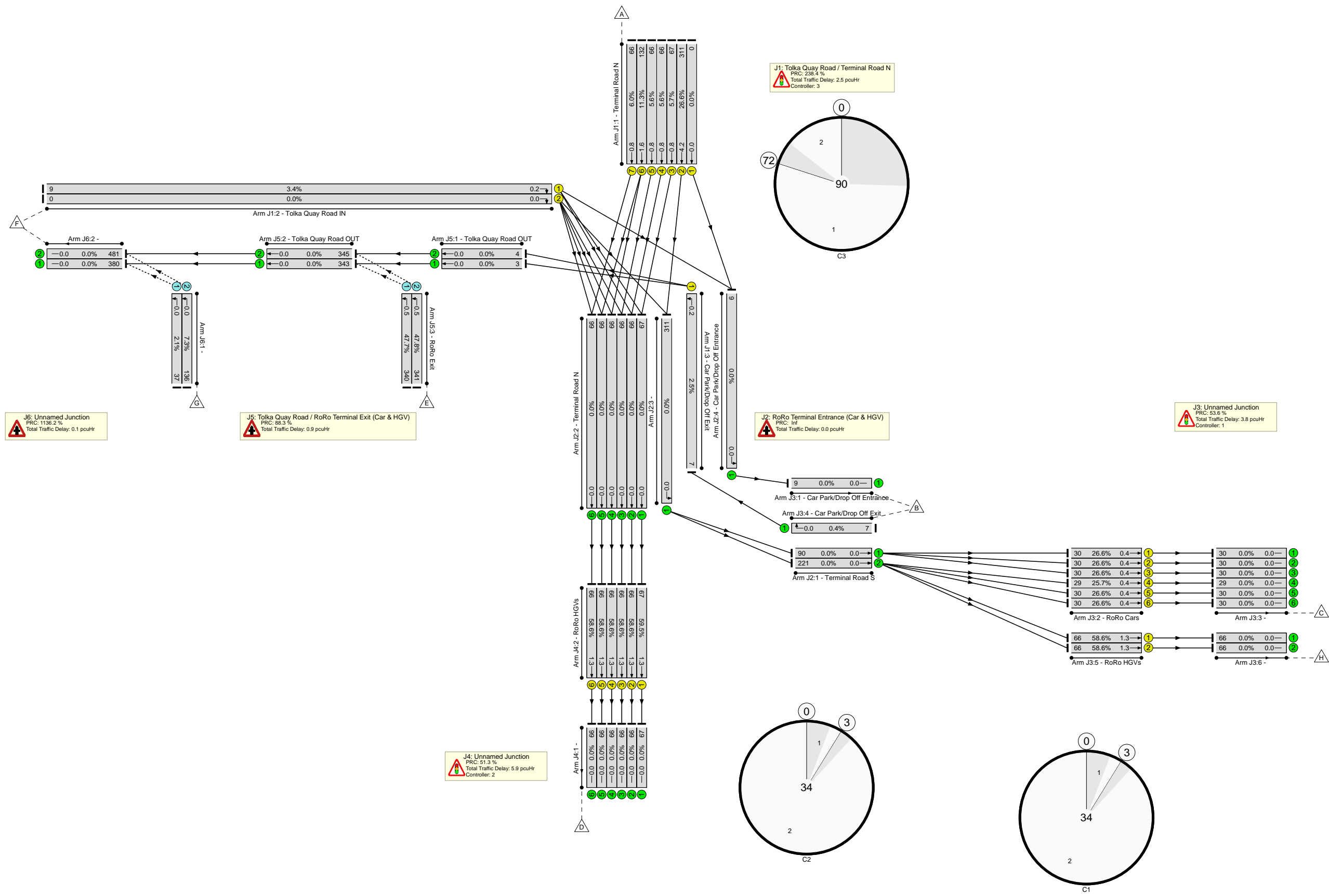
IBH0596 DUBLIN PORT, MP2
 PM Peak Hour (For External Road Network): 1645-1745
 Percentage Impact on External Road Network
 PCUs

PM-%age



APPENDIX 13 MATERIAL ASSETS – TRAFFIC & TRANSPORTATION

Appendix 13-5



Project Name

MP2 Project

Company

RPS

Address

Elmwood House, Boucher Road, Belfast, BT12 6RZ

Author Date Scale

SH 04 Jun 2019 NTS

Project Location

Project Title

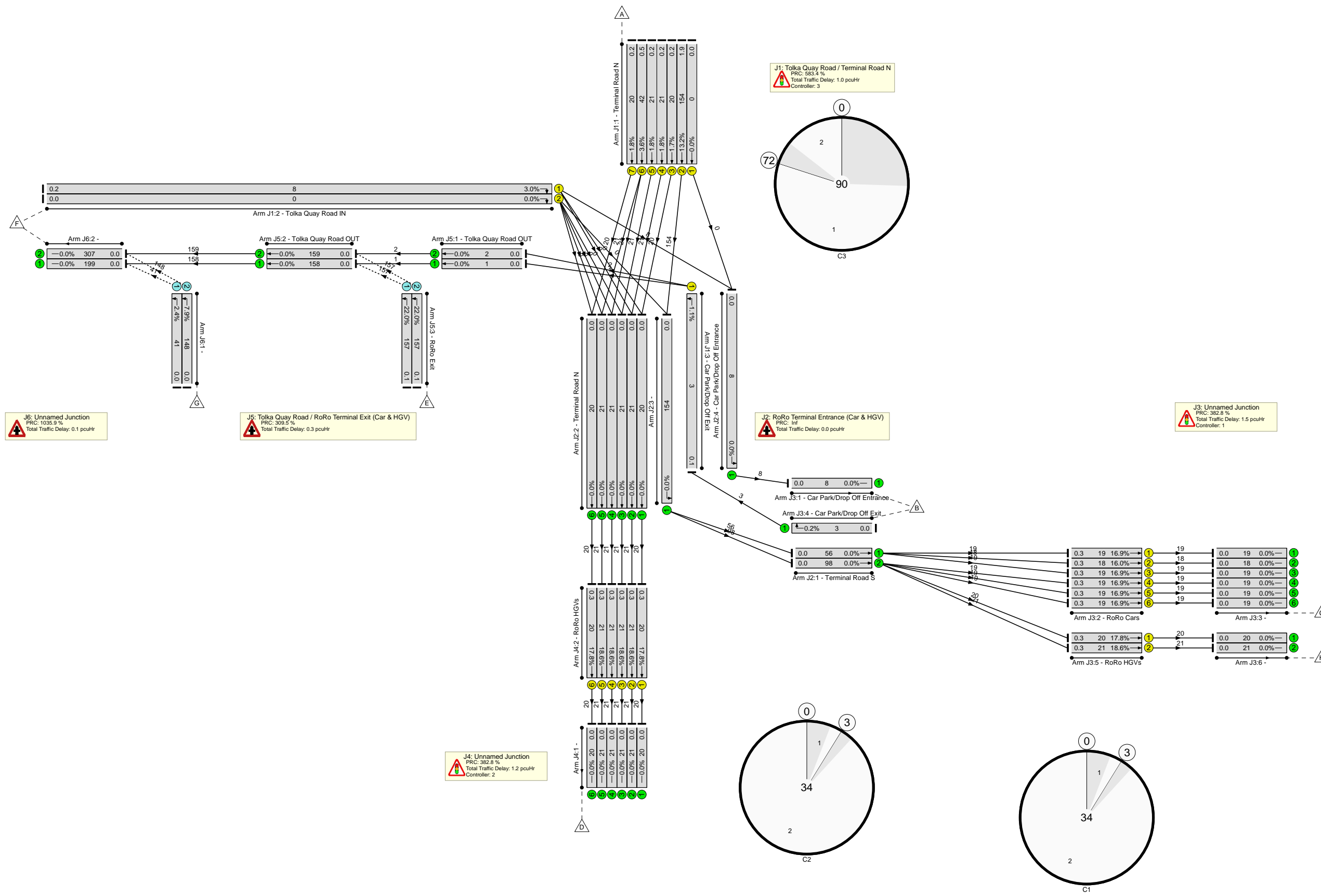
EIAR Chapter 13

Drawing Title

2026 AM1

FileName

Internal Model - Proposed_Port Barriers_May 2019_Final v.1.lsg3x



Project Name

MP2 Project

Company

RPS

Address

Elmwood House, Boucher Road, Belfast, BT12 6RZ

Author	Date	Scale
SH	04 Jun 2019	NTS

Project Location

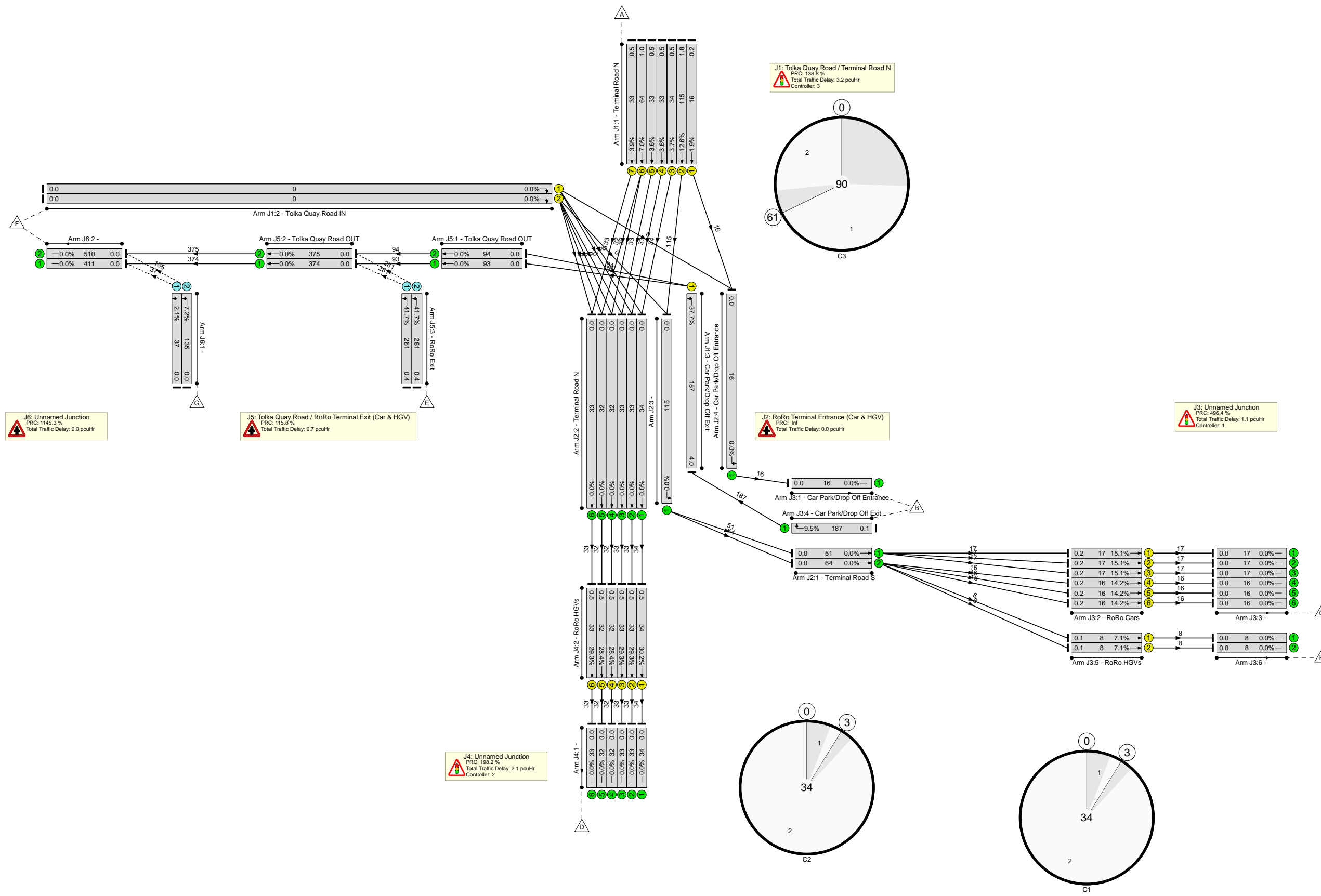
Project Title

EIAR Chapter 13

Drawing Title

2026 AM2

FileName
Internal Model - Proposed_Port Barriers_May 2019_Final v.1.lsg3x



Project Name

MP2 Project

Company

RPS

Address

Elmwood House, Boucher Road, Belfast, BT12 6RZ

Author	Date	Scale
SH	04 Jun 2019	NTS

Project Location

Project Title

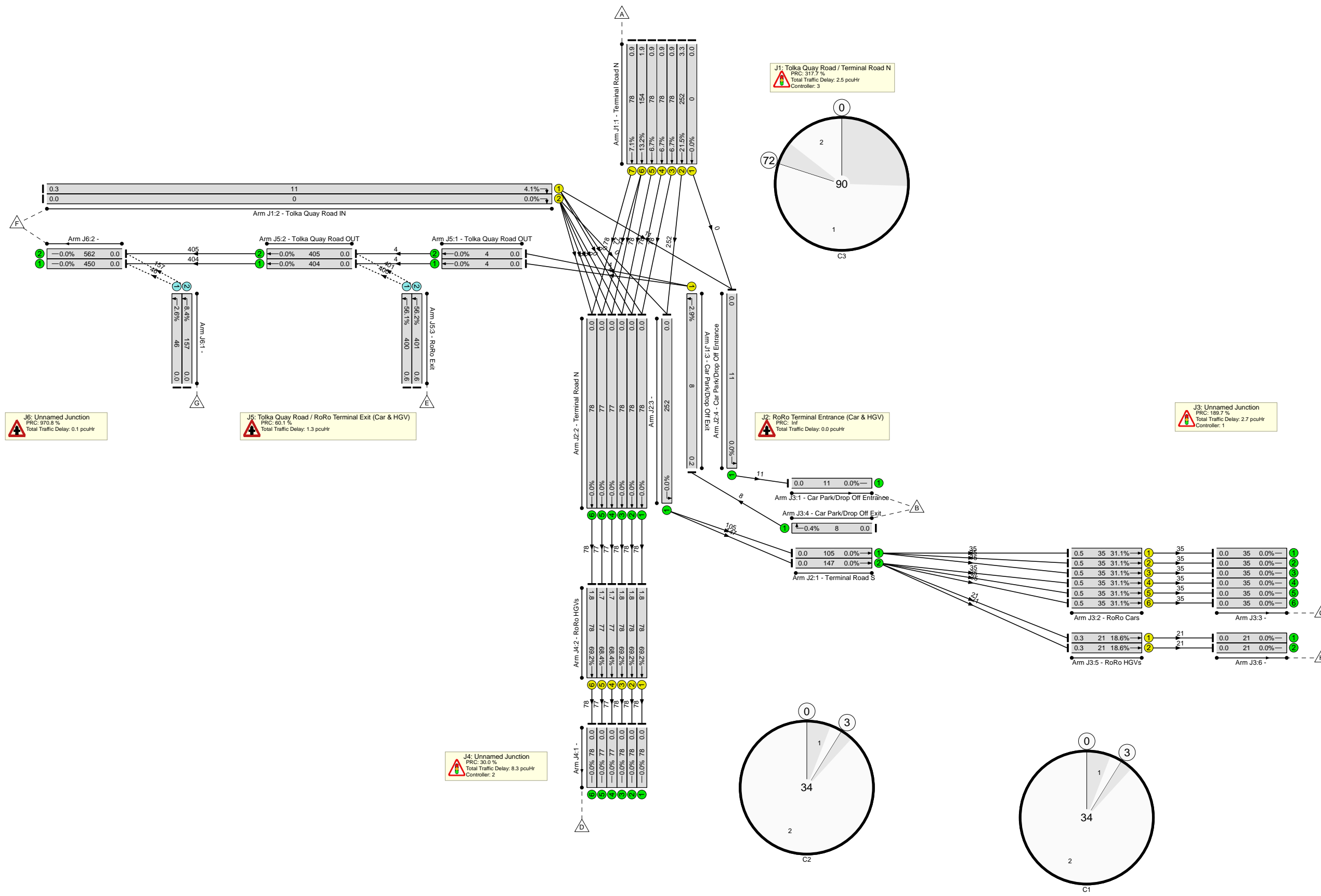
EIAR Chapter 13

Drawing Title

2026 PM

FileName

Internal Model - Proposed_Port Barriers_May 2019_Final v.1.lsg3x



Project Name

MP2 Project

Company

RPS

Address

Elmwood House, Boucher Road, Belfast, BT12 6RZ

Author	Date	Scale
SH	04 Jun 2019	NTS

Project Location

Project Title

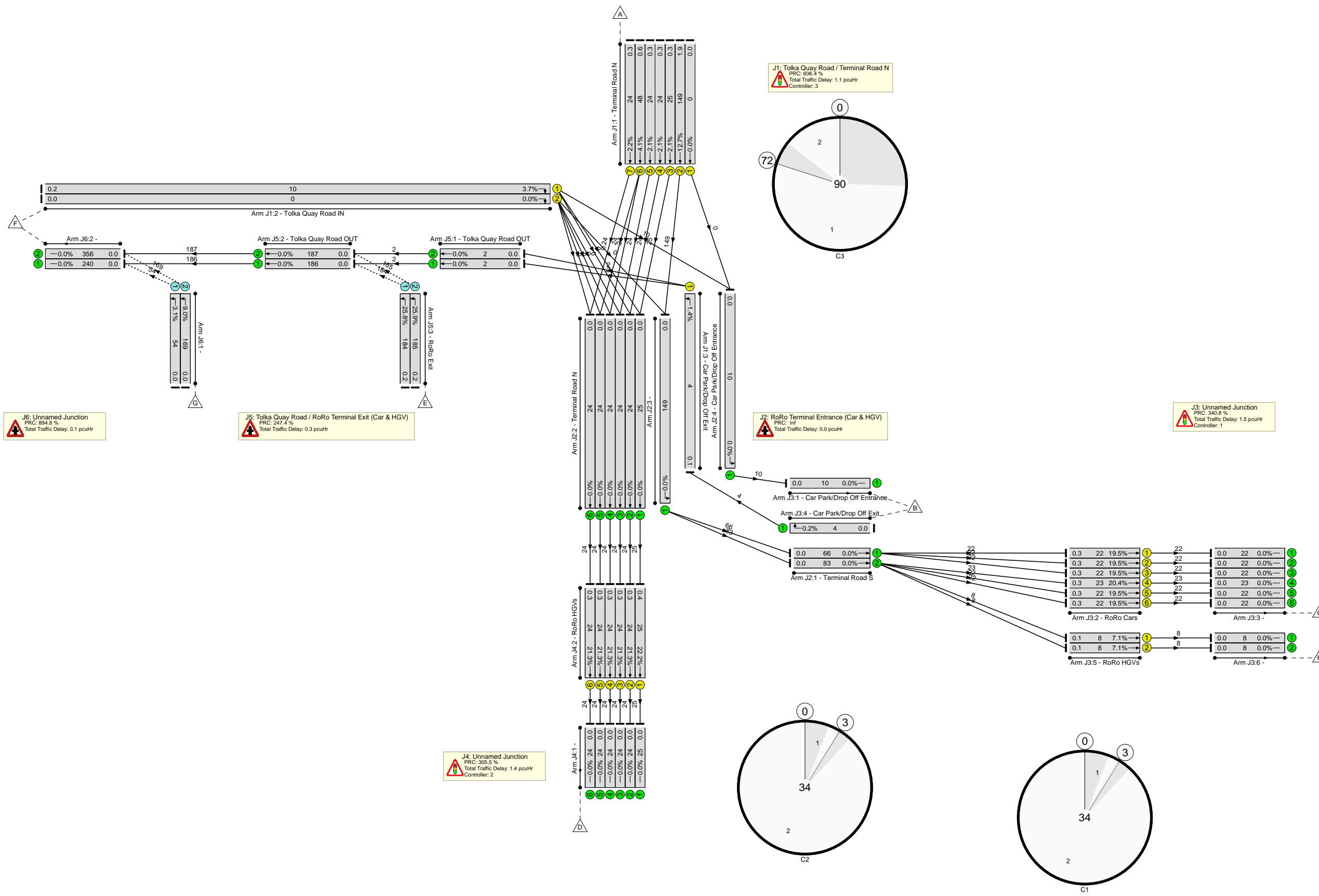
EIAR Chapter 13

Drawing Title

2031 AM1

FileName

Internal Model - Proposed_Port Barriers_May 2019_Final v.1.lsg3x



Project Name

MP2 Project

Company

RPS

Address

Elmwood House, Boucher Road, Belfast, BT12 6RZ

Author

SH

Date

04 Jun 2019

Scale

NTS

Project Location

Project Title

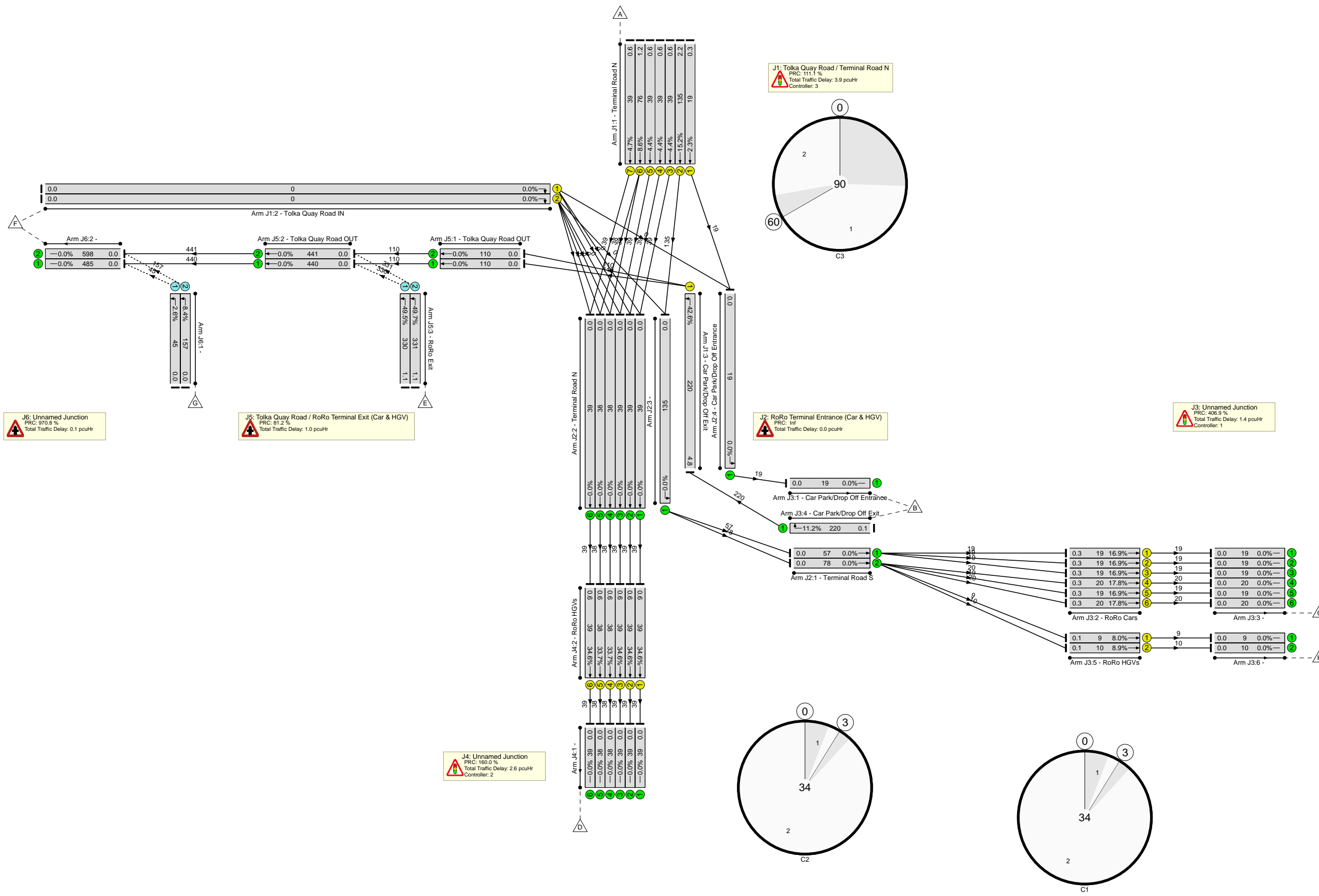
EIAR Chapter 13

Drawing Title

2031 AM2

FileName

Internal Model - Proposed_Port Barriers_May 2019_Final v.1.lsg3x



Project Name

MP2 Project

Company

RPS

Address

Elmwood House, Boucher Road, Belfast, BT12 6RZ

Author	Date	Scale
SH	04 Jun 2019	NTS

Project Location

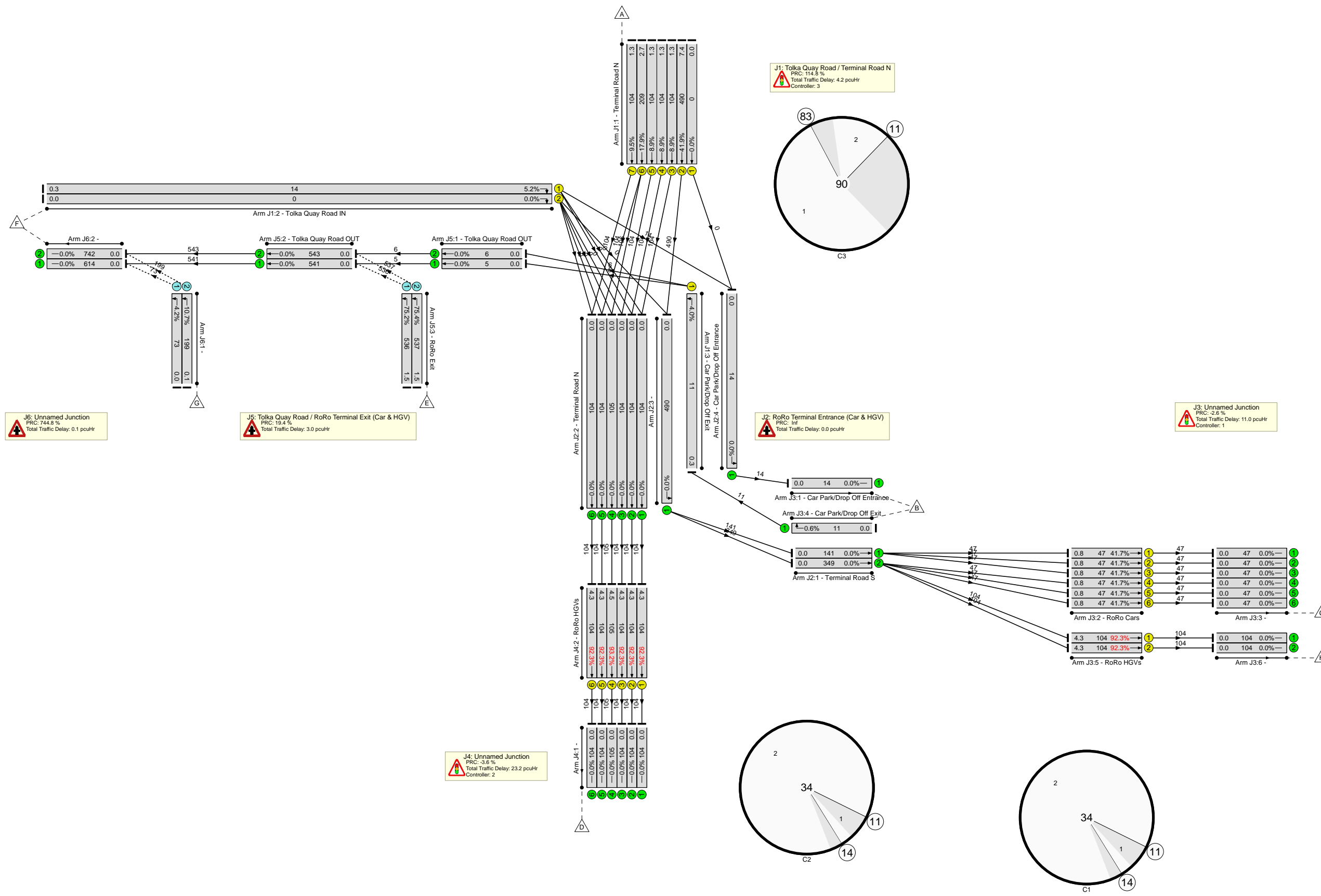
Project Title

EIAR Chapter 13

Drawing Title

2031 PM

FileName
 Internal Model - Proposed_Port Barriers_May 2019_Final v.1.lsg3x



Project Name

MP2 Project

Company

RPS

Address

Elmwood House, Boucher Road, Belfast, BT12 6RZ

Author	Date	Scale
SH	04 Jun 2019	NTS

Project Location

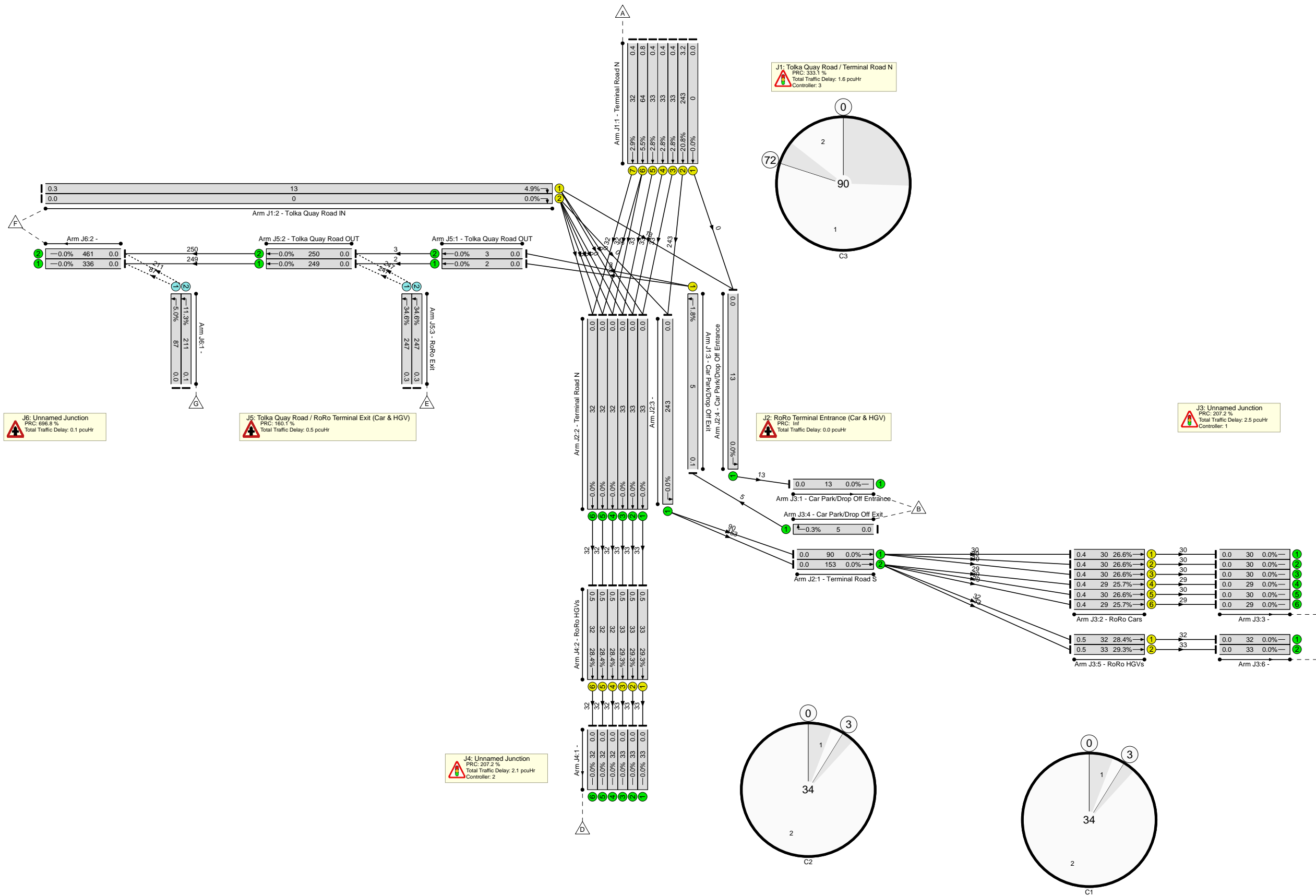
Project Title

EIAR Chapter 13

Drawing Title

2040 AM1

FileName
 Internal Model - Proposed_Port Barriers_May 2019_Final v.1.lsg3x



Project Name

MP2 Project

Company

RPS

Address

Elmwood House, Boucher Road, Belfast, BT12 6RZ

Author	Date	Scale
SH	04 Jun 2019	NTS

Project Location

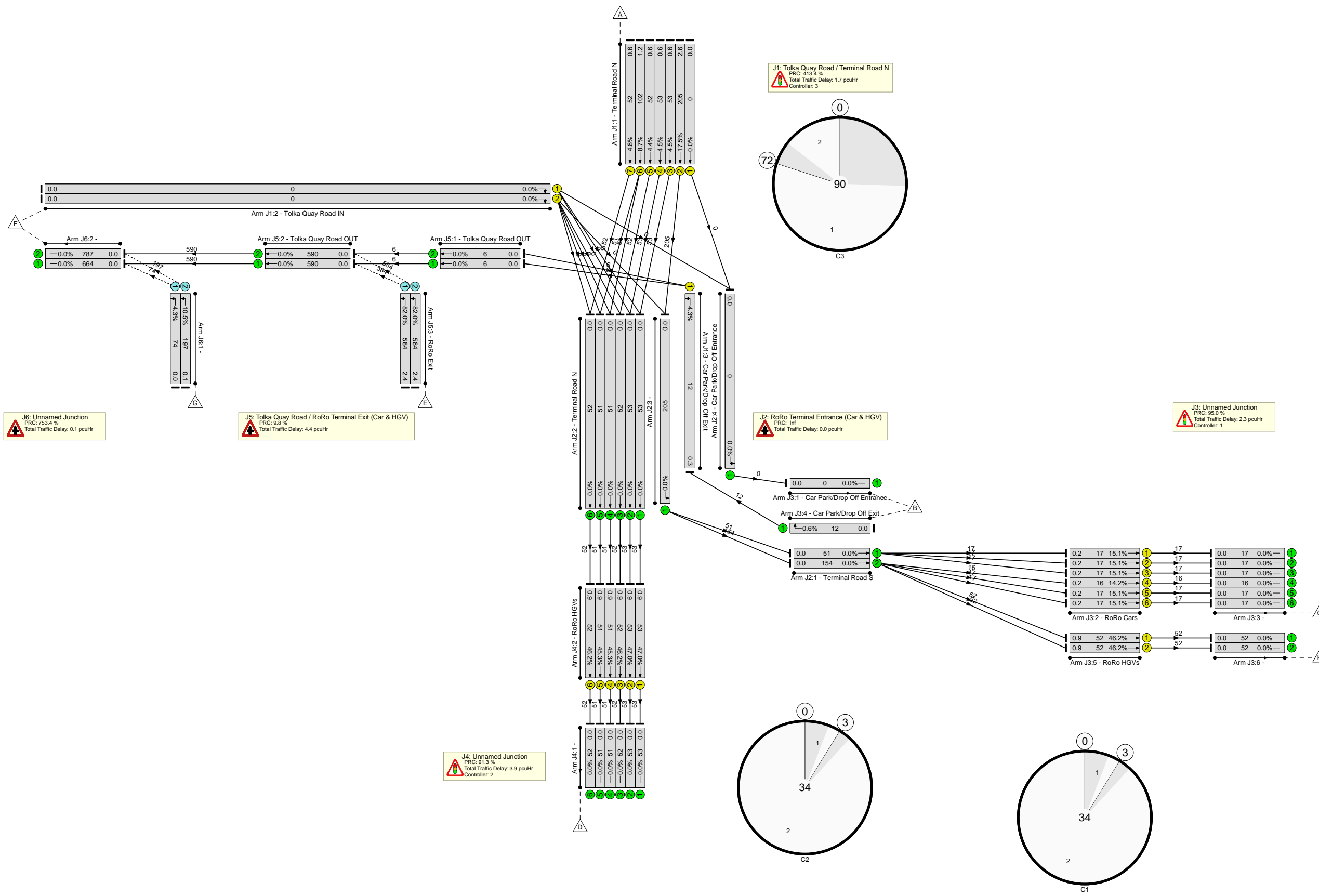
Project Title

EIAR Chapter 13

Drawing Title

2040 AM2

FileName
 Internal Model - Proposed_Port Barriers_May 2019_Final v.1.lsg3x



Project Name

MP2 Project

Company

RPS

Address

Elmwood House, Boucher Road, Belfast, BT12 6RZ

Author	Date	Scale
SH	04 Jun 2019	NTS

Project Location

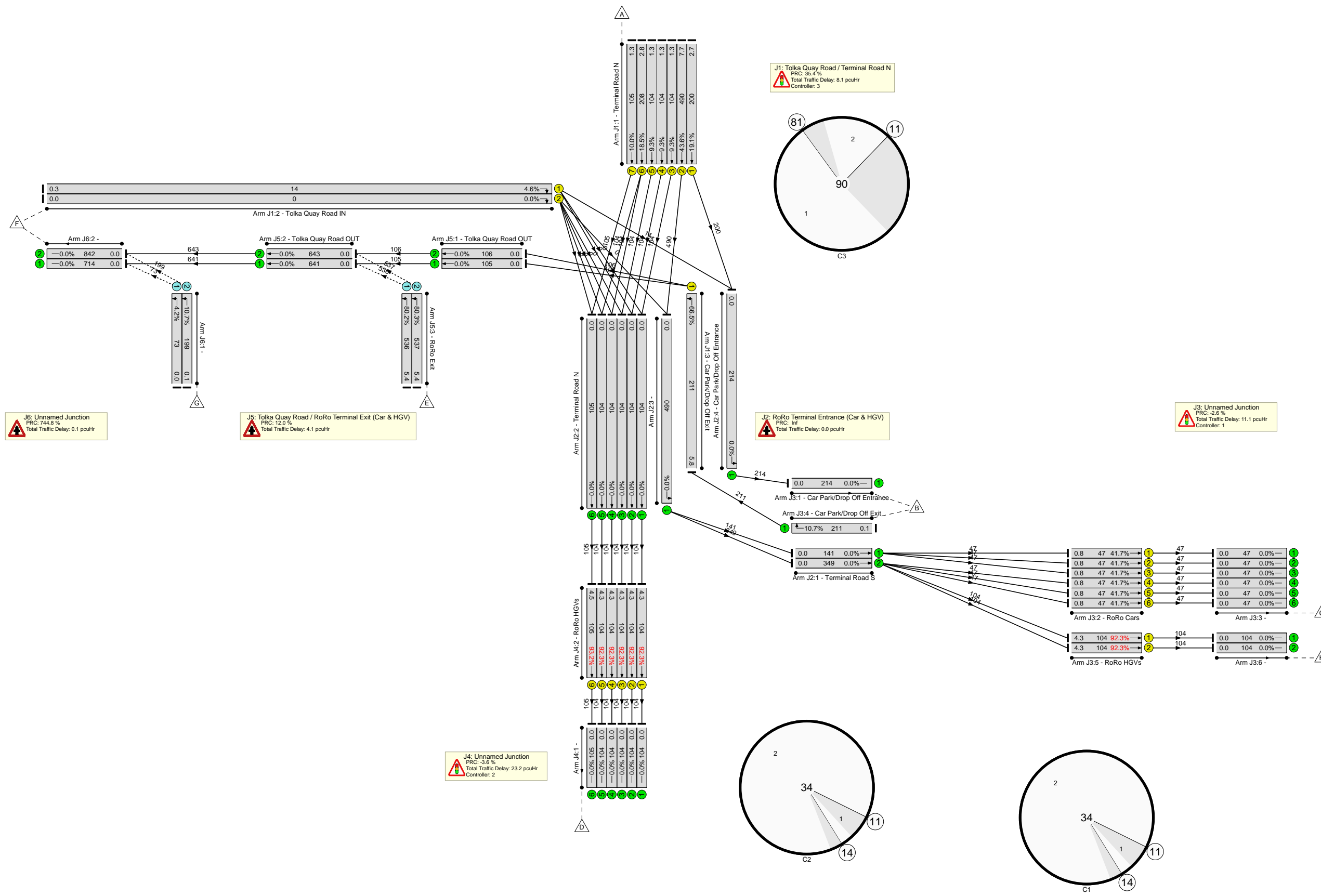
Project Title

EIAR Chapter 13

Drawing Title

2040 PM

FileName
Internal Model - Proposed_Port Barriers_May 2019_Final v.1.lsg3x



Project Name

MP2 Project

Company

RPS

Address

Elmwood House, Boucher Road, Belfast, BT12 6RZ

Author	Date	Scale
SH	04 Jun 2019	NTS

Project Location

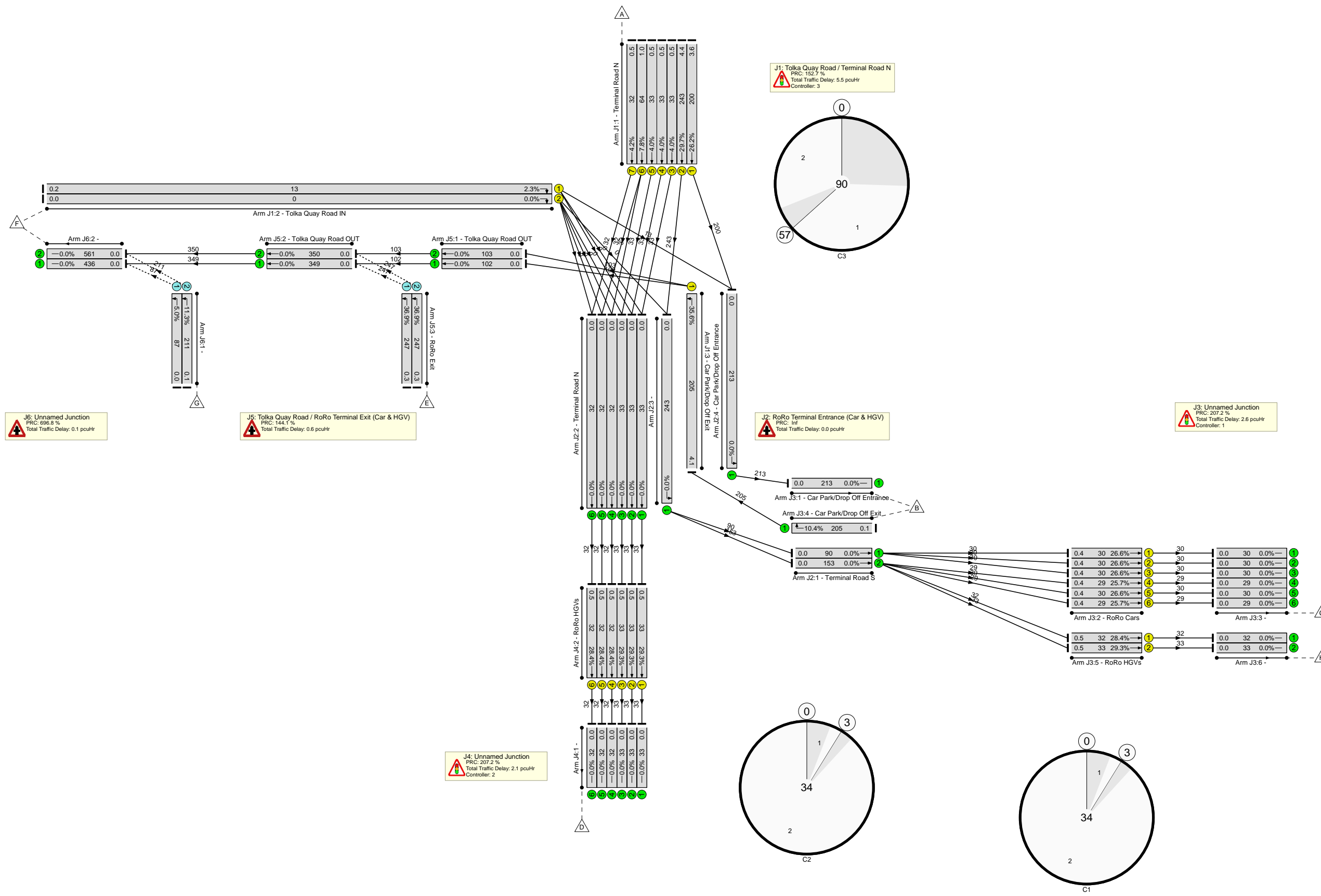
Project Title

EIAR Chapter 13

Drawing Title

2040 AM1

FileName
 Internal Model - Proposed_Port Barriers_May 2019_Final v.1.lsg3x



Project Name

MP2 Project

Company

RPS

Address

Elmwood House, Boucher Road, Belfast, BT12 6RZ

Author	Date	Scale
SH	04 Jun 2019	NTS

Project Location

Project Title

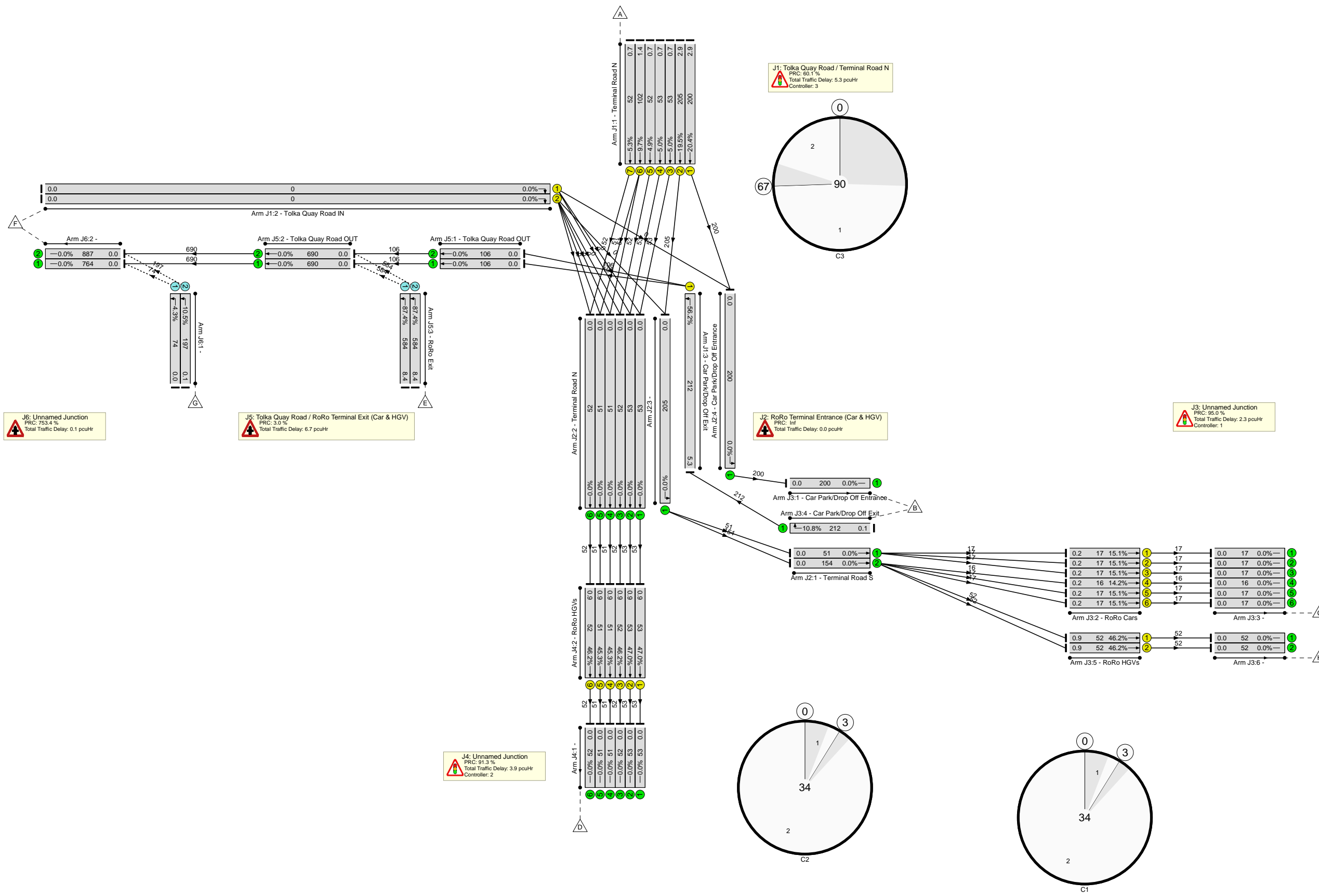
EIAR Chapter 13

Drawing Title

Sens Test 2040 AM2

FileName

Internal Model - Proposed_Port Barriers_May 2019_Final v.1.lsg3x



Project Name

MP2 Project

Company

RPS

Address

Elmwood House, Boucher Road, Belfast, BT12 6RZ

Author	Date	Scale
SH	04 Jun 2019	NTS

Project Location

Project Title

EIAR Chapter 13

Drawing Title

Sens Test 2040 PM

FileName
Internal Model - Proposed_Port Barriers_May 2019_Final v.1.lsg3x

APPENDIX 13 MATERIAL ASSETS – TRAFFIC & TRANSPORTATION

Appendix 13-6

1. Tolka Quay Road / Terminal Road North, Summary of Linked LinSig UFT Proposed Barrier Modelling Results

Tolka Quay Road / Terminal Road North								
Period of Assessment	Arm	Movement	AM1 Peak		AM2 Peak		PM Peak	
			DoS%	MMQ	DoS%	MMQ	DoS%	MMQ
2026 Proposed	Terminal Road North	Ahead	0.0%	0.0	0.0%	0.0	1.9%	0.2
		Ahead	26.6%	4.2	13.2%	1.9	12.6%	1.8
		Ahead	5.7%	0.8	1.7%	0.2	3.7%	0.5
		Ahead	5.6%	0.8	1.8%	0.2	3.6%	0.5
		Ahead	5.6%	0.8	1.8%	0.2	3.6%	0.5
		Ahead	11.3%	1.6	3.6%	0.5	7.0%	1.0
		Ahead	6.0%	0.8	1.8%	0.2	3.9%	0.5
		Ahead	6.0%	0.8	1.8%	0.2	3.9%	0.5
	Tolka Quay Road	Right	3.4%	0.2	3.0%	0.2	0.0%	0.0
		Right	0.0%	0.0	0.0%	0.0	0.0%	0.0
Car Park / Drop Off Exit	Left	2.5%	0.2	1.1%	0.1	37.7%	4.0	
PRC			238.4%		583.4%		138.8%	
2031 Proposed	Terminal Road North	Ahead	0.0%	0.0	0.0%	0.0	2.3%	0.3
		Ahead	21.5%	3.3	12.7%	1.9	15.2%	2.2
		Ahead	6.7%	0.9	2.1%	0.3	4.4%	0.6
		Ahead	6.7%	0.9	2.1%	0.3	4.4%	0.6
		Ahead	6.7%	0.9	2.1%	0.3	4.4%	0.6
		Ahead	13.2%	1.9	4.1%	0.6	8.6%	1.2
		Ahead	7.1%	0.9	2.2%	0.3	4.7%	0.6
		Ahead	7.1%	0.9	2.2%	0.3	4.7%	0.6
	Tolka Quay Road	Right	4.1%	0.3	3.7%	0.2	0.0%	0.0
		Right	0.0%	0.0	0.0%	0.0	0.0%	0.0
Car Park / Drop Off Exit	Left	2.9%	0.2	1.4%	0.1	42.6%	4.8	
PRC			317.7%		606.4%		111.1%	
2040 Proposed	Terminal Road North	Ahead	0.0%	0.0	0.0%	0.0	0.0%	0.0
		Ahead	41.9%	7.4	20.8%	3.2	17.5%	2.6
		Ahead	8.9%	1.3	2.8%	0.4	4.5%	0.6
		Ahead	8.9%	1.3	2.8%	0.4	4.5%	0.6
		Ahead	8.9%	1.3	2.8%	0.4	4.4%	0.6
		Ahead	17.9%	2.7	5.5%	0.8	8.7%	1.2
		Ahead	9.5%	1.3	2.9%	0.4	4.8%	0.6
		Ahead	9.5%	1.3	2.9%	0.4	4.8%	0.6
	Tolka Quay Road	Right	5.2%	0.3	4.9%	0.3	0.0%	0.0
		Right	0.0%	0.0	0.0%	0.0	0.0%	0.0
Car Park / Drop Off Exit	Left	4.0%	0.3	1.8%	0.1	4.3%	0.3	
PRC			114.8%		333.1%		413.4%	

2. Car and HGV Barrier Access to UFT, Summary of Linked LinSig UFT Proposed Barrier Modelling Results

Car & HGV Barriers Access to UFT								
Period of Assessment	Arm	Movement	AM1 Peak		AM2 Peak		PM Peak	
			DoS%	MMQ	DoS%	MMQ	DoS%	MMQ
2026 Proposed	RoRo Cars	Ahead	26.6%	0.4	16.9%	0.3	15.1%	0.2
		Ahead	26.6%	0.4	16.0%	0.3	15.1%	0.2
		Ahead	26.6%	0.4	16.9%	0.3	15.1%	0.2
		Ahead	25.7%	0.4	16.9%	0.3	14.2%	0.2
		Ahead	26.6%	0.4	16.9%	0.3	14.2%	0.2
		Ahead	26.6%	0.4	16.9%	0.3	14.2%	0.2
		Ahead	26.6%	0.4	16.9%	0.3	14.2%	0.2
	Car Park / Drop Off Exit	Right	0.4%	0.0	0.2%	0.0	9.5%	0.1
	RoRo HGVs	Ahead	58.6%	1.3	17.8%	0.3	7.1%	0.1
		Ahead	58.6	1.3	18.6%	0.3	7.1%	0.1
PRC			53.6%		382.8%		496.4%	
2031 Proposed	RoRo Cars	Ahead	31.1%	0.5	19.5%	0.3	16.9%	0.3
		Ahead	31.1%	0.5	19.5%	0.3	16.9%	0.3
		Ahead	31.1%	0.5	19.5%	0.3	16.9%	0.3
		Ahead	31.1%	0.5	20.4%	0.3	17.8%	0.3
		Ahead	31.1%	0.5	19.5%	0.3	16.9%	0.3
		Ahead	31.1%	0.5	19.5%	0.3	17.8%	0.3
		Ahead	31.1%	0.5	19.5%	0.3	17.8%	0.3
	Car Park / Drop Off Exit	Right	0.4%	0.0	0.2%	0.0	11.2%	0.1
	RoRo HGVs	Ahead	18.6%	0.3	7.1%	0.1	8.0%	0.1
		Ahead	18.6%	0.3	7.1%	0.1	8.9%	0.1
PRC			189.7%		340.8%		406.9%	
2040 Proposed	RoRo Cars	Ahead	41.7%	0.8	26.6%	0.4	15.1%	0.2
		Ahead	41.7%	0.8	26.6%	0.4	15.1%	0.2
		Ahead	41.7%	0.8	25.7%	0.4	14.2%	0.2
		Ahead	41.7%	0.8	26.6%	0.4	15.1%	0.2
		Ahead	41.7%	0.8	25.7%	0.4	15.1%	0.2
		Ahead	41.7%	0.8	25.7%	0.4	15.1%	0.2
	Car Park / Drop Off Exit	Right	0.6%	0.0	0.3%	0.0	0.6%	0.0
	RoRo HGVs	Ahead	92.3%	4.3	28.4%	0.5	46.2%	0.9
		Ahead	92.3%	4.3	29.3%	0.5	46.2%	0.9
	PRC			-2.6%		207.2%		95.0%

3. HGV Barrier Access to UFT, Summary of Linked LinSig UFT Proposed Barrier Modelling Results

HGV Barriers Access to UFT								
Period of Assessment	Arm	Movement	AM1 Peak		AM2 Peak		PM Peak	
			DoS%	MMQ	DoS%	MMQ	DoS%	MMQ
2026 Proposed	RoRo HGVs	Ahead	59.5%	1.3	17.8%	0.3	30.2%	0.5
		Ahead	58.6%	1.3	18.6%	0.3	29.3%	0.5
		Ahead	58.6%	1.3	18.6%	0.3	29.3%	0.5
		Ahead	58.6%	1.3	18.6%	0.3	28.4%	0.5
		Ahead	58.6%	1.3	18.6%	0.3	28.4%	0.5
		Ahead	58.6%	1.3	17.8%	0.3	29.3%	0.5
	PRC			51.3%		382.8%		198.2%
2031 Proposed	RoRo HGVs	Ahead	69.2%	1.8	22.2%	0.4	34.6%	0.6
		Ahead	69.2%	1.8	21.3%	0.3	34.6%	0.6
		Ahead	69.2%	1.8	21.3%	0.3	34.6%	0.6
		Ahead	68.4%	1.7	21.3%	0.3	33.7%	0.6
		Ahead	68.4%	1.7	21.3%	0.3	33.7%	0.6
		Ahead	69.2%	1.8	21.3%	0.3	34.6%	0.6
	PRC			30.0%		305.5%		160.0%
2040 Proposed	RoRo HGVs	Ahead	92.3%	4.3	29.3%	0.5	47.0%	0.9
		Ahead	92.3%	4.3	29.3%	0.5	47.0%	0.9
		Ahead	92.3%	4.3	29.3%	0.5	46.2%	0.9
		Ahead	92.3%	4.3	28.4%	0.5	45.3%	0.9
		Ahead	92.3%	4.3	28.4%	0.5	45.3%	0.9
		Ahead	92.3%	4.3	28.4%	0.5	46.2%	0.9
	PRC			-3.6%		207.2%		91.3%

4. Tolka Quay Road / RoRo Terminal Exit (Car and HGV), Summary of Linked LinSig UFT Proposed Barrier Modelling Results

Tolka Quay Road / RoRo Terminal Exit (Car & HGV)								
Period of Assessment	Arm	Movement	AM1 Peak		AM2 Peak		PM Peak	
			DoS%	MMQ	DoS%	MMQ	DoS%	MMQ
2026 Proposed	RoRo Exit	Left	47.7%	0.5	22.0%	0.1	41.7%	0.4
		Left	47.8%	0.5	22.0%	0.1	41.7%	0.4
	PRC			88.3%		309.5%		115.8%
2031 Proposed	RoRo Exit	Left	56.1%	0.6	25.8%	0.2	49.5%	1.1
		Left	56.2%	0.6	25.9%	0.2	49.7%	1.1
	PRC			60.1%		247.7%		81.2%
2040 Proposed	RoRo Exit	Left	75.2%	1.5	34.6%	0.3	82.0%	2.4
		Left	75.4%	1.5	34.6%	0.3	82.0%	2.4
	PRC			19.4%		160.1%		9.8%

5. UFT Access, Summary of Linked LinSig UFT Proposed Barrier Modelling Results

UFT Access								
Period of Assessment	Arm	Movement	AM1 Peak		AM2 Peak		PM Peak	
			DoS%	MMQ	DoS%	MMQ	DoS%	MMQ
2026 Proposed	UFT Access	Left	2.1%	0.0	2.4%	0.0	2.1%	0.0
		Left	7.3%	0.0	7.9%	0.0	7.2%	0.0
	PRC			1136.2%		1035.9%		1145.3%
2031 Proposed	UFT Access	Left	2.6%	0.0	3.1%	0.0	2.6%	0.0
		Left	8.4%	0.0	9.0%	0.0	8.4%	0.0
	PRC			970.8%		894.8%		970.8%
2040 Proposed	UFT Access	Left	4.2%	0.0	5.0%	0.0	4.3%	0.0
		Left	10.7%	0.1	11.3%	0.1	10.5%	0.1
	PRC			744.8%		696.8%		753.4%

1. Tolka Quay Road / Terminal Road North, UFT Proposed Barrier Modelling Results, Sensitivity Test 2040 AM1

Tolka Quay Road / Terminal Road North									
Period of Assessment	Arm	Movement	AM1 Peak		AM2 Peak		PM Peak		
			DoS%	MMQ	DoS%	MMQ	DoS%	MMQ	
2040 Proposed	Terminal Road North	Ahead	19.1%	2.7	26.2%	3.6	20.4%	2.9	
		Ahead	43.6%	7.7	29.7%	4.4	19.5%	2.9	
		Ahead	9.3%	1.3	4.0%	0.5	5.0%	0.7	
		Ahead	9.3%	1.3	4.0%	0.5	5.0%	0.7	
		Ahead	9.3%	1.3	4.0%	0.5	4.9%	0.7	
		Ahead	18.5%	2.8	7.8%	1.0	9.7%	1.4	
		Ahead	10.0%	1.3	4.2%	0.5	5.3%	0.7	
		Tolka Quay Road	Right	4.6%	0.3	2.3%	0.2	0.0%	0.0
	Car Park / Drop Off Exit	Left	19.1%	2.7	35.6%	4.1	56.2%	5.3	
	PRC			35.4%		152.7%		60.1%	

2. Car and HGV Barrier Access to UFT, UFT Proposed Barrier Modelling Results, Sensitivity Test 2040 AM1

Car and HGV Barrier Access to UFT								
Period of Assessment	Arm	Movement	AM1 Peak		AM2 Peak		PM Peak	
			DoS%	MMQ	DoS%	MMQ	DoS%	MMQ
2040 Proposed	RoRo Cars	Ahead	41.7%	0.8	26.6%	0.4	15.1%	0.2
		Ahead	41.7%	0.8	26.6%	0.4	15.1%	0.2
		Ahead	41.7%	0.8	26.6%	0.4	15.1%	0.2
		Ahead	41.7%	0.8	25.7%	0.4	14.2%	0.2
		Ahead	41.7%	0.8	26.6%	0.4	15.1%	0.2
		Ahead	41.7%	0.8	25.7%	0.4	15.1%	0.2
	Car Park / Drop Off Exit	Right	10.7%	0.1	10.4%	0.1	10.8%	0.1
	RoRo HGVs	Ahead	92.3%	4.3	28.4%	0.5	46.2%	0.9
		Ahead	92.3%	4.3	29.3%	0.5	46.2%	0.9
	PRC			-2.6%		207.2%		95.0%

3. HGV Barrier Access to UFT, UFT Proposed Barrier Modelling Results, Sensitivity Test 2040 AM1

HGV Barrier Access to UFT								
Period of Assessment	Arm	Movement	AM1 Peak		AM2 Peak		PM Peak	
			DoS%	MMQ	DoS%	MMQ	DoS%	MMQ
2040 Proposed	RoRo HGVs	Ahead	92.3%	4.3	29.3%	0.5	47.0%	0.9
		Ahead	92.3%	4.3	29.3%	0.5	47.0%	0.9
		Ahead	92.3%	4.3	29.3%	0.5	46.2%	0.9
		Ahead	92.3%	4.3	28.4%	0.5	45.3%	0.9
		Ahead	92.3%	4.3	28.4%	0.5	45.3%	0.9
		Ahead	93.2%	4.5	28.4%	0.5	46.2%	0.9
	PRC			-3.6%		207.2%		91.3%

4. Tolka Quay Road / RoRo Terminal Exit (Car and HGV), UFT Proposed Barrier Modelling Results, Sensitivity Test 2040 AM1

Tolka Quay Road / RoRo Terminal Exit (Car and HGV)								
Period of Assessment	Arm	Movement	AM1 Peak		AM2 Peak		PM Peak	
			DoS%	MMQ	DoS%	MMQ	DoS%	MMQ
2040 Proposed	RoRo Exit	Left	80.2%	5.4	36.9%	0.3	87.4%	8.4
		Left	80.3%	5.4	36.9%	0.3	87.4%	8.4
	PRC			12.0%		144.1%		3.0%

5. UFT Access, UFT Proposed Barrier Modelling Results, Sensitivity Test 2040 AM1

UFT Access								
Period of Assessment	Arm	Movement	AM1 Peak		AM2 Peak		PM Peak	
			DoS%	MMQ	DoS%	MMQ	DoS%	MMQ
2040 Proposed	UFT Access	Left	4.2%	0.0	5.0%	0.0	4.3%	0.0
		Left	10.7%	0.1	11.3%	0.1	10.5%	0.1
	PRC			744.8%		696.8%		753.4%

APPENDIX 13 MATERIAL ASSETS – TRAFFIC & TRANSPORTATION

Appendix 13-7

Junction 6, Proposed Internal Road Network, Linked LinSig Results

West Facing Slip Roads / Access to Port / Access to Port Tunnel Signalised Junction								
Period of Assessment	Arm	Movement	AM1 Peak		AM2 Peak		PM Peak	
			DoS%	MMQ	DoS%	MMQ	DoS%	MMQ
2026 Proposed	East Wall Road to Port	Right	60.6%	10.3	45.8%	8.0	42.4%	4.7
		Right	62.1%	11.2	47.2%	8.9	44.9%	5.3
	Exit from Port Tunnel	Right	58.5%	13.4	42.9%	8.6	37.6%	6.1
		Right	60.0%	15.2	44.6%	9.9	39.7%	7.1
	PRC			45.0%		90.9%		100.5%
2031 Proposed	East Wall Road to Port	Right	71.3%	12.8	53.9%	9.8	48.0%	5.6
		Right	72.8%	14.0	55.3%	10.8	50.2%	6.2
	Exit from Port Tunnel	Right	69.0%	18.1	50.7%	11.0	45.0%	8.0
		Right	70.4%	20.4	52.3%	12.3	46.9%	9.4
	PRC			23.5%		62.7%		79.2%
2040 Proposed	East Wall Road to Port	Right	93.7%	22.6	70.7%	14.5	62.0%	7.9
		Right	94.3%	24.5	72.1%	15.9	64.1%	8.7
	Exit from Port Tunnel	Right	94.3%	39.3	69.2%	17.8	61.5%	13.8
		Right	94.9%	43.5	70.7%	20.3	63.0%	15.7
	PRC			-5.4%		24.8%		40.4%

Junction 7, Proposed Internal Road Network, Linked LinSig Results

Slip Road from Port Tunnel / Entry to Port at Promenade Road Signalised Junction								
Period of Assessment	Arm	Movement	AM1 Peak		AM2 Peak		PM Peak	
			DoS%	MMQ	DoS%	MMQ	DoS%	MMQ
2026 Proposed	Entrance to Port from East Wall Road	Right	55.8%	9.7	37.3%	7.0	29.1%	4.0
		Right	57.9%	11.0	39.0%	8.0	31.6%	4.7
	Entrance to Port from Port Tunnel	Ahead	50.9%	11.9	34.4%	7.0	25.5%	4.6
		Ahead	51.8%	12.9	35.3%	7.6	26.7%	5.1
	PRC			55.3%		130.8%		185.1%
2031 Proposed	Entrance to Port from East Wall Road	Right	64.2%	11.8	42.3%	8.3	35.6%	4.9
		Right	66.1%	13.3	43.9%	9.4	38.3%	5.7
	Entrance to Port from Port Tunnel	Ahead	60.8%	15.6	41.9%	8.8	29.7%	5.5
		Ahead	61.7%	17.0	42.9%	9.7	30.9%	6.2
	PRC			36.2%		105.2%		135.3%
2040 Proposed	Entrance to Port from East Wall Road	Right	82.3%	18.2	56.9%	12.1	46.7%	6.9
		Right	83.6%	20.0	58.5%	13.6	49.0%	7.8
	Entrance to Port from Port Tunnel	Ahead	84.0%	28.6	56.3%	13.2	40.6%	8.3
		Ahead	84.7%	30.5	57.3%	14.3	41.7%	9.2
	PRC			6.3%		53.9%		83.5%

Junction 8, Proposed Internal Road Network, Linked LinSig Results

Promenade Road / Bond Road / Slip to East Wall Road Priority Junction								
Period of Assessment	Arm	Movement	AM1 Peak		AM2 Peak		PM Peak	
			DoS%	MMQ	DoS%	MMQ	DoS%	MMQ
2026 Proposed	Bond Road	Left	7.5%	0.0	10.8%	0.1	32.9%	0.2
	Promenade Road OUT	Ahead	23.5%	0.2	19.1%	0.1	37.7%	0.3
	PRC			283.1%		372.2%		138.9%
2031 Proposed	Bond Road	Left	9.8%	0.1	13.4%	0.1	40.4%	0.3
	Promenade Road OUT	Ahead	27.6%	0.2	22.4%	0.1	44.3%	0.4
	PRC			226.2%		301.1%		103.1%
2040 Proposed	Bond Road	Left	17.6%	0.1	20.8%	0.1	60.4%	0.8
	Promenade Road OUT	Ahead	37.0%	0.3	30.0%	0.2	59.4%	0.7
	PRC			143.6%		199.7%		49.0%

Junction 9, Proposed Internal Road Network, Linked LinSig Results

Promenade Road / Link Road Priority Junction								
Period of Assessment	Arm	Movement	AM1 Peak		AM2 Peak		PM Peak	
			DoS%	MMQ	DoS%	MMQ	DoS%	MMQ
2026 Proposed	Promenade Road IN	Left / Ahead	5.1%	0.0	2.5%	0.0	3.9%	0.0
	Bond Drive Extension	Left	8.9%	0.0	6.1%	0.0	6.3%	0.0
	PRC			912.4%		1365.2%		1330.5%
2031 Proposed	Promenade Road IN	Left / Ahead	6.0%	0.0	2.9%	0.0	4.5%	0.0
	Bond Drive Extension	Left	11.5%	0.1	7.6%	0.0	7.8%	0.0
	PRC			679.3%		1080.6%		1047.5%
2040 Proposed	Promenade Road IN	Left / Ahead	8.0%	0.0	4.0%	0.0	6.1%	0.0
	Bond Drive Extension	Left	20.5%	0.1	11.4%	0.1	12.1%	0.1
	PRC			339.6%		687.6%		645.1%

Junction 12, Proposed Internal Road Network, Linked LinSig Results

Tolka Quay Road / New Link Road / Breakwater Road North Priority Junction								
Period of Assessment	Arm	Movement	AM1 Peak		AM2 Peak		PM Peak	
			DoS%	MMQ	DoS%	MMQ	DoS%	MMQ
2026 Proposed	Tolka Quay Road IN	Ahead	22.9%	0.1	15.9%	0.1	10.1%	0.1
		Ahead	36.4%	0.3	24.4%	0.2	18.0%	0.1
	Breakwater Road South	Left / Ahead	1.4%	0.0	1.6%	0.0	4.8%	0.0
	Tolka Quay Road OUT	Left / Ahead	42.0%	0.4	23.4%	0.2	40.2%	0.3
		Ahead	42.0%	0.4	23.1%	0.2	40.2%	0.3
	New Link Road	Left	0.0%	0.0	0.0%	0.0	0.0%	0.0
		Left	0.0%	0.0	0.0%	0.0	0.0%	0.0
	PRC			114.2%		268.2%		123.7%
	2031 Proposed	Tolka Quay Road IN	Ahead	27.0%	0.2	18.7%	0.1	11.9%
Ahead			42.8%	0.4	28.8%	0.2	21.2%	0.1
Breakwater Road South		Left / Ahead	1.7%	0.0	1.9%	0.0	5.9%	0.0
Tolka Quay Road OUT		Left / Ahead	50.8%	0.5	27.8%	0.2	47.9%	0.5
		Ahead	50.7%	0.5	27.8%	0.2	47.9%	0.5
New Link Road		Left	0.0%	0.0	0.0%	0.0	0.0%	0.0
		Left	0.0%	0.0	0.0%	0.0	0.0%	0.0
PRC			77.2%		212.6%		87.9%	
2040 Proposed		Tolka Quay Road IN	Ahead	36.1%	0.3	25.1%	0.2	15.9%
	Ahead		57.3%	0.7	38.6%	0.3	28.3%	0.2
	Breakwater Road South	Left / Ahead	2.7%	0.0	2.7%	0.0	9.0%	0.0
	Tolka Quay Road OUT	Left / Ahead	72.4%	1.3	38.8%	0.3	65.9%	1.0
		Ahead	72.4%	1.3	38.7%	0.3	65.9%	1.0
	New Link Road	Left	0.0%	0.0	0.0%	0.0	0.0%	0.0
		Left	0.0%	0.0	0.0%	0.0	0.0%	0.0
	PRC			24.4%		131.8%		36.5%

Junction 16, Proposed Internal Road Network, Linked LinSig Results

Tolka Quay Road / No.2 Brand Road North / No.2 branch Road North Extension Priority Junction								
Period of Assessment	Arm	Movement	AM1 Peak		AM2 Peak		PM Peak	
			DoS%	MMQ	DoS%	MMQ	DoS%	MMQ
2026 Proposed	Branch Road South	Left	19.2%	0.2	10.9%	0.1	4.6%	0.0
	Branch Road North	Left	12.6%	0.1	17.3%	0.1	26.9%	0.2
	Tolka Quay Road OUT	Left / Ahead	41.7%	5.6	24.9%	2.7	36.3%	4.7
		Ahead	43.2%	6.4	27.1%	3.2	37.1%	5.0
	Tolka Quay Road IN	Ahead	17.8%	1.8	12.6%	1.2	8.6%	0.8
		Ahead	17.7%	1.7	12.3%	1.2	8.6%	0.8
	PRC			108.5%	232.2%	142.9%		
2031 Proposed	Branch Road South	Left	23.5%	0.3	13.3%	0.1	5.5%	0.0
	Branch Road North	Left	15.4%	0.1	20.7%	0.1	33.0%	0.2
	Tolka Quay Road OUT	Left / Ahead	49.2%	7.3	29.4%	3.4	42.6%	6.1
		Ahead	50.6%	8.2	31.7%	4.1	43.5%	6.4
	Tolka Quay Road IN	Ahead	20.9%	2.1	14.8%	1.4	10.2%	0.9
		Ahead	20.8%	2.1	14.6%	1.4	10.1%	0.9
	PRC			77.9%	183.6%	106.7%		
2040 Proposed	Branch Road South	Left	34.5%	0.7	18.8%	0.2	7.6%	0.1
	Branch Road North	Left	22.5%	0.1	28.9%	0.2	48.2%	0.5
	Tolka Quay Road OUT	Left / Ahead	66.3%	13.3	39.9%	5.1	57.4%	10.1
		Ahead	67.4%	14.6	41.9%	6.0	58.0%	10.6
	Tolka Quay Road IN	Ahead	28.0%	3.0	19.7%	1.9	13.6%	1.3
		Ahead	27.9%	3.0	19.6%	1.9	13.6%	1.3
	PRC			33.6%	114.6%	55.1%		

Junction 17, Proposed Internal Road Network, Linked LinSig Results



Tolka Quay Road / Bond Drive Priority Junction								
Period of Assessment	Arm	Movement	AM1 Peak		AM2 Peak		PM Peak	
			DoS%	MMQ	DoS%	MMQ	DoS%	MMQ
2026 Proposed	Tolka Quay Road IN	Left	51.8%	0.5	36.9%	0.3	32.9%	0.2
	Bond Road Extension	Left / Ahead	32.0%	0.2	21.2%	0.1	23.4%	0.2
	Toalk Quay Road OUT	Ahead	48.1%	0.5	32.2%	0.2	53.2%	0.6
		Ahead	47.7%	0.5	31.9%	0.2	52.7%	0.6
	PRC			73.6%	144.1%	69.3%		
2031 Proposed	Tolka Quay Road IN	Left	63.8%	0.9	44.6%	0.4	40.8%	0.3
	Bond Road Extension	Left / Ahead	37.6%	0.3	25.0%	0.2	27.6%	0.2
	Toalk Quay Road OUT	Ahead	57.3%	0.7	38.2%	0.3	63.1%	0.9
		Ahead	56.9%	0.7	37.8%	0.3	62.6%	0.8
PRC			41.1%	101.6%	42.7%			
2040 Proposed	Tolka Quay Road IN	Left	95.0%	7.1	63.9%	0.9	62.0%	0.8
	Bond Road Extension	Left / Ahead	50.5%	0.5	33.4%	0.3	35.2%	0.3
	Toalk Quay Road OUT	Ahead	79.1%	1.9	52.2%	0.5	85.6%	2.9
		Ahead	78.6%	1.8	51.7%	0.5	85.8%	2.9
	PRC			-5.5%	40.9%	4.9%		

APPENDIX 15 LANDSCAPE & VISUAL

Appendix 15-1



KEY

-  Visual Horizon
-  Intermediate Horizon



Elmwood House, 74 Boucher Road,
BELFAST, BT12 6RZ
T: 028 9066 7914

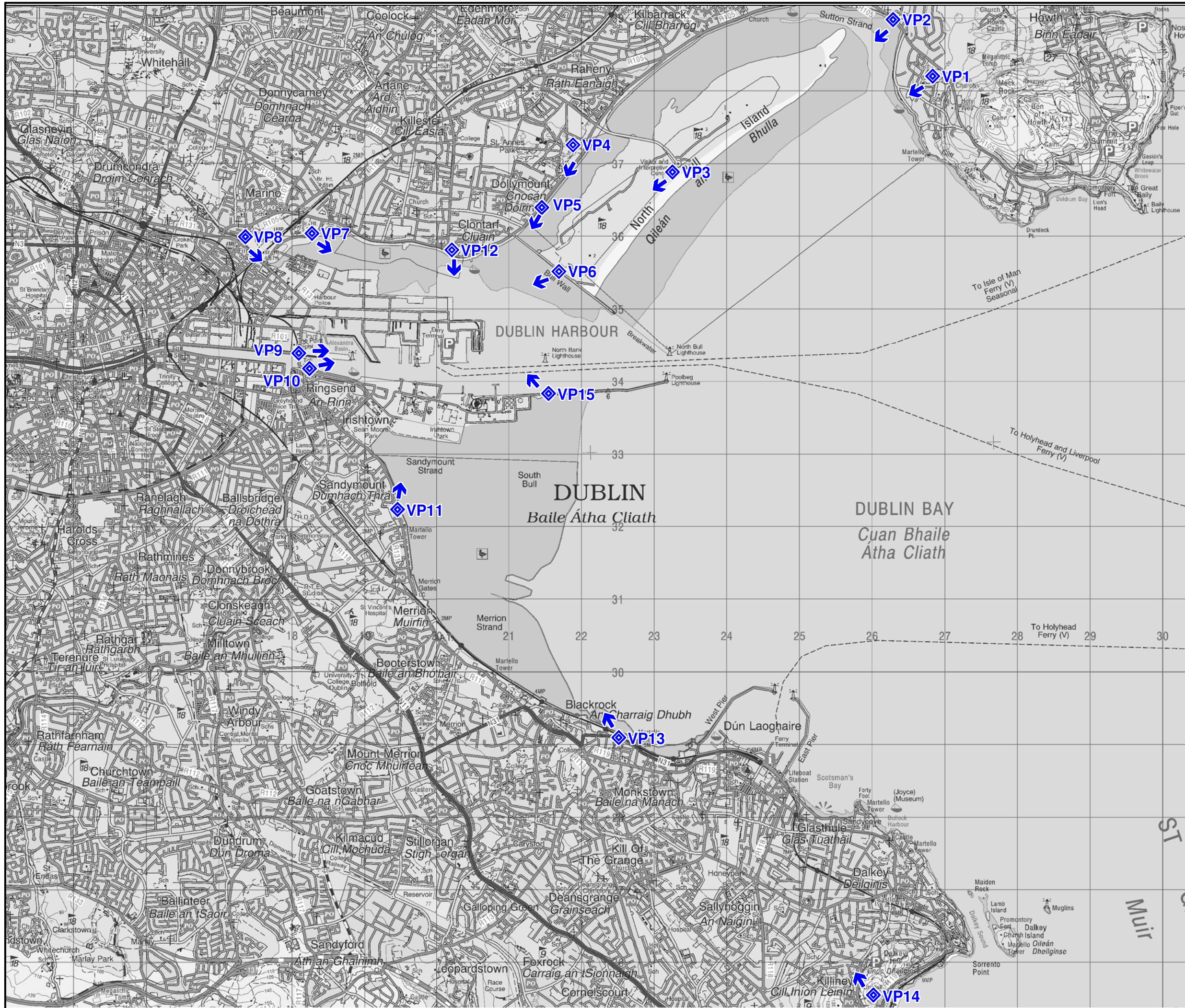
Client



Project MP2 Project

Zone of Theoretical Visibility

Figure No	15.1	Rev	01
Source	RPS	Status	Final
Drawn	PM	Job Ref	NI 1893
Checked	RH	Date	June-2019



- KEY**
- ◆ Viewpoint Location
 - ↙ Viewpoint Direction



Elmwood House, 74 Boucher Road,
BELFAST, BT12 6RZ
T: 028 9066 7914

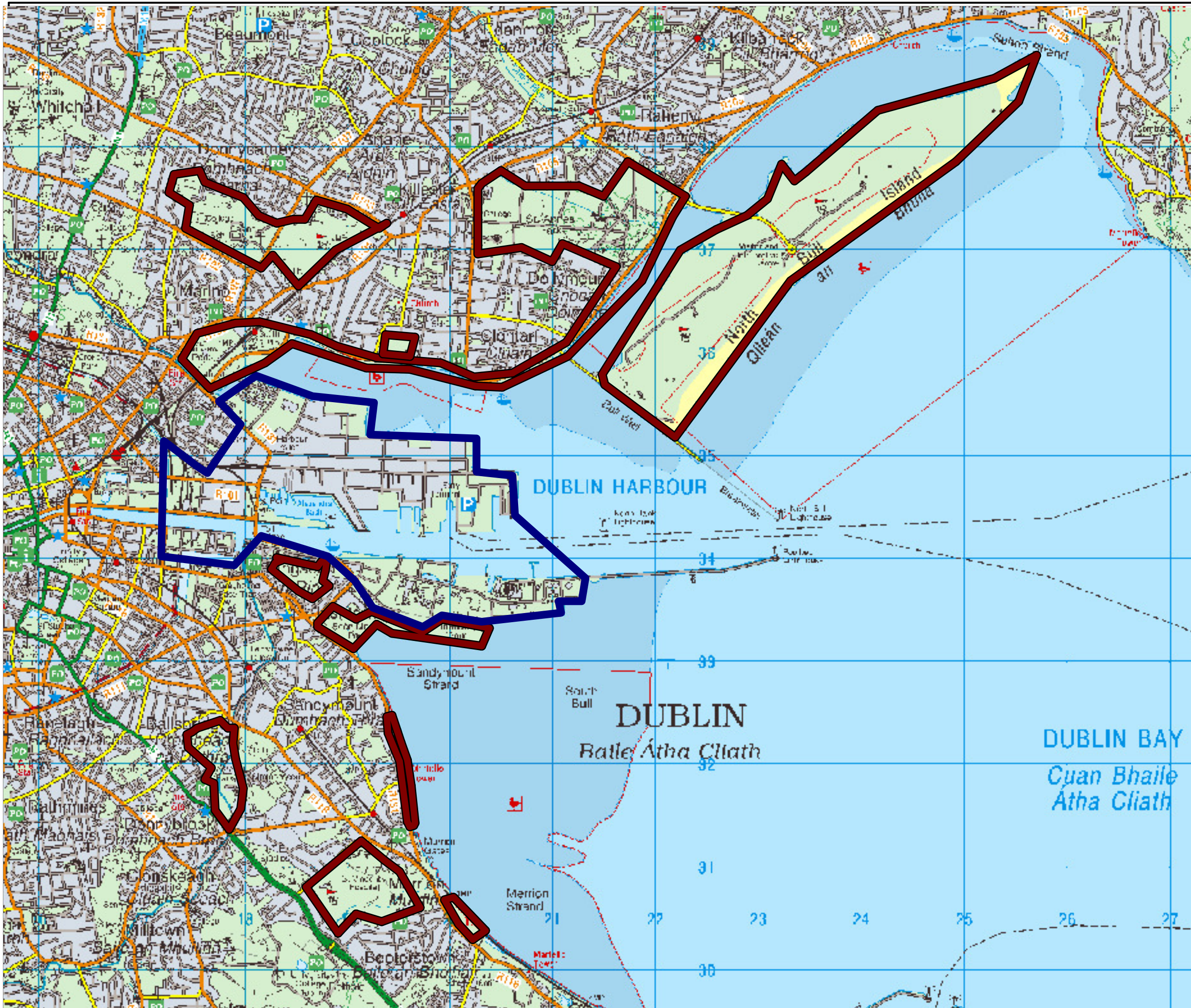
Client



Project MP2 Project

Viewpoint Locations

Figure No	15.2	Rev	01
Source	RPS	Status	Final
Drawn	PM	Job Ref	NI 1893
Checked	RH	Date	June-2019



KEY



Harbour Based Industrial Landscape



Urban Parkland Landscape



Urban Landscape



Elmwood House, 74 Boucher Road,
BELFAST, BT12 6RZ
T: 028 9066 7914

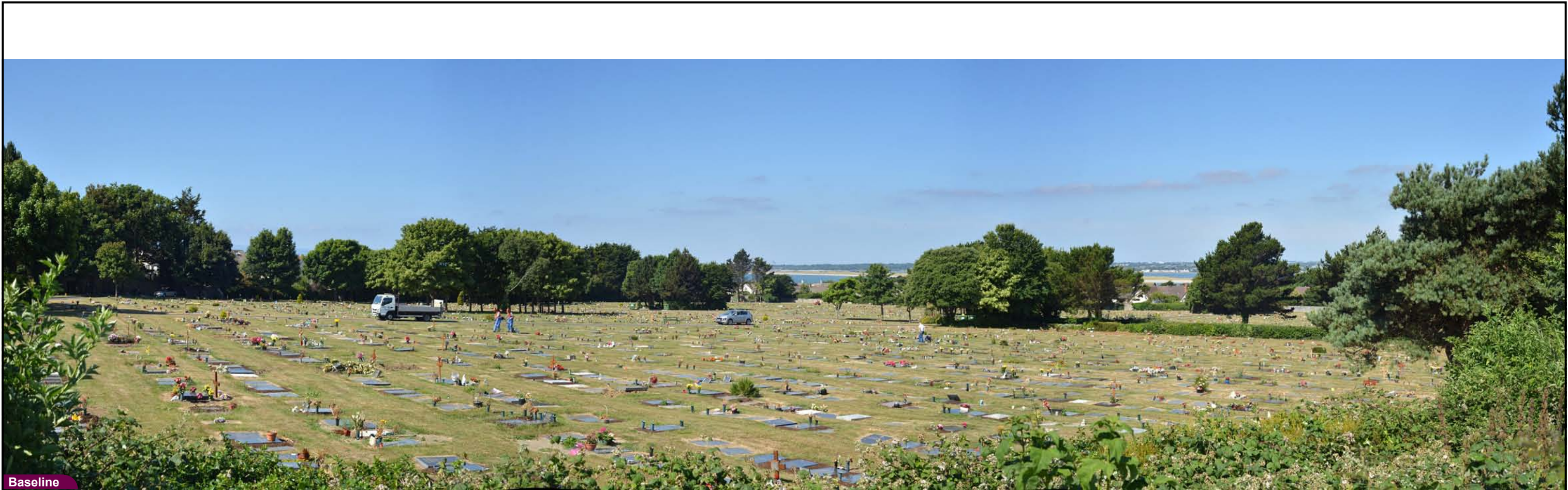
Client



Project MP2 Project

Landscape Character Areas



Figure No	15.3	Rev	01
Source	RPS	Status	Final
Drawn	PM	Job Ref	NI 1893
Checked	RH	Date	June-2019

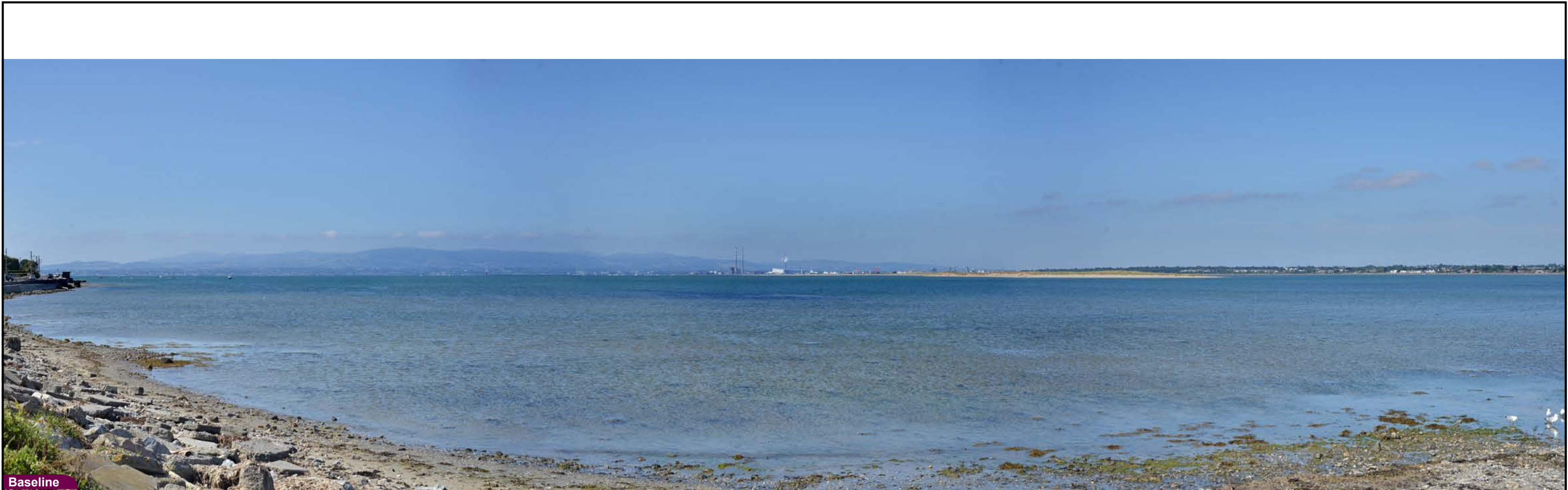


Baseline



Photomontage



rpsroup.com	Easting	327008	V01 Sutton Cemetery (Red line)	Field-of-view: 90°	Drawn by: PM	Project: Dublin Port - MP2 Berth	Client:  COMHLAUGHT CHALAFORT ÁTHA CLIATH DUBLIN PORT COMPANY	 MAKING COMPLEX EASY Elmwood House, 74 Boucher Road BELFAST, BT12 6RZ 028 9066 7914
	Northing	238238		Revision: 00	Checked: RH			
	Direction	253°		Data Source: RPS 2019	Job Ref: NI 1893	Title: Photomontages		
	Distance	7.14 km		Status: For Review	Date: June 2019			

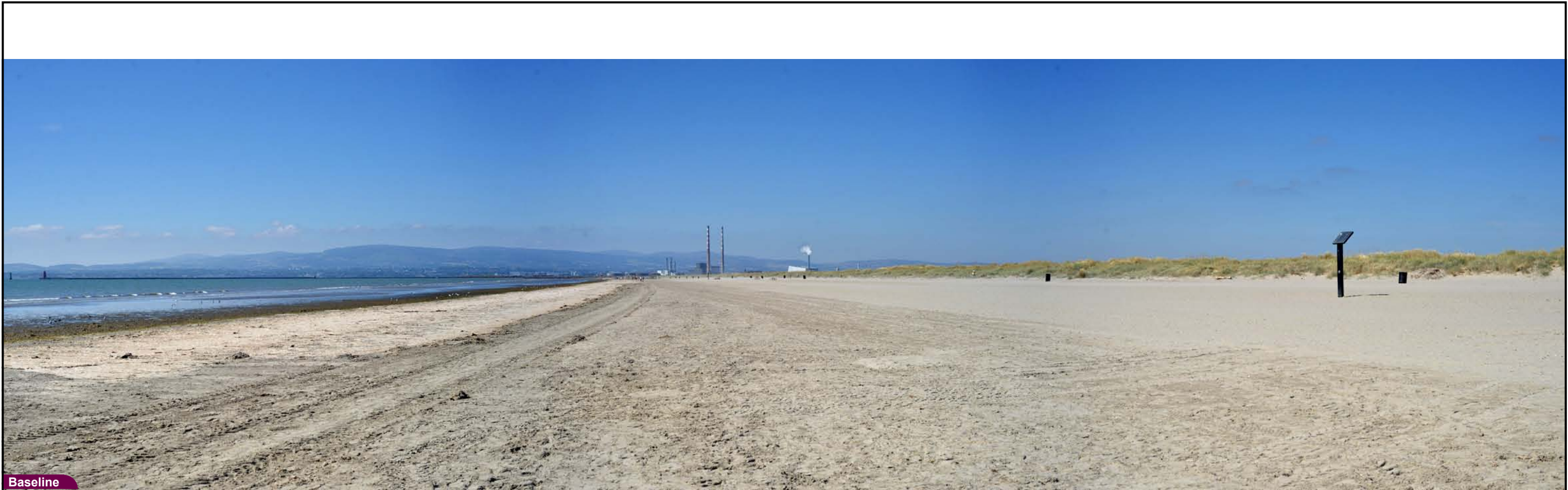


Baseline



Photomontage


rpsroup.com	Easting	326389	V02 Sutton Strand (Red line)	Field-of-view: 90°	Drawn by: PM	Project: Dublin Port - MP2 Berth	Client:  COMHLAUGHT CHALAFORT ÁTHA CLIATH DUBLIN PORT COMPANY	 RPS <small>MAKING COMPLEX EASY</small> Elmwood House, 74 Boucher Road BELFAST, BT12 6RZ 028 9066 7914
	Northing	238838		Revision: 00	Checked: RH			
	Direction	234°		Data Source: RPS 2019	Job Ref: NI 1893	Title: Photomontages		
	Distance	7.01 km		Status: For Review	Date: June 2019			



Baseline

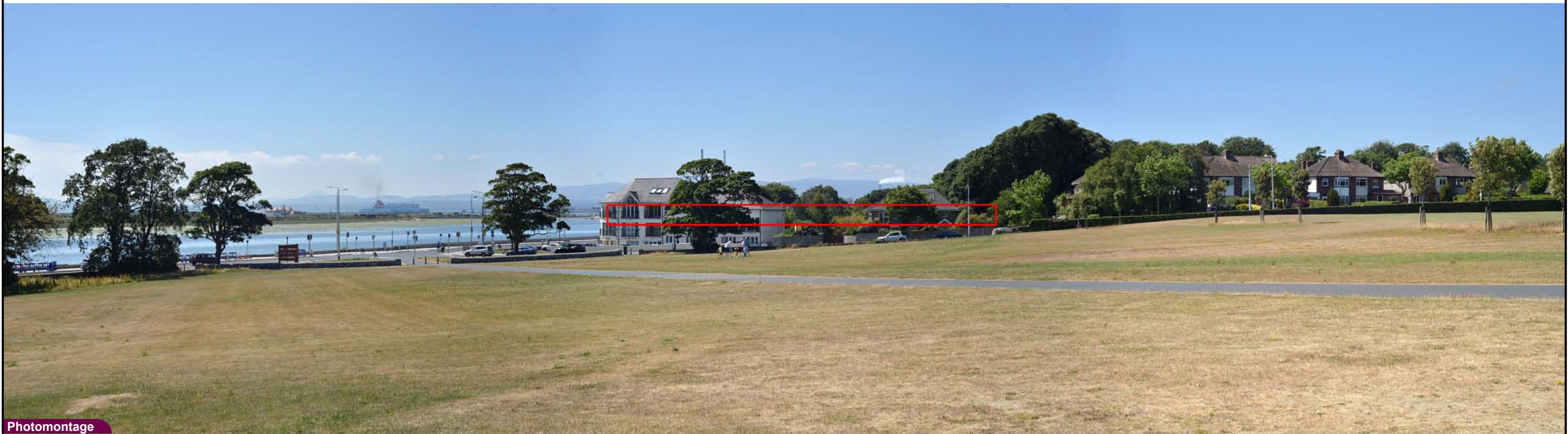


Photomontage



rpsroup.com	Easting	323344	V03 Bull Island (Red line)	Field-of-view: 90°	Drawn by: PM	Project: Dublin Port - MP2 Berth	Client: COMHLACHT CHALAFORT ÁTHA CLIATH DUBLIN PORT COMPANY	 <small>MAKING COMPLEX EASY</small> Elmwood House, 74 Boucher Road BELFAST, BT12 6RZ 028 9066 7914
	Northing	236674		Revision: 00	Checked: RH			
	Direction	227°		Data Source: RPS 2019	Job Ref: NI 1893	Title: Photomontages		
	Distance	3.31 km		Status: For Review	Date: June 2019			



Baseline



Photomontage



rpsroup.com	Easting	321688	V04 St Anne's Park (Red line)	Field-of-view: 90°	Drawn by: PM	Project: Dublin Port - MP2 Berth	Client:  ÁTHA CLIATH DUBLIN PORT COMPANY	 MAKING COMPLEX EASY Elmwood House, 74 Boucher Road BELFAST, BT12 6RZ 028 9066 7914
	Northing	236901		Revision: 00	Checked: RH			
	Direction	195°		Data Source: RPS 2019	Job Ref: NI 1893	Title: Photomontages		
	Distance	2.71 km		Status: For Review	Date: June 2019			



Baseline



Photomontage



rpsroup.com	Easting	321689	V05 Clontarf Road (Montage)	Field-of-view: 90°	Drawn by: PM	Project:	Dublin Port - MP2 Berth	Client:  ÁTHA CLIATH DUBLIN PORT COMPANY	 MAKING COMPLEX EASY Elmwood House, 74 Boucher Road BELFAST, BT12 6RZ 028 9066 7914
	Northing	236725		Revision: 00	Checked: RH				
	Direction	211°		Data Source: RPS 2019	Job Ref: NI 1893	Title:	Photomontages		
	Distance	2.54 km		Status: For Review	Date: June 2019				



Baseline



Photomontage



rpsroup.com	Easting	321677	V06 Bull Wall (Montage)	Field-of-view: 90°	Drawn by: PM	Project: Dublin Port - MP2 Berth	Client:  COMHLAUGHT CHALAFORT ÁTHA CLIATH DUBLIN PORT COMPANY	 RPS <small>MAKING COMPLEX EASY</small> Elmwood House, 74 Boucher Road BELFAST, BT12 6RZ 028 9066 7914
	Northing	235541		Revision: 00	Checked: RH			
	Direction	224°		Data Source: RPS 2019	Job Ref: NI 1893	Title: Photomontages		
	Distance	1.41 km		Status: For Review	Date: June 2019			

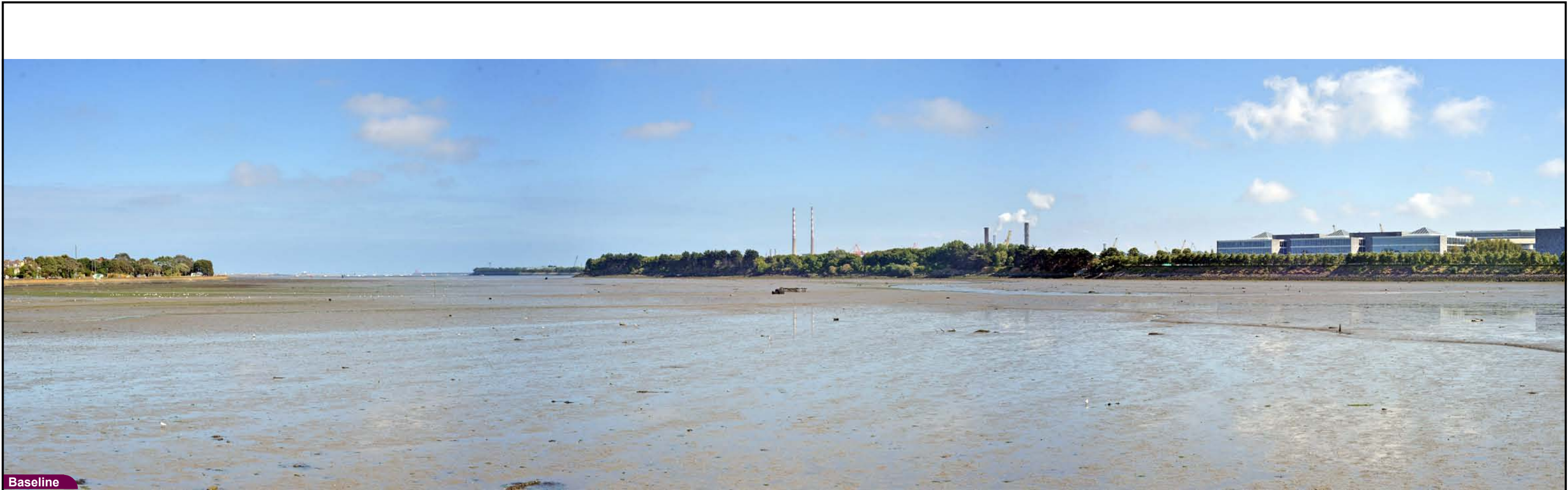


Baseline



Photomontage



rpsroup.com	Easting	321677	V06 Bull Wall (Montage with vessel)	Field-of-view: 90°	Drawn by: PM	Project: Dublin Port - MP2 Berth	Client: 	 MAKING COMPLEX EASY Elmwood House, 74 Boucher Road BELFAST, BT12 6RZ 028 9066 7914
	Northing	235541		Revision: 00	Checked: RH			
	Direction	224°		Data Source: RPS 2019	Job Ref: NI 1893	Title: Photomontages		
	Distance	1.41 km		Status: For Review	Date: June 2019			



Baseline



Photomontage



rpsroup.com	Easting	318414	V07 Alfie Byrne Road (Red line)	Field-of-view: 90°	Drawn by: PM	Project: Dublin Port - MP2 Berth	Client:  ÁTHA CLIATH DUBLIN PORT COMPANY	 MAKING COMPLEX EASY Elmwood House, 74 Boucher Road BELFAST, BT12 6RZ 028 9066 7914
	Northing	236074		Revision: 00	Checked: RH			
	Direction	138°		Data Source: RPS 2019	Job Ref: NI 1893	Title: Photomontages		
	Distance	2.02 km		Status: For Review	Date: June 2019			

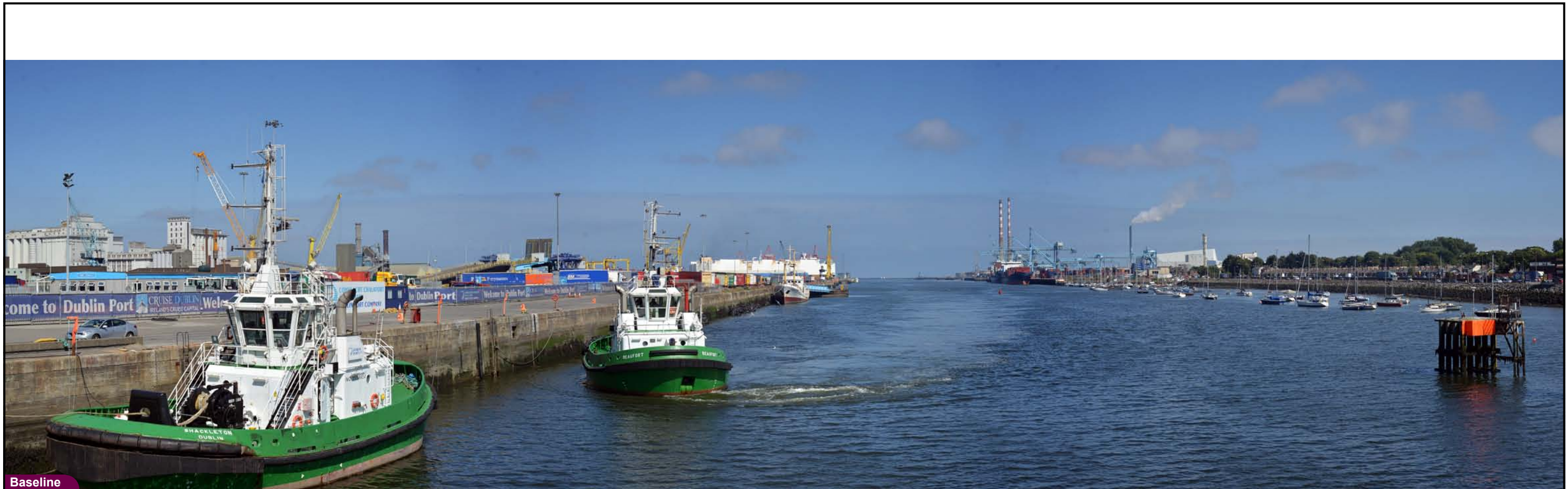


Baseline



Photomontage



rpsroup.com	Easting	317376	V08 Fairview Park (Red line)	Field-of-view:	90°	Drawn by:	PM	Project:	Dublin Port - MP2 Berth	Client:  ÁTHA CLIATH DUBLIN PORT COMPANY	 MAKING COMPLEX EASY Elmwood House, 74 Boucher Road BELFAST, BT12 6RZ 028 9066 7914
	Northing	235952		Revision:	00	Checked:	RH				
	Direction	120°		Data Source:	RPS 2019	Job Ref:	NI 1893	Title:	Photomontages		
	Distance	2.7 km		Status:	For Review	Date:	June 2019				



Baseline



Photomontage



rpsroup.com	Easting	318110	V09 Toll Bridge North (Red line)	Field-of-view: 90°	Drawn by: PM	Project: Dublin Port - MP2 Berth	Client:  ÁTHA CLIATH DUBLIN PORT COMPANY	 MAKING COMPLEX EASY Elmwood House, 74 Boucher Road BELFAST, BT12 6RZ 028 9066 7914
	Northing	234326		Revision: 00	Checked: RH			
	Direction	89°		Data Source: RPS 2019	Job Ref: NI 1893	Title: Photomontages		
	Distance	1.52 km		Status: For Review	Date: June 2019			

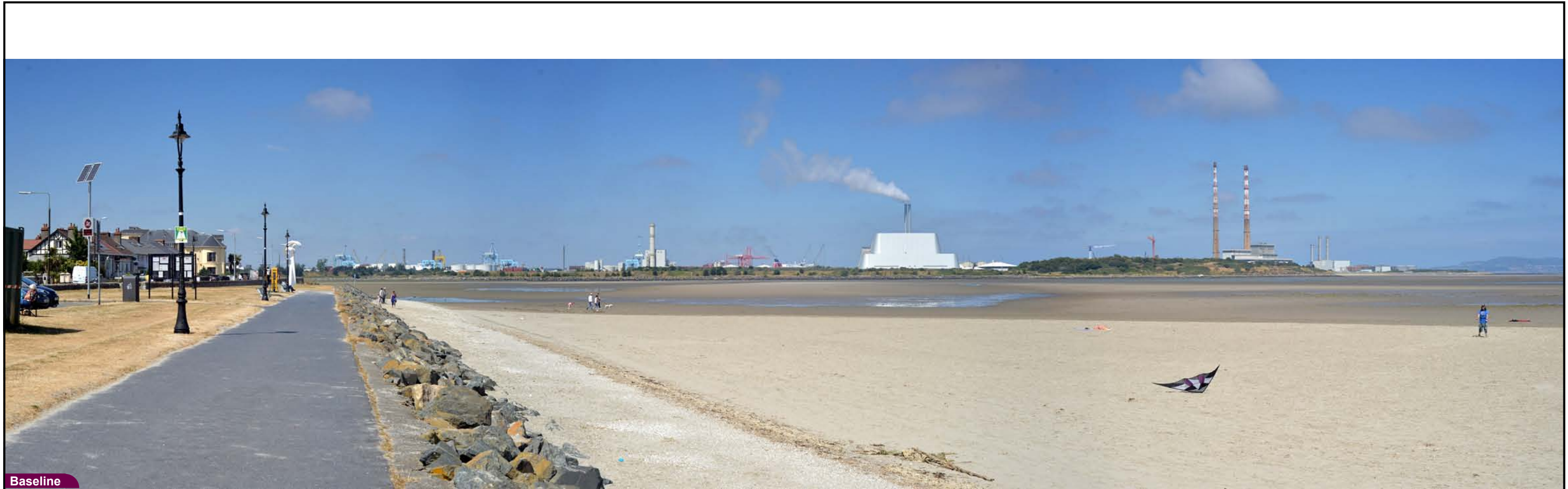


Baseline



Photomontage



rpsroup.com	Easting	318222	V10 Toll Bridge South (Red line)	Field-of-view: 90°	Drawn by: PM	Project:	Dublin Port - MP2 Berth	Client:  ÁTHA CLIATH DUBLIN PORT COMPANY	 MAKING COMPLEX EASY Elmwood House, 74 Boucher Road BELFAST, BT12 6RZ 028 9066 7914
	Northing	234156		Revision: 00	Checked: RH				
	Direction	77°		Data Source: RPS 2019	Job Ref: NI 1893				
	Distance	1.41 km		Status: For Review	Date: June 2019				



Baseline



Photomontage



rpsroup.com	Easting	319429	V11 Sandymount (Red line)	Field-of-view: 90°	Drawn by: PM	Project:	Dublin Port - MP2 Berth	Client:  ÁTHA CLIATH DUBLIN PORT COMPANY	 MAKING COMPLEX EASY Elmwood House, 74 Boucher Road BELFAST, BT12 6RZ 028 9066 7914
	Northing	232347		Revision: 00	Checked: RH				
	Direction	14°		Data Source: RPS 2019	Job Ref: NI 1893	Title:	Photomontages		
	Distance	1.96 km		Status: For Review	Date: June 2019				



Baseline



Photomontage



rpsroup.com	Eastings	320679	V12 Clontarf Coastal Path (Montage)	Field-of-view:	90°	Drawn by:	PM	Project:	Dublin Port - MP2 Berth	Client: 	 MAKING COMPLEX EASY Elmwood House, 74 Boucher Road BELFAST, BT12 6RZ 028 9066 7914
	Northing	235779		Revision:	00	Checked:	RH				
	Direction	206°		Data Source:	RPS 2019	Job Ref:	NI 1893	Title:	Photomontages		
	Distance	1.46 km		Status:	For Review	Date:	June 2019				

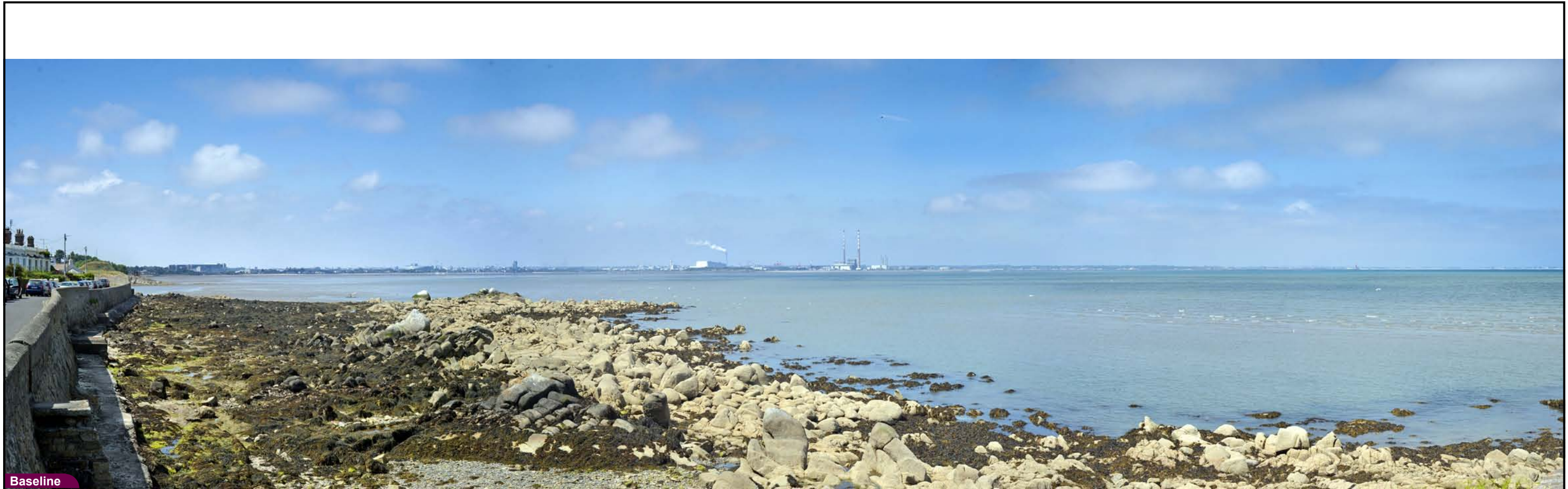


Baseline



Photomontage



rpsroup.com	Easting	320679	V12a Clontarf Coastal Path (Montage with vessel)	Field-of-view: 90°	Drawn by: PM	Project: Dublin Port - MP2 Berth	Client: 	
	Northing	235779		Revision: 00	Checked: RH			
	Direction	206°		Data Source: RPS 2019	Job Ref: NI 1893	Title: Photomontages		
	Distance	1.46 km		Status: For Review	Date: June 2019			



Baseline

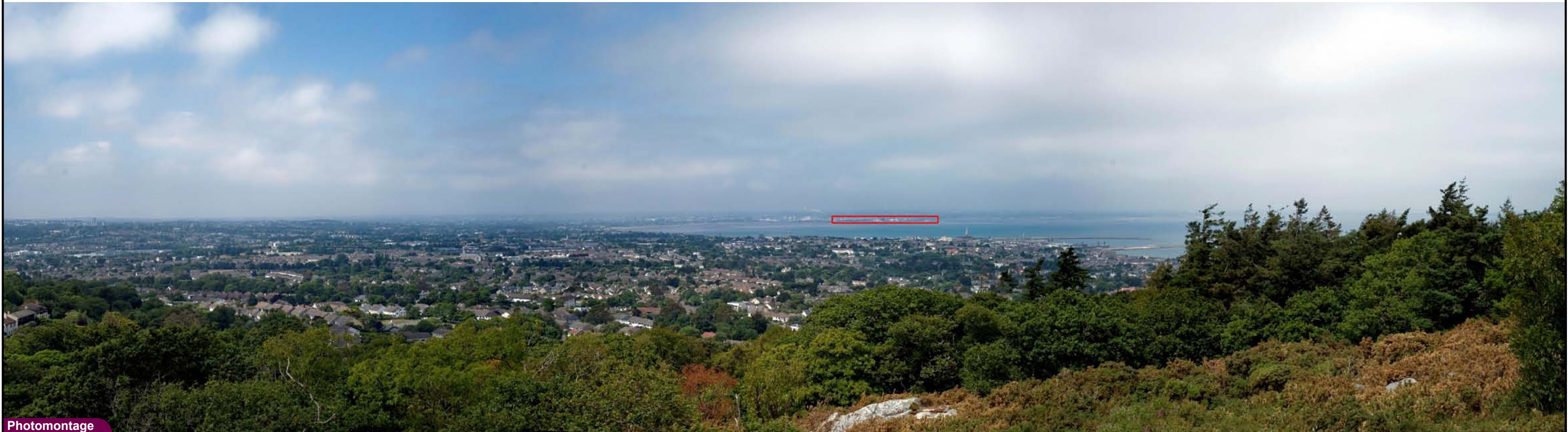


Photomontage



rpsrroup.com	Easting	322695	V13 Blackrock (Red line)	Field-of-view: 90°	Drawn by: PM	Project:	Dublin Port - MP2 Berth	Client: 	 MAKING COMPLEX EASY Elmwood House, 74 Boucher Road BELFAST, BT12 6RZ 028 9066 7914
	Northing	229091		Revision: 00	Checked: RH				
	Direction	333°		Data Source: RPS 2019	Job Ref: NI 1893	Title:	Photomontages		
	Distance	5.42 km		Status: For Review	Date: June 2019				

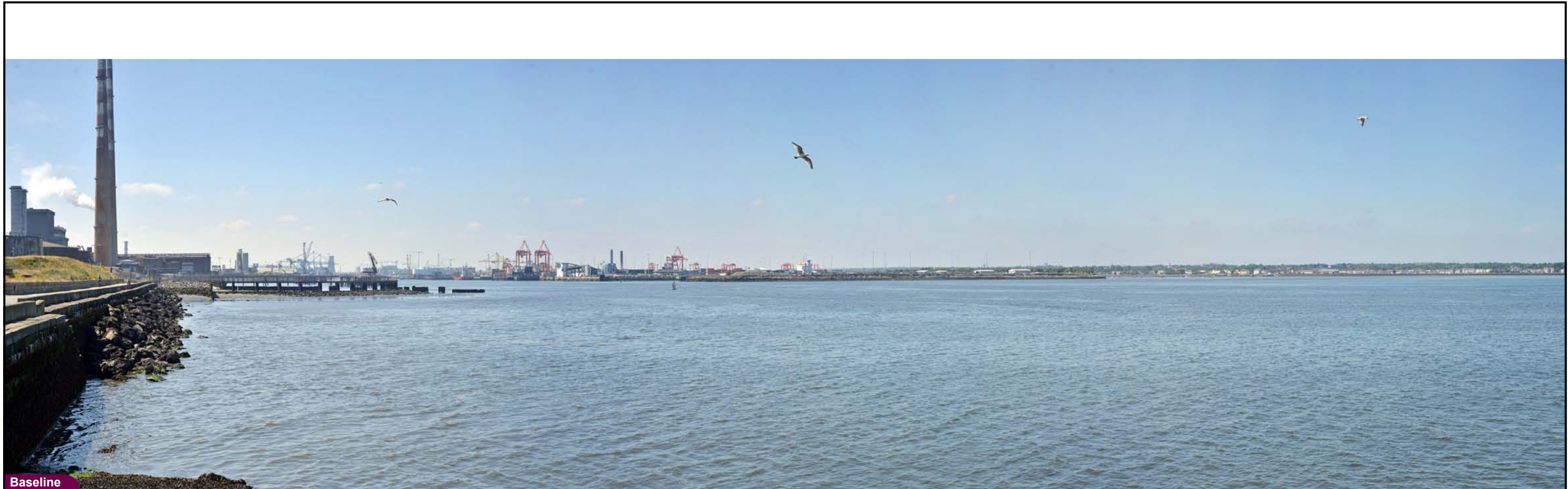


Baseline



Photomontage



rpsroup.com	Easting	325992	V14 Killiney (Red line)	Field-of-view: 90°	Drawn by: PM	Project: Dublin Port - MP2 Berth	Client:  ÁTHA CLIATH DUBLIN PORT COMPANY	 MAKING COMPLEX EASY Elmwood House, 74 Boucher Road BELFAST, BT12 6RZ 028 9066 7914
	Northing	225574		Revision: 00	Checked: RH			
	Direction	322°		Data Source: RPS 2019	Job Ref: NI 1893	Title: Photomontages		
	Distance	9.98 km		Status: For Review	Date: June 2019			

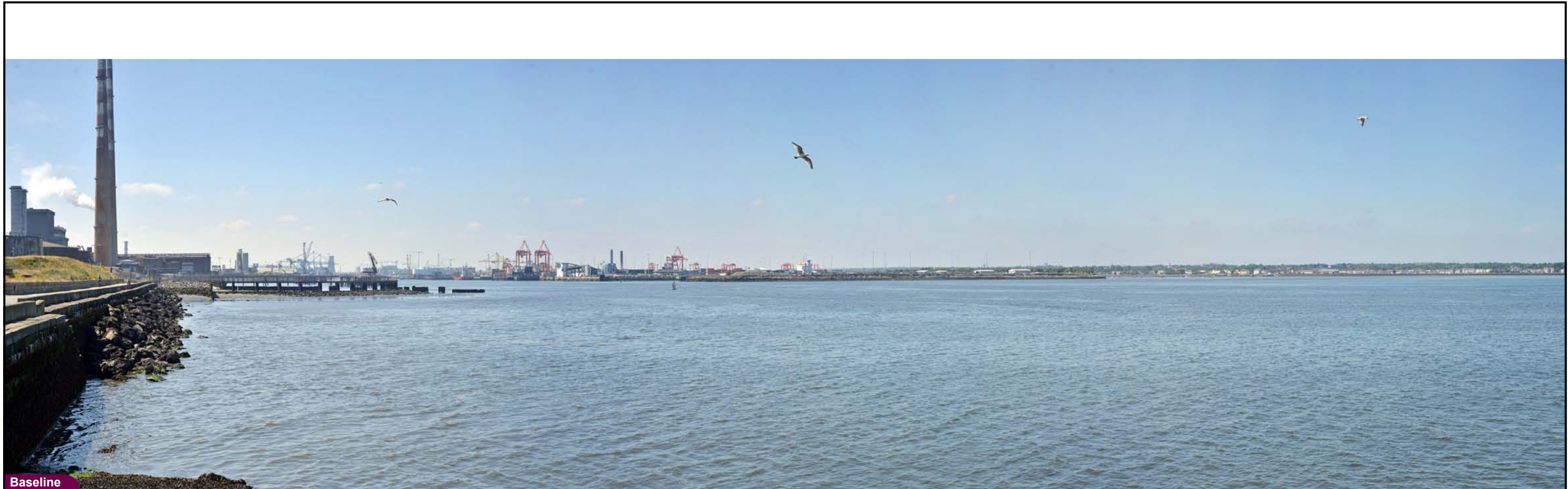


Baseline



Photomontage



rpsroup.com	Easting	321502	V15 South Wall (Montage)	Field-of-view: 90°	Drawn by: PM	Project: Dublin Port - MP2 Berth	Client: 	 MAKING COMPLEX EASY Elmwood House, 74 Boucher Road BELFAST, BT12 6RZ 028 9066 7914
	Northing	233832		Revision: 00	Checked: RH			
	Direction	303°		Data Source: RPS 2019	Job Ref: NI 1893	Title: Photomontages		
	Distance	0.61 km		Status: For Review	Date: June 2019			

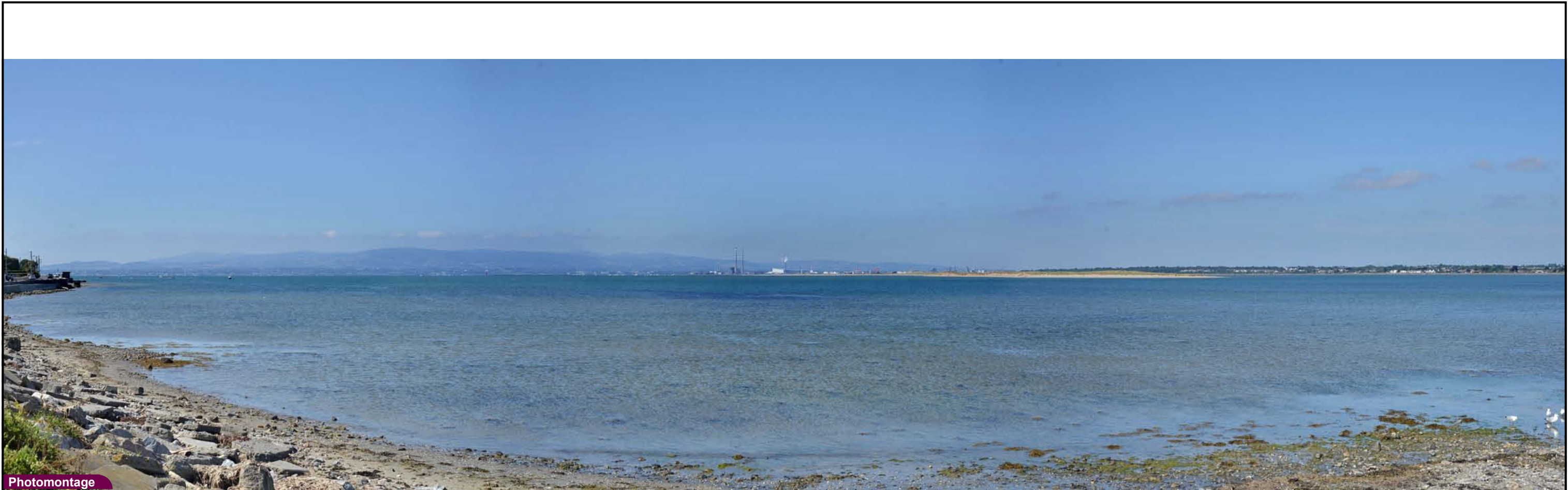


Baseline



Photomontage



rpsroup.com	Easting	321502	V15a South Wall (Montage with vessel)	Field-of-view: 90°	Drawn by: PM	Project: Dublin Port - MP2 Berth	Client: 	 MAKING COMPLEX EASY Elmwood House, 74 Boucher Road BELFAST, BT12 6RZ 028 9066 7914
	Northing	233832		Revision: 00	Checked: RH			
	Direction	303°		Data Source: RPS 2019	Job Ref: NI 1893	Title: Photomontages		
	Distance	0.61 km		Status: For Review	Date: June 2019			



Photomontage



Cumulative



rpsroup.com	Easting	326389	V02C Sutton Strand (Cumulative Montage with Berth 49)	Field-of-view: 90°	Drawn by: PM	Project: Dublin Port - MP2 Berth	Client: 	 MAKING COMPLEX EASY Elmwood House, 74 Boucher Road BELFAST, BT12 6RZ 028 9066 7914
	Northing	238838		Revision: 00	Checked: RH			
	Direction	234°		Data Source: RPS 2019	Job Ref: NI 1893	Title: Cumulative Photomontages		
	Distance	7.01 km		Status: For Review	Date: June 2019			



Photomontage



Cumulative



rpsroup.com	Easting	321677	V06C Bull Wall (Cumulative Montage with Berth 49)	Field-of-view: 90°	Drawn by: PM	Project: Dublin Port - MP2 Berth	Client:  ÁTHA CLIATH DUBLIN PORT COMPANY	 MAKING COMPLEX EASY Elmwood House, 74 Boucher Road BELFAST, BT12 6RZ 028 9066 7914
	Northing	235541		Revision: 00	Checked: RH			
	Direction	224°		Data Source: RPS 2019	Job Ref: NI 1893	Title: Cumulative Photomontages		
	Distance	1.41 km		Status: For Review	Date: June 2019			



Photomontage



Cumulative



rpsroup.com	Easting	318222	V10C Toll Bridge South (Cumulative Montage with Berth 49)	Field-of-view: 90°	Drawn by: PM	Project:	Dublin Port - MP2 Berth	Client:  ÁTHA CLIATH DUBLIN PORT COMPANY	 MAKING COMPLEX EASY Elmwood House, 74 Boucher Road BELFAST, BT12 6RZ 028 9066 7914
	Northing	234156		Revision: 00	Checked: RH				
	Direction	77°		Data Source: RPS 2019	Job Ref: NI 1893				
	Distance	1.41 km		Status: For Review	Date: June 2019				

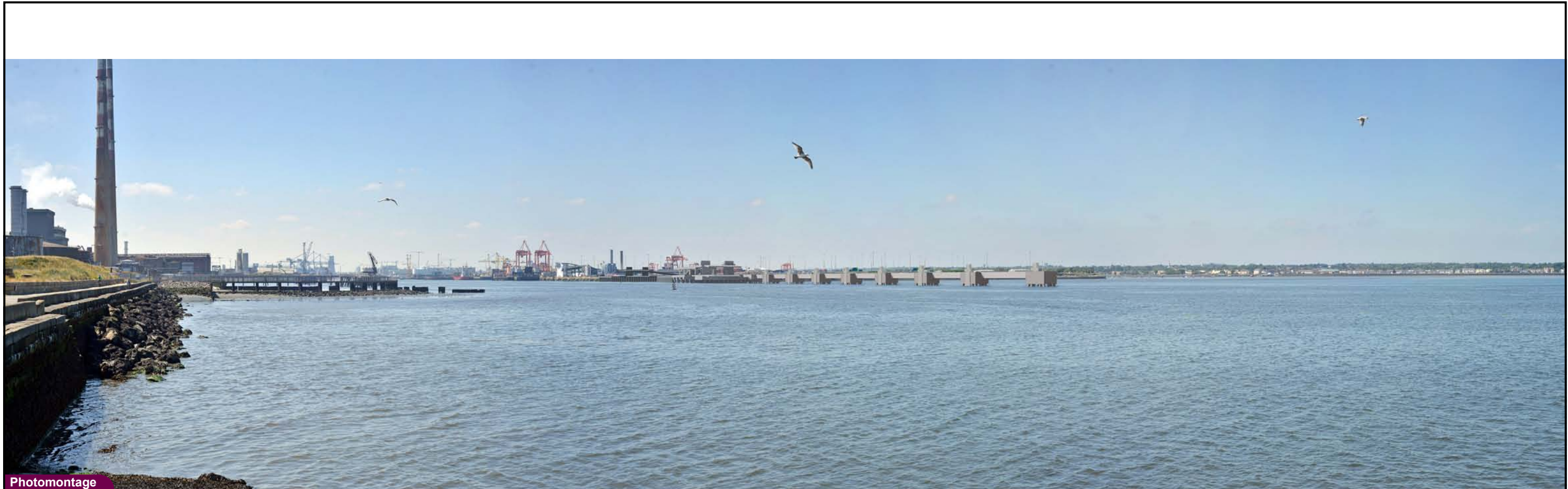


Photomontage



Cumulative



rpsroup.com	Eastings	320679	V12C Clontarf Coastal Path (Cumulative Montage with Berth 49)	Field-of-view:	90°	Drawn by:	PM	Project:	Dublin Port - MP2 Berth	Client: 	 Elmwood House, 74 Boucher Road BELFAST, BT12 6RZ 028 9066 7914
	Northing	235779		Revision:	00	Checked:	RH				
	Direction	206°		Data Source:	RPS 2019	Job Ref:	NI 1893	Title:	Cumulative Photomontages		
	Distance	1.46 km		Status:	For Review	Date:	June 2019				



Photomontage



Cumulative

rpsroup.com	Easting	321502	V15C South Wall (Cumulative Montage with Berth 49)	Field-of-view: 90°	Drawn by: PM	Project: Dublin Port - MP2 Berth	Client: 	 MAKING COMPLEX EASY Elmwood House, 74 Boucher Road BELFAST, BT12 6RZ 028 9066 7914
	Northing	233832		Revision: 00	Checked: RH			
	Direction	303°		Data Source: RPS 2019	Job Ref: NI 1893	Title: Cumulative Photomontages		
	Distance	0.61 km		Status: For Review	Date: June 2019			

APPENDIX 18 CUMULATIVE ASSESSMENT & ENVIRONMENTAL INTERACTIONS

Appendix 18-1

ID	Planning Application Reference	Application Year	Applicant	Brief Description of Planning Proposal	Status	Stage 1 Assessment			Stage 2 Assessment		
						Tier	Spatial location in relation to the MP2 Zone of Influence	Progress to Stage 2	Overlap in Temporal Scope	Scale and Nature of Development likely to have a significant effect	Capacity of the Receiving Environment
1	BP Ref. PL29N.PA0034	2014	Dublin Port Company	<p>DPC was granted planning permission subject to conditions (ABP Reg. Ref. PL29N.PA0034) in July 2015 for the redevelopment of Alexandra Basin, Berths 52 and 53 and dredging of the channel of the River Liffey together with associated works in Dublin Port. Elements of the proposed development can be summarised as follows:</p> <p>Alexandra Basin West: The infilling of graving Dock No. 2 having an area of 6,055sq.m; The excavation and restoration of historic Graving Dock No. 1; The demolition of the bulk jetty having an area of 3,200sq.m; A section of North Wall Quay extension having an area of 21,700sq.m; Extension of Alexandra Quay West of 130m in length; New 273 m long Ro-Ro jetty and provision of three Ro-Ro ramps; and the dredging of: 470,000sq.m of contaminated material to a depth of -10.0m Chart Datum (CD) over an area of 194,000sq.m within the redeveloped Alexandra Basin and its remediation. Berth 52 and 53: The demolition of existing berths 52 and 53; Jetty at Berth 52 having an area of 500sq.m; Concrete Dolphin at Berth 53 having an area of 500sq.m; The construction of: A new river berth at Berths 52/53, 300m long; New 75 m mooring jetty at new river berth; New 40 m long mooring jetty to extend existing berth 49, 50m long; The infilling of the Terminal 5 Ro-Ro basin, an area of 45,650sq.m; Raising of existing levels by 1.4 m over an area of 95,000sq.m; and Dredging of new river berth to -10.0m CD.</p> <p>Liffey Channel: Construction of a marina protection structure to a height of +7.0m CD and a length of 220m on the south side of the river channel. Dredging of the shipping channel to a depth of -10m CD from a point 55m to the east of the East link bridge, to a location in the vicinity of Dublin Bay, a total distance of 10,320m.</p> <p>The ABR Project is now being implemented by DPC.</p>	Planning Permission approved by An Bord Pleanála in July 2015. The ABR Project is currently being implemented by DPC	1	Development is located within the MP2 Application Area. Stage 2 Assessment Required.	Yes	Both projects involve dredging and disposal operations within the same waterbodies Due to the potential overlap in construction programme further assessment is required to determine if the potential for cumulative effects exist.		Yes
2	PL29N.ZD2011	2013	Dublin City Council	<p>The North Lotts and Grand Canal Dock SDZ Planning Scheme was approved by An Bord Pleanála on 16th May 2014 and includes lands adjacent to Dublin Port to the west. The proximity of Dublin Port to the Planning Scheme lands and the opportunity to maintain the maritime character of the area and integrate better with Dublin Port is recognised in the Planning Scheme. There are limited policies and objectives within the Planning Scheme pertaining to Dublin Port, however a number of objectives support improved cruise liner and passenger facilities including:</p> <p>“ER17 To engage with Dublin Port Company, Fáilte Ireland and the Department of Transport, Tourism and Sport to facilitate the development of a new cruise tourism terminal at Alexandra Basin. PR12 To support the provision of a suitable terminal for cruise liners and other passenger vessels with Dublin Port”.</p> <p>The proposed development of the MP2 Project, have been designed to enable the Port to accommodate larger ships and substantially increase its capacity through the provision of multipurpose berths for multiple transport modes, which include passenger vessels. The proposed development is consistent with the policy’s set out within the Planning Scheme with regard to the Port.</p>	Approved by An Bord Pleanála with Modifications on 16/05/2014.	1	The North Lotts and Grand Canals Dock SDZ does not fall within the MP2 Planning Boundary. However, the construction of other developments within the SDZ have the potential to have cumulative effect when considered in combination with the MP2 Project. Stage 2 Assessment Required.	Yes	Due to the scale and nature of this developments, there is potential for this planning scheme to interact with the MP2 Project. This may result in a cumulative effects when considered in combination with traffic & transportation. Further Assessment required		Yes
3	BP Ref. PL29S.301798	2018	Irish Water	<p>Irish Water – Ringsend WwTP -Upgrade Project. Irish Water has submitted a planning application for strategic infrastructure development to the Board (Ref. PL29S.301798) seeking permission to further progress the upgrade of the Ringsend Wastewater Treatment Plant (WwTP). The application seeks permission for works required to facilitate the use of Aerobic Granular Sludge (AGS) technology, to omit the previously permitted long sea outfall tunnel and to upgrade the sludge treatment facilities at Ringsend, Dublin 4, and to provide for a Regional Biosolids Storage Facility in Newtown, Dublin 11.</p> <p>The proposed development at Ringsend is to the south of the MP2 Project site boundary, south of the River Liffey. The application is before the Board and is due to be decided by 3rd December 2018.</p>	Permission Pending	1	Development is not located within the MP2 Planning Boundary, however the construction and operational phase has the potential to have a cumulative effect when considered in combination with the MP2. Stage 2 Assessment Required.	Yes		There is potential for cumulative effects when the MP2 Project is considered in combination with the Ringsend Wastewater Treatment Upgrade Works. The potential relate for cumulative effects relate Biodiversity and Coastal Processes. Further Assessment required.	Yes

ID	Planning Application Reference	Application Year	Applicant	Brief Description of Planning Proposal	Status	Stage 1 Assessment			Stage 2 Assessment			
						Tier	Spatial location in relation to the MP2 Zone of Influence	Progress to Stage 2	Overlap in Temporal Scope	Scale and Nature of Development likely to have a significant effect	Capacity of the Receiving Environment	Progress to Stage 3
4	PL29S.ZD2013	2017	Dublin City Council	The Poolbeg West SDZ Planning Scheme has been prepared on foot of the Planning and Development act 2000 (Designation of Strategic Development Zone: Poolbeg West, Dublin City) Order 2016. The Order states the SDZ is designated a "mixed use development which may principally include residential development, commercial and employment activities including, office, hotel, leisure and retail facilities, port related activities and the provision of educational facilities, transport infrastructure, emergency services and the provision of community facilities as referred to in Part III of the First Schedule to the Act, including health and childcare services, as appropriate". The Poolbeg West Planning Scheme lands are south of the Liffey, approximately half of which are owned by Dublin Port Company. The Planning Scheme was lodged with An Bord Pleanála in October 2017. Scheme was approved with modification in April 2019.	Approved by An Bord Pleanála with Modifications on 09/04/2019	1	The Poolbeg West SDZ does not fall within the MP2 Planning Boundary. However, the construction of other developments within the SDZ have the potential to have cumulative effect when considered in combination with the MP2 Project. Stage 2 Assessment Required.	Yes		There is potential for cumulative effects when the MP2 Project is considered in combination with the Poolbeg West SDZ. The potential cumulative effects associated with the MP2 Project in combination with the Poolbeg West SDZ are related to potential impact on Traffic Transportation Further Assessment required.		Yes
5	2922/12	2012	Bord Gas Eireann	A new Bord Gas Eireann above ground installation (AGI) consisting of a one storey regulator kiosk (31.1m2 in area) a one storey instrumentation kiosk (11.8m2 in area), an access road to Alfie Byrne Road, graveled area, rendered concrete block & RC wall and paladin security fence, any associated landscaping, any ancillary equipment and facilities.	DCC made the decision to grant planning permission on the 03-Sep 2012. This approval has been implemented by the Bord Gais.	1	Development is located within the Dublin Port Area but is situated approximately 1500 metres outside of the MP2 Application Area. These works are now complete and the development has been considered as part of baseline data collated as part of this EIAR. It is unlikely that this development will generate cumulative effects during its operation when considered in-combination with the construction and operation of the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
6	3282/12	2012	Bord Gas Eireann	The construction of 2 No. single storey enclosures with floor areas of 23msq. and 6msq. respectively to cover over existing equipment at the Poolbeg Above Ground Gas Installation. An Appropriate Assessment Screening Report has been prepared in respect of this application	DCC made the decision to grant planning permission on the 16-Nov 2012	1	Development is located within the Dublin Port Area but is situated approximately 500 metres outside of the MP2 Application Area. These works are now complete and the development has been considered as part of baseline data collated as part of this EIAR. It is unlikely that this development will generate cumulative effects during its operation when considered in-combination with the construction and operation of the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
	2299/12	2012	Dublin Port Company	Ground level extension and modifications of an existing single storey Terminal building, consisting of a single storey extension to the Check-In area including internal alterations, erection of a glazed wind screen, new fire exit doors to the East elevation and alterations to the existing perimeter fence.	DCC made the decision to grant planning permission on the 03-May 2012	1	Development is located within the MP2 Application Area. However, these works are now complete and the development has been considered as part of baseline data collated as part of this EIAR. It is unlikely that this development will generate cumulative effects during its operation when considered in-combination with the construction and operation of the MP2 project. Stage 2 Assessment not required for this development.	No				n/a

ID	Planning Application Reference	Application Year	Applicant	Brief Description of Planning Proposal	Status	Stage 1 Assessment			Stage 2 Assessment			
						Tier	Spatial location in relation to the MP2 Zone of Influence	Progress to Stage 2	Overlap in Temporal Scope	Scale and Nature of Development likely to have a significant effect	Capacity of the Receiving Environment	Progress to Stage 3
8	3672/12	2012	ESB Telecoms	Continuance of use of the existing 25 metre high free standing communications structure carrying antennae and communication dishes within a 2.4 metre high palisade compound, following on from the parent permission LPA Ref: 1222/02, and for permission to attach additional antennae and dishes for future third party co-location.	DCC made the decision to grant planning permission on the 22-Feb 2013	1	Development is located within the Dublin Port Area but is situated approximately 900 metres outside of the MP2 Application Area. These works are now complete and the development has been considered as part of baseline data collated as part of this EIAR. It is unlikely that this development will generate cumulative effects during its operation when considered in-combination with the construction and operation of the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
9	3493/12	2012	Everyday Waste & Skip Hire Ltd	PROTECTED STRUCTURE: RETENTION: Retention permission for the increase in capacity at its waste recovery facility for Construction and Demolition Waste from 5000 tonnes per annum (as permitted under condition no.1 (2) of An Bord Pleanala Planning Permission Ref. ABP PL 29S.109837) to a maximum of 20000 tonnes per annum and retention permission to expand the waste streams accepted at the facility to include non-hazardous waste. The proposed development is the subject of a Waste Facility Management Permit application. The development is located within the curtilage of a Protected Structure Ref.: No. 6793).	DCC made the decision to grant retention permission on the 13-Jun 2013	1	Development is located within the Dublin Port Area but is situated approximately 200 metres outside of the MP2 Application Area. These works are most likely completed and therefore already considered as part of the baseline data collated as part of this EIAR. Stage 2 Assessment not required for this development.	No				n/a
10	3128/12	2012	Sun Microsystems Ireland Limited	RETENTION: Retention of existing ESB transformer substation for electrical distribution, associated electrical switch room and ancillary site works adjacent to Block G.	DCC made the decision to grant retention permission on the 10-Oct 2012	1	Development is located within the Dublin Port Area but is situated approximately 1300 metres outside of the MP2 Application Area. These works are most likely completed and therefore already considered as part of the baseline data collated as part of this EIAR. Stage 2 Assessment not required for this development.	No				n/a
11	3171/12	2012	Topaz Energy Limited	The development will consist/consists of: provision of New oil terminal, Topaz Terminal No.3, Promenade Road, Dublin Port, Dublin 3, bounded to the South by Tolka Quay Road, to the West by TOP Yard 2 and to the East by an access lane. On completion of same demolish the existing terminal i.e. of - Topaz Terminal No. 1, Alexandra Road, Dublin Port, Dublin 1 which is bounded to the North by Tolka Quay Road, to the South by Alexandra Road and to the West by No. 1 Branch Road North; and - Topaz (Fareplay) Terminal No. 2, Promenade Road, Dublin Port, Dublin 3 which is bounded to the East by No. 2 North Road extension, and to the North by Promenade Road; according to the following phases. Phase 1: Works at the new Topaz Terminal No.3. Demolition of existing buildings etc. and removal of equipment. The construction of new oil storage tanks with impervious bunding/tertiary containment to a total storage capacity of 59,986m3. There will be tertiary containment for each bund; and 2 no. petrol interceptors; a three (3) storey building consisting of a 2 storey office block on top of a ground floor fire fighting facilities / car parking area. A single storey building with electrical room, MCC room, laboratory, store room. Ground profile to accommodate truck turning & loading yard & truck gantry; car parking; fire fighting facilities including single storey pump house; fire foam tank; pipe bridge; and pipelines; perimeter security fence & gate; CCTV security system; electrical services; overall site lighting; oil pipelines and associated fittings; ancillary development. The development will be a Sevesco Upper Tier Site and comes within the meaning of part 11 of the planning regulations. Revised access to the site is from the North by the Promenade Road entrance and egress is to the east along the existing fire lane. Phase 2: Following completion proof testing of the new Terminal the existing Topaz Terminal No. 1 and Topaz	DCC made the decision to grant planning permission on the 14-Jun 2013	1	Development is located within the MP2 Application Area. Stage 2 Assessment Required.	Yes	Given that construction phase for this project has long since passed only operational stage effects could possibly act in combination with MP2 effects. The operational use of this development has therefore been captured as part of baseline data collated as part of this study. No further assessment required.			No

ID	Planning Application Reference	Application Year	Applicant	Brief Description of Planning Proposal	Status	Stage 1 Assessment			Stage 2 Assessment			
						Tier	Spatial location in relation to the MP2 Zone of Influence	Progress to Stage 2	Overlap in Temporal Scope	Scale and Nature of Development likely to have a significant effect	Capacity of the Receiving Environment	Progress to Stage 3
				(Fareplay) Terminal No. 2 will be demolished. The works will comprise of the demolition of Topaz Terminal No. 1 and of Topaz (Fareplay) Terminal No. 2 i.e. removing all tanks, buildings, services and equipment off site from both Terminals except the ESB substation located on Topaz Terminal No. 1. Leaving these sites totally demolished with perimeter walls/fencing left in situ. These are SEVESCO sites. An EIS will be submitted to the Planning Authority with the planning application and the EIS will be available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy, during office hours at the offices of Dublin City Council.								
12	2705/13	2013	Acorn Water	The development will consist of the use of an existing above ground storage tank (ca 3000 metres cubed) and lands (3055 sqm) for the storage and consignment of chemicals; the construction of a 900mm bund wall, 0.6m to the west of the existing palisade fence along the eastern boundary, which will join the existing bund walls on the northern and southern boundary; provision of a road tanker loading bay and ca 6.5m high loading gantry; the provision of internal bund gate and localised spill containment (150mm high wall) around the tank and loading bay, and the provision of a new vehicular access on the south-western corner.	DCC made the decision to grant planning permission on the 10-Sep 2013	1	Development is located within the MP2 Application Area. Stage 2 Assessment Required.	Yes	Given that construction phase for this project has long since passed only operational stage effects could possibly act in combination with MP2 effects. The operational use of this development has therefore been captured as part of baseline data collated as part of this study. No further assessment required.			No
13	3752/13	2013	Aldi Stores Ireland	RETENTION: For an internally illuminated external sign of 5.12sq.m on the rear elevation and permission for an internally illuminated external sign of 5.12sq.m on the side (east) elevation, and two internal non-illuminated signs (64.33sq.m and 58.44 sq.m) on the front elevation.	DCC made the decision to grant retention permission on the 21-Feb 2014	1	Development is located within the Dublin Port Area but is situated approximately 1400 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 Application Area, it is unlikely to generate cumulative effects when considered in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
14	2460/13	2013	Arvato Finance Services Ltd	For the construction of 2no. 2.5m high profiled sheet screened enclosures around the mechanical plant on the roof.	DCC made the decision to grant planning permission on the 06-Jun 2013	1	Development is located within the Dublin Port Area but is situated approximately 1100 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 Application Area, it is unlikely to generate cumulative effects when considered in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
15	2514/13	2013	Campus Oil Ltd	Alterations to main ID sign previously granted as per planning permission reference no. 3995/10 and also provision of new canopy signage.	DCC made the decision to grant planning permission on the 13-Jun 2013	1	Development is located within the Dublin Port Area but is situated approximately 1400 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 Application Area and considering the time that has passed since planning permission was granted, it is unlikely to generate cumulative effects when	No				n/a

ID	Planning Application Reference	Application Year	Applicant	Brief Description of Planning Proposal	Status	Stage 1 Assessment			Stage 2 Assessment			
						Tier	Spatial location in relation to the MP2 Zone of Influence	Progress to Stage 2	Overlap in Temporal Scope	Scale and Nature of Development likely to have a significant effect	Capacity of the Receiving Environment	Progress to Stage 3
							considered in combination with the MP2 project. Stage 2 Assessment not required for this development.					
16	3388/13	2013	Deutsche Bank AG	For the following works at and adjacent to, Block P9 East Point Business Park, being on a 0.82 ha site (forming part of a larger 6.3 ha. site) bounded by Bond Road to the east, an existing building "Eirfreeze" to the north, East Point Business park to the west and the Dublin Port Tunnel to the south, on lands known as Phase 2, East point Business Park, Dublin 1 & 3. The development will consist of: The erection of a single storey 45 sq.m extension to the east end of the existing single storey sub-station/ switch room / standby generator building to the east of Block p9, to form a new stand-by generator enclosure, and the installation of a roof over the existing standby generator enclosure to form a new switch room; The erection of a new single storey 40 sq.m electrical equipment building and store, between the east end of Block P9 and the substation/switch room/ standby generator building. The erection of a new 1.3m high louvered screen to create a 129 sq.m open plant enclosure at roof level of Block P9; The installation of new double doors at ground floor level of Block P9, opening into its eastern courtyard; Sundry minor works to accommodate the above.	DCC made the decision to grant planning permission on the 06-Dec 2013	1	Development is located within the Dublin Port Area but is situated approximately 600 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 Application Area, it is unlikely to generate cumulative effects when considered in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
17	3414/13	2013	Deutsche Bank AG	The erection of a single storey extension to the main entrance lobby and the erection of a new entrance canopy, both at the west façade of Block P9, East Point Business Park, being on a 0.82 ha site (forming part of a larger 6.3 ha site) bounded by Bond Road to the east, an existing building "Eirfreeze" to the north, East Point Business Park to the west and the Dublin Port Tunnel to the south, on lands known as Phase 2, East Point Business Park, Dublin 1 & 3	DCC made the decision to grant planning permission on the 06-Dec 2013	1	Development is located within the Dublin Port Area but is situated approximately 600 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 Application Area, it is unlikely to generate cumulative effects when considered in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
18	3746/13	2013	Dublin Port Company	To demolish 3 no. derelict structures having a total area of 691 sq.m and erect 6 no. floodlight masts 25 metre high with floodlights, single-storey offices, control booth and toilets having a total area of 68sq.m and new 4 meter high fencing at its storage site.	DCC made the decision to grant planning permission on the 12-Jun 2014	1	Development is located within the Dublin Port Area but is situated approximately 800 metres outside of the MP2 Application Area. These work are most likely completed and therefore already considered as part of the baseline data collated as part of this EIAR. Stage 2 Assessment not required for this development.	No				n/a
19	2692/13	2013	ESB	The development will consist of alterations to the existing 110kV station consisting of new 110kV line bay and associated site works.	DCC made the decision to grant planning permission on the 23-Jul 2013	1	Development is located within the Dublin Port Area but is situated approximately 400 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 Application Area, it is unlikely to generate cumulative effects when considered in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a

ID	Planning Application Reference	Application Year	Applicant	Brief Description of Planning Proposal	Status	Stage 1 Assessment			Stage 2 Assessment			
						Tier	Spatial location in relation to the MP2 Zone of Influence	Progress to Stage 2	Overlap in Temporal Scope	Scale and Nature of Development likely to have a significant effect	Capacity of the Receiving Environment	Progress to Stage 3
20	2737/13	2013	ESB Telecoms	Continued use of the existing 45 metre high, free standing birdcage communications structure, carrying antennae and communication dishes, with associate ground- mounted equipment shared with third party operators, within a 2.4m high palisade compound, previously granted under parent permission PA ref: 4972/07 and for permission to attach additional antennae and dishes for future third party co-location	DCC made the decision to grant planning permission on the 30-Jul 2013	1	Development is located within the Dublin Port Area but is situated approximately 200 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 Application Area, it is unlikely to generate cumulative effects when considered in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
21	2782/13	2013	Fineos Corporation	Construction of a new glazed entrance porch (area 7sqm) with new glazed double entrance doors.	DCC made the decision to grant planning permission on the 31-Jul 2013	1	Development is located within the Dublin Port Area but is situated approximately 1100 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 Application Area, it is unlikely to generate cumulative effects when considered in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
22	2241/14	2014	Deutsche Bank AG	Alterations to the previously approved extension (Planning Ref. 3388/13) to the existing single storey sub-station/ switch-room/ standby generator building to the east of Block P9, to form a single storey 94.10 sq.m extension containing a new switch room and relocated previously approved standby generator. Sundry minor works to accommodate the above.	DCC made the decision to grant planning permission on the 16-Apr 2014	1	Development is located within the Dublin Port Area but is situated approximately 600 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 development, it is unlikely to generate cumulative effects when considered in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
23	3140/14	2014	Burke Shipping Group	The development will comprise the provision of a ship to shore (STS) gantry crane and all ancillary works.	DCC made the decision to grant planning permission on the 10-Sep 2014	1	Development is located within the MP2 Application Area. Stage 2 Assessment Required.	Yes	Given that construction phase for this project has long since passed, only operational stage effects could possibly act in combination with MP2 effects. The operational use of this development has therefore been captured as part of baseline data collated as part of this study. No further assessment required.			No

ID	Planning Application Reference	Application Year	Applicant	Brief Description of Planning Proposal	Status	Stage 1 Assessment			Stage 2 Assessment			
						Tier	Spatial location in relation to the MP2 Zone of Influence	Progress to Stage 2	Overlap in Temporal Scope	Scale and Nature of Development likely to have a significant effect	Capacity of the Receiving Environment	Progress to Stage 3
24	2538/14	2014	Deutsche Bank AG	Planning permission is being sought for the following works at and adjacent to, Block P9, East Point Business Park, being on a 0.82 ha site (forming part of a larger 6.3 ha site) bounded by Bond Road to the east, an existing building "Eirfreeze" to the north, East Point Business Park to the west and the Dublin Port Tunnel to the south on lands known as phase 2, East Point Business Park, Dublin 1 & 3. The development will consist of the erection of exterior primary signage to West & East elevations as follows: 1 no. built up brushed stainless steel logo of nominal size 3.7m x 3.7m secretly fixed at high level (c 19.9m above ground level) to exterior of atrium glazing on West elevation. 1 no. built up brushed stainless steel logo of nominal size 3m x 3m secretly fixed at high level (c 22.1m above ground level) to stone cladding on East elevation. Laser cut individual letters .26m high and a .45m x .45m logo in black stove enamelled stainless steel secretly fixed to stone cladding at low level (c 1.85m aboveground level) on West elevation.	DCC made the decision to grant planning permission on the 09-Jun 2014	1	Development is located within the Dublin Port Area but is situated approximately 600 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 development, it is unlikely to generate cumulative effects when considered in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
25	2753/14	2014	Dublin Port Company	To erect 60m of replacement boundary wall to its property at East Wall Road Dublin 1. It is proposed to demolish 40m of existing wall deemed to be structurally unstable and a portion of abutting wall. The proposed replacement wall will comprise an outer skin of galvanised mild steel mesh of cavity of 700mm min and an inner wall constructed of stone filled gabions and integrated plant propagation elements and dry stone limestone facing to East Wall Road.	DCC made the decision to grant planning permission on the 23-Jul 2014	1	Development is located within the Dublin Port Area but is situated approximately 1000 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 development, it is unlikely to generate cumulative effects when considered in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
26	2860/14	2014	Dublin Port Company	Demolish 3 No. warehouses, an office and out-buildings having a total area of 4227 sq. metres as well as internal site fencing.	DCC made the decision to grant planning permission on the 25-Jul 2014	1	Development is located within the MP2 Application Area. Stage 2 Assessment Required.	Yes	Given that construction phase for this project has long since passed, only operational stage effects could possibly act in combination with MP2 effects. The operational use of this development has therefore been captured as part of baseline data collated as part of this study. No further assessment required.			No

ID	Planning Application Reference	Application Year	Applicant	Brief Description of Planning Proposal	Status	Stage 1 Assessment			Stage 2 Assessment			
						Tier	Spatial location in relation to the MP2 Zone of Influence	Progress to Stage 2	Overlap in Temporal Scope	Scale and Nature of Development likely to have a significant effect	Capacity of the Receiving Environment	Progress to Stage 3
27	2789/14	2014	EirGrid Plc	The proposed development will consist of the construction of 2 no. 50MVAR shunt reactance coil units within, and at the southern boundary of, the existing Poolbeg Generating station complex, which comprises the area of the existing Poolbeg 220 kV substation compound. Each 50 MVAR shunt reactance coil unit will comprise 3 no. cylindrical coils, with a diameter of approximately 3m, and a height of approximately 9m. Associated equipment and apparatus proposed will comprise 6 no. 220kV circuit breakers, 12 no. 220kV surge arrestors, 12 no. 220kV post insulators, 6 no. low level post insulators, 6 no. 220kV cable sealing ends, and 4 no. 15m high lightning monopoles. The proposed equipment will connect to the existing Poolbeg 220kV substation by way of underground cabling, and the installation of 2 no. proposed cable/GIS switchgear interface units, of approximately 6m height and 2.4m width on the southern elevation of the existing GIS substation building. Each 50MVAR shunt reactance coil unit will be sited on an area of approximately 252.2m ² , enclosed by security fencing of approximately 2m height; in addition, the general area of the 2 no. proposed coil units and associated equipment and apparatus, of approximately 1,334.5m ² , will be surrounded by an outer security fencing of approximately 2.6m height, including a vehicular access gate along its northern side; It is also proposed to construct a new security fence of approximately 2.6m height around the wider Poolbeg 220kV substation compound (and connecting into the existing boundary security fencing at the Poolbeg Generating Station complex), enclosing an area of approximately 18,666m ² . This fence will include 2 no. vehicular access gates along its northern side. Vehicular access to the proposed development site will remain via the existing Poolbeg Generating Station entrance on Pigeon House Road. Ancillary works will include generally minor alterations to the existing internal road network, and drainage improvement works, including a new soakaway pit of approximately 25m ² . The removal of existing trees within the overall Generating Station complex, covering an area of approximately 1185m ² , is required to facilitate the proposed development. A section of an existing berm will be raised in height from approximately 2.6m to approximately 3.4m (approximately 40m in length).	DCC made the decision to grant planning permission on the 29-Jul 2014	1	Development is located within the Dublin Port Area but is situated approximately 400 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 Application Area, it is unlikely to generate cumulative effects when considered in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
28	3221/14	2014	Topaz Energy Limited	Permission for development at New Topaz Terminal, Promenade Road, Dublin Port, Dublin 3, bounded to the south by Tolka Quay Road, to the west by TOP Yard 2, and to the east by an access lane. The development will consist of modifications to previously approved planning permission, Reference 3171/12. The modifications will consist of the following: 1. Re-designation of Tank 6 (T406) to store Jet A 1/Kerosene instead of Ethanol; 2. Re-designation of Tanks 7 and 8 (T407 and T408) to store ethanol instead of unleaded gasoline (ULG); 3. Tanks 1, 2, 3, 4, 5 and 6 to be located in one Bund instead of two bunds; 4. Tanks 7, 8 and 9 to be double-skin tanks with a single bund wall instead of single-skin tanks with two bund walls; 5. Deletion of the 3m high secondary containment (inner) concrete wall around Tanks 7, 8 and 9; 6. Reduction of the height of the tertiary containment concrete walls of the bunds and of the perimeter walls from 3 metres to 2 metres. There will also be palisade fencing on the boundary. These changes will reduce the storage capacity for Class I liquids by approximately 30 %. The total storage capacity of all hydrocarbons will be unchanged. The development will be an Upper Tier Seveso site and comes within the meaning of Part 11 of the planning regulations. An Environmental Impact Statement and a Natura Impact Statement will be submitted to the planning authority with the planning application and the EIS and NIS will be available for inspection or purchase, at a fee not exceeding the reasonable cost of making a copy, during office hours, at the offices of Dublin City Council.	DCC made the decision to grant planning permission on the 02-Oct 2014	1	Development is located within the MP2 Application Area. Stage 2 Assessment Required.	Yes	Given that construction phase for this project has long since passed, only operational stage effects could possibly act in combination with MP2 effects. The operational use of this development has therefore been captured as part of baseline data collated as part of this study. No further assessment required.			No

ID	Planning Application Reference	Application Year	Applicant	Brief Description of Planning Proposal	Status	Stage 1 Assessment			Stage 2 Assessment			
						Tier	Spatial location in relation to the MP2 Zone of Influence	Progress to Stage 2	Overlap in Temporal Scope	Scale and Nature of Development likely to have a significant effect	Capacity of the Receiving Environment	Progress to Stage 3
29	2596/15	2015	Irish Ferries Ltd	The development will consist of the relocation of the existing vehicular and pedestrian entrances off Breakwater Road South to a new location off Breakwater Road South, alterations to the existing layout of the road and pavements and all ancillary site works.	DCC made the decision to grant planning permission on the 10 th July 2015	1	Development is located within the MP2 Application Area. Stage 2 Assessment Required.	Yes			Potential cumulative effects associated with the MP2 Project in combination with the Vehicular and Pedestrian Entrances off Breakwater Road South. There is potential for in combination impact on Biodiversity. Further Assessment required.	Yes
30	2651/15	2015	Dublin Port Company	The development will consist of the erection of two sets of gates 12 metres wide and side fences (each set incorporating a pedestrian gate) 4 metres high above pavement level across Alexandra Road.	DCC made the decision to grant planning permission on the 23-Sep 2015	1	Development is located within the Dublin Port Area but is situated approximately 200 metres outside of the MP2 Application Area. These works are now complete and the development has been considered as part of baseline data collated as part of this EIAR. It is unlikely that this development will generate cumulative effects during its operation when considered in-combination with the construction and operation of the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
31	2982/15	2015	Dublin Port Company	Planning permission for a) a change of use from a canteen to a new port related seafarers reception centre facility, and b) modifications to the existing building. The modifications to the existing single storey building consist of the demolition of the existing 6.4m2 single storey lobby extension, minor modifications to the parapet and windows to the east and north elevations, new 11m2 glazed single storey entrance lobby, new canopy, new roof mounted PV panels, 2 no new self-illuminated signs to the north elevation, a new pedestrian and vehicular gate, new boundary wall with railings, and associated site works.	DCC made the decision to grant planning permission on the 30-Jul 2015	1	Development is located within the Dublin Port Area but is situated approximately 500 metres outside of the MP2 Application Area. These works are now complete and the development has been considered as part of baseline data collated as part of this EIAR. It is unlikely that this development will generate cumulative effects during its operation when considered in-combination with the construction and operation of the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
32	3022/15	2015	Dublin Port Company	The development will consist of: (a) the removal of a vehicular gate fronting Promenade Road, Dublin Port, Dublin 3 and replacement with new 4 metre high fence. (b) the erection of new 4 metre high fences in place of defective or inadequate fencing on three sides of the site. (c) the incorporation of the site into the adjacent site located to the east and (d) the construction of new re-enforced concrete surfacing and new replacement drainage and water system and associated ancillary works.	DCC made the decision to grant planning permission on the 31-Jul 2015	1	Development is located within the MP2 Application Area. Stage 2 Assessment Required.	Yes		These works are now complete and the development has been considered as part of baseline data collated as part of this EIAR. It is unlikely that this development will generate cumulative effects during its operation when considered in-combination with the construction and operation of the MP2 project.		No

ID	Planning Application Reference	Application Year	Applicant	Brief Description of Planning Proposal	Status	Stage 1 Assessment			Stage 2 Assessment			
						Tier	Spatial location in relation to the MP2 Zone of Influence	Progress to Stage 2	Overlap in Temporal Scope	Scale and Nature of Development likely to have a significant effect	Capacity of the Receiving Environment	Progress to Stage 3
										No further assessment required.		
33	3532/15	2015	Dublin Port Company	The development will consist of removal of existing vehicular gate and fencing fronting Alexandra Road, creating an open vehicular access, erection of new palisade fences measuring 2.7 m high and erection of new tri folding gates at southern end of site.	DCC made the decision to grant planning permission on the 23-Oct 2015	1	<p>Development is located within the Dublin Port Area but is situated approximately 600 metres outside of the MP2 Application Area.</p> <p>These works are now complete and the development has been considered as part of baseline data collated as part of this EIAR.</p> <p>It is unlikely that this development will generate cumulative effects during its operation when considered in-combination with the construction and operation of the MP2 project.</p> <p>Stage 2 Assessment not required for this development.</p>	No				n/a
34	3452/15	2015	Dublin Port Company	Permission for development at Port Centre, on a 1.7ha site bounded by Alexandra Road & East Wall Road, Dublin 1. The development will consist of Landscape and associated civil engineering works to the Port Centre Precinct to contribute to the public realm and to accommodate the relocation of the existing carpark from the Alexandra Road site boundary to an area south of the Port Centre Building bounded by the East Wall Road including demolition of the existing redundant single storey building, Port Centre vehicular entrance wing walls and the two storey office block all on Alexandra Road, existing internal site concrete block carpark boundary walls, part demolition of the existing East Wall Road stone wall (approx. 35m length) & existing East Wall boundary wall currently concealed behind hoarding (approx. 32.5m length) and construction of - 1) Proposed 24.5m length of 4m high stone wall and 25m length 4m high metal clad boundary walls with vehicular and pedestrian gates to Alexandra Road including inter alia the sensitive relocation and refurbishment of the existing Marian statue on the Alexandra Road. 2) Proposed 4m high pedestrian "Turn-stile" access gates to north of Port Centre Plaza on the East Wall Road with integrated artwork. 3) Proposed 3.75 - 5.6m high metal clad boundary sculptural wall with integrated signage south of Port Centre Building to East Wall Road to enclose the relocation of an existing crane structure (Crane no. 292) behind East Wall Road boundary south of Port Centre building as a new landmark and an example of Dublin Port's Industrial Heritage which will be illuminated and protected with anti-climb features. 4) Proposed 4m high east & south internal site metal railings creating new site boundaries that will redefine the extent of the Port Centre Precinct and carpark. 5) Proposed carpark area to accommodate the relocation of the 118no. existing car spaces south of the Port Centre building with associated internal road link from the existing Alexandra Road vehicular entrance with a total of 6no. accessible car spaces available within Port Precinct. 6) Proposed external pedestrian and wheelchair accessible sculptural ramp structure adjacent to the southern elevation of the Port Centre Building, serving the Podium level of the Port	DCC made the decision to grant planning permission on the 13-Oct 2015	1	<p>Development is located within the Dublin Port Area but is situated approximately 800 metres outside of the MP2 Application Area.</p> <p>These works are now complete and the development has been considered as part of baseline data collated as part of this EIAR. It is unlikely that this development will generate cumulative effects during its operation when considered in-combination with the construction and operation of the MP2 project.</p> <p>Stage 2 Assessment not required for this development.</p>	No				n/a

ID	Planning Application Reference	Application Year	Applicant	Brief Description of Planning Proposal	Status	Stage 1 Assessment			Stage 2 Assessment			
						Tier	Spatial location in relation to the MP2 Zone of Influence	Progress to Stage 2	Overlap in Temporal Scope	Scale and Nature of Development likely to have a significant effect	Capacity of the Receiving Environment	Progress to Stage 3
				Centre from the relocated carpark on the southern boundary spanning over the landscaped garden, approximately 38m long. 7) New bicycle & motorcycle shelter structure to the west of the Port Centre Building & 8no. bike lockers with a 3m high metal screen north of the Port Centre Building. 8) Installation of new art work to the Port Centre Podium & 2no. Wind sculptures to the Plaza north of Port Centre Building. 9) Proposed 1.1m high guarding with handrail to be fixed to the existing Podium perimeter upstand to all sides of the Port Centre Building. 10) New external lighting scheme throughout and relocation of the existing external generator from the east facade of the Port Centre Building to the lower ground level of the external moat to the south of Port Centre.								
35	2552/15	2015	Fingleton White	PROTECTED STRUCTURE: Permission for development of an aviation fuel pipeline from Dublin Port, Dublin 1 to Dublin Airport, Co Dublin. The route of the pipeline is from proposed inlet station at Team CV Ltd, Bond Drive, Dublin Port, Dublin 1 and via Bond Drive, Tolka Quay Road, East Wall Road, under the Tolka River, Alfie Byrne Road, Clontarf Road, Howth Road, Copeland Avenue, Malahide Road (R107) and R139 (formerly N32). (It then enters Fingal Co. Council administrative area at Clonshaugh Rd. and routes via AUL/FAI sports ground, under the M1 motorway via the DAA Long Term Red Carpark, adjacent to Eastlands Car Hire Compound, ALSAA complex, under the Swords Road R132 and via Corballis Road to a reception station at Dublin Airport, Co Dublin. A separate application is being lodged concurrently with Fingal County Council in respect of the development proposed in its administrative area). The development will consist of (a) single storey Control Building, pumps and ancillary pipework in a fenced compound at Bond Drive, Dublin Port, Dublin 1 (b) a 200mm diameter continuously welded steel pipeline, laid generally in the public road at a depth of circa 1.2m below surface level except where it will pass under the Tolka and Santry Rivers and culverted streams. The length of the pipeline in Dublin City Council administrative area will be circa 11.4 km (total length will be circa 14.4 km.) (c) 2no. above-ground control boxes associated with emergency shut-down valves on the pipeline, at the junction of the Malahide Road R107 and Donnycarney Road and on the R139 (formerly N32) east of the junction with Clonshaugh Road South. The pipeline will be laid in the roadway under the Clontarf Bridge which is a protected structure. An Environmental Impact Statement and Natura Impact Statement have been prepared in respect of the application and will be submitted with the planning application.	DCC made the decision to grant planning permission on the 15-Oct 2015	1	Development is located within the Dublin Port Area but is situated approximately 50 metres outside of the MP2 Application Area. These works are now complete and the development has been considered as part of baseline data collated as part of this EIAR. It is unlikely that this development will generate cumulative effects during its operation when considered in combination with the construction and operation of the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
36	2809/15	2015	Montgomery Transport Ltd	Extension to an existing steel frame distribution warehouse facility. Application for permission under planning legislation to remove/demolish a number of small structures from site and demolish a rear section to the main building for the purpose of constructing a new single storey extension to an existing steel frame distribution warehouse facility and reclad the exterior of the existing warehouse unit to match the proposed extension. The extension is to the rear of the existing site adjacent to Bond Road and the existing vehicular entrance is maintained. All existing hardstanding and external car parking to the front of the existing building are to be retained.	DCC made the decision to grant planning permission on the 13-Jan 2016	1	Development is located within the Dublin Port Area but is situated approximately 400 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 development, it is unlikely to generate cumulative effects when considered in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
37	2063/15	2015	Oracle EMEA Limited	The construction of new glazed roofs to existing atria and change of use of the atrium space at ground level to office use and the erection of security control posts at entrance doors, adjustment to line of roof top louvres to allow for additional plant space, erection of solar hot water panels, and removal of existing entrance lobby and replacement with new fixed glazed unit.	DCC made the decision to grant planning permission on the 10-Mar 2015	1	Development is located within the Dublin Port Area but is situated approximately 1000 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 development, it is unlikely to generate cumulative effects when considered in combination with the MP2 project.	No				n/a

ID	Planning Application Reference	Application Year	Applicant	Brief Description of Planning Proposal	Status	Stage 1 Assessment			Stage 2 Assessment			
						Tier	Spatial location in relation to the MP2 Zone of Influence	Progress to Stage 2	Overlap in Temporal Scope	Scale and Nature of Development likely to have a significant effect	Capacity of the Receiving Environment	Progress to Stage 3
							Stage 2 Assessment not required for this development.					
38	4337/15	2015	Topaz Energy Limited	The proposed development will consist of alterations to existing entrance as follows: (1) removal of part of existing dwarf wall and (2) installation of new entrance kerbs and (3) all associated development works.	DCC made the decision to grant planning permission on the 25-Feb 2016	1	Development is located within the Dublin Port Area but is situated approximately 50 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 development, it is unlikely to generate cumulative effects when considered in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
39	2377/16	2016	Darland Enterprises T/A JP Ryan Trans	RETENTION: Retention planning permission for a modification to a previously approved grant of planning permission (DCC Planning Ref:- 3069/13) at their new offices at Bond Drive Extension, Dublin Port, Dublin 3. Darland Enterprises, T/A JP Ryan Transport Ltd wish to apply to retain modifications to the external cladding of the building. The modified external cladding materials comprise metal insulated panels with sections of alternating horizontal panels, tinted windows and other minor alterations.	DCC made the decision to grant retention permission on the 19-Apr 2016	1	Development is located within the Dublin Port Area but is situated approximately 100 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 development, it is unlikely to generate cumulative effect when considered in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
40	2193/16	2016	Doyle Shipping Group	Refurbishment of an existing 5-storey office building including new external facade insulation and cladding system, elevation alterations, roof plant and roof plant screening, building mounted signage, demolition of an existing one storey side extension and sundry associated works.	DCC made the decision to grant planning permission on the 31-Mar 2016	1	Development is located within the Dublin Port Area but is situated approximately 100 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 development, it is unlikely to generate cumulative effects when considered in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
41	2034/16	2016	Dublin Port Company	RETENTION: The development involves alterations to previously granted permissions under P.A. Reg. Ref. 2310/15 and P.A. Reg. Ref. 3022/15 and consists of: (a) On the Promenade Road frontage: a 4 metre-high fence and a 9m wide roller access gate. (b) On the eastern side: added fencing to the existing boundary wall to bring it to an overall height of 4 metres. (c) On the No.2 Branch road frontage: a 9m wide roller access gate and 4 metre-high fence. (e) On the western side: a 4 metre-high fence.	DCC made the decision to grant retention permission on the 03-Mar 2016	1	Development is located within the MP2 Application Area. Stage 2 Assessment Required.	Yes		These works are now complete and the development has been considered as part of baseline data collated as part of this EIAR. It is unlikely that this development will generate cumulative effects during its operation when considered in-combination		No

ID	Planning Application Reference	Application Year	Applicant	Brief Description of Planning Proposal	Status	Stage 1 Assessment			Stage 2 Assessment			
						Tier	Spatial location in relation to the MP2 Zone of Influence	Progress to Stage 2	Overlap in Temporal Scope	Scale and Nature of Development likely to have a significant effect	Capacity of the Receiving Environment	Progress to Stage 3
										with the construction and operation of the MP2 project. No further assessment required.		
42	2318/16	2016	Dublin Port Company	The proposed development consists of: a) Demolition of the boundary wall on the south side and of the fence on the east side and replacement with a 4m high fence; b) Added fencing to the existing boundary wall to bring it to an overall height of 4m on the north and west sides; c) Replacement of four existing entrances onto Alexandra Road with two 12 m roller access gates on Alexandra Road; d) Resurfacing; e) 6 no. 30 m high lighting masts and luminaries and 4 no. 18 m CCTV poles; f) An ESB sub-station and associated switchroom to the south west corner; g) An attenuation tank to the north west corner; h) Three 3-4 storey steelwork reefer access platforms and refrigerated gantries; and i) All associated site works.	DCC made the decision to grant planning permission on the 15-Apr 2016	1	Development is located within the MP2 Application Area. Stage 2 Assessment Required.	Yes	Given that construction phase for this project has long since passed, only operational stage effects could possibly act in combination with MP2 effects. The operational use of this development has therefore been captured as part of baseline data collated as part of this study. No further assessment required.			No
43	2567/16	2016	Dublin Port Company	RETENTION: Dublin Port Company intend to apply for retention permission and permission for development at this site c. 4.1 ha. The development consists of alterations to previously granted planning permissions P.A. Reg.Ref. 2310/15 and P.A. Reg.Ref. 3021/15. It consists of the retention of: (a) 4 m high fencing erected in place of demolished defective walls and fences fronting Alexandra Road. (b) Relocation and widening of gates fronting Alexandra Road providing three accesses, one pair of gates totalling 16 m and two gates 9 m wide, all of which are 4 m high. (c) One new 12 m wide gate on Tolka Quay Road and retention of one replacement gate on Tolka Quay Road with a 9 m wide gate, both gates 4 m high. (d) Two no. project notice structures. (e) 6 no. bases for CCTV pole. (f) All associated site works. Permission is sought for 6 no. CCTV poles of up to 18 m high,	DCC made the decision to grant retention permission on the 23-May 2016	1	Development is located within the Dublin Port Area but is situated approximately 500 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 Application Area, it is unlikely to generate cumulative effects when considered with in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				
44	3084/16	2016	Dublin Port Company	The development comprises of works to the Port's private internal road network, and includes works on public roads at East Wall Road, Bond Road and Alfie Byrne Road. The development will consist of: a) Construction of new roads and enhancements to existing roads within the Dublin Port estate north of River Liffey; b) Construction of enhanced landscaping and amenity route along the northern boundary; c) Construction of new pedestrian and cycle overbridge at Promenade Road; d) Construction of access ramps to pedestrian and cycle overbridge at Promenade Road; e) Construction of new pedestrian and cycle underpass at Promenade Road; f) Construction of 11 no. new signage gantries; g) Ancillary construction works, including site clearance, demolitions, earthworks, pavement construction, construction of verges, modifications to accesses, construction of new and amended drainage services, diversion and installation of utility services, installation of road markings and signs and accommodation works; h) Works to existing boundaries and construction of new boundaries; i) Construction of minor works to the junctions of East Wall Road with Tolka Quay Road and East Wall Road with Alexandra Road. The application is for a 10 year planning permission.	DCC made the decision to grant planning permission on the 14 th September 2016	1	Development is located within the MP2 Application Area. Stage 2 Assessment Required.	Yes		Potential cumulative effects associated with the MP2 Project in combination with the Dublin Port Internal Road Network. There is potential for in combination impact on Biodiversity and Traffic & Transportation. Further Assessment required.		Yes
45	3387/16	2016	Dublin Port Company	The development will consist of: the demolition of 5 no. existing buildings comprising Building A - Bord na Mona Shed (c. 3,236sq.m.), Building B - Rubb Shed (c. 3,042sq.m.), Building C - Doyle Shipping Group Offices (c. 380sq.m.), Building D - Toilet Block (c. 33sq.m.); and Building E - Substation (c. 148sq.m); and; the removal of structural and infrastructural elements, reinstatement works and all associated site development works on a site area of 4.54 hectares.	DCC made the decision to grant planning permission on the 09-Sep 2016	1	Development is located within the Dublin Port Area but is situated approximately 300 metres outside of the MP2 Application Area. These works are now complete and the development has been considered as part of baseline data collated as part of this EIAR.	No				n/a

ID	Planning Application Reference	Application Year	Applicant	Brief Description of Planning Proposal	Status	Stage 1 Assessment			Stage 2 Assessment			
						Tier	Spatial location in relation to the MP2 Zone of Influence	Progress to Stage 2	Overlap in Temporal Scope	Scale and Nature of Development likely to have a significant effect	Capacity of the Receiving Environment	Progress to Stage 3
							It is unlikely that this development will generate cumulative effects during its operation when considered in-combination with the construction and operation of the MP2 project. Stage 2 Assessment not required for this development.					
46	3551/16	2016	Dublin Port Company	The development will consist of: The erection of a solar photovoltaic system on the east-west facing roof of the existing Dublin Port Maintenance and Services (M&S) building. The array will comprise approximately 180sqm of PV modules and associate development including inverters, cables and all associated site development works within a zone measuring approximately 66m x approximately 6.3m (approximately 416 sqm).	DCC made the decision to grant planning permission on the 05-Oct 2016	1	Development is located within the Dublin Port Area but is situated approximately 200 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 application area, it is unlikely to generate cumulative effects when considered in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
47	3620/16	2016	Dublin Port Company	The development will consist of: the demolition of 7 no. existing buildings comprising Building 1A- Stack C Warehouse (c. 1,880 sq.m), Building 2A - Temporary Locker Room Portacabin (c. 11 sq.m), Building 2B - Temporary Canteen Portacabin (c. 35 sq.m), Building 2C - Workshop (c. 394 sq.m), Building 2D - Toilet Block (c. 34 sq.m), Building 3A - Store (c. 22 sq.m), and Building 4A - Warehouse (c.1,610 sq.m); and the removal of all structural and infrastructural elements, reinstatement works and all associated site development works on a site area of 1.7 hectares. The development will not include works to the existing road network within Dublin Port.	DCC made the decision to grant planning permission on the 25-Oct 2016	1	Development is located within the Dublin Port Area but is situated approximately 100 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 development, it is unlikely to generate cumulative effects when considered in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
48	3664/16	2016	Dublin Port Company	RETENTION: Permission for the retention and continuation of use of the following: (i) signage to the front of the premises; (ii) a single storey portable cabin structure with a floor area of 7.5 Sq metres in use as a security hut; (iii) two single storey prefab buildings in use as ancillary offices & staff welfare facilities with a floor area of 67 Sq metres & 160 sq metres respectively (iv) a two storey prefab building to be used as ancillary storage with a floor area of 76 Sq metres; all located at Gary Keville Transport.	DCC made the decision to grant retention permission on the 28-Oct 2016	1	Development is located within the Dublin Port Area but is situated approximately 500 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 development, it is unlikely to generate cumulative effects when considered with in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
49	3934/16	2016	Dublin Port Company	PERMISSION & RETENTION: Retention permission and permission for development at this site c 1.9 ha at Alexandra Road and No. 3 Branch Road South, Dublin Port, Dublin 1. The development consists of alterations to previously granted planning permission P.A. Reg. Ref. 2310/15. It consists of the retention of: (a) Two sets of gates along the Alexandra Road frontage, (b) The remaining open of No. 3 Branch Road South (a private Road), (c) Retention of two steelwork reefer access platforms and refrigerated gantries, 3 cctv bases, attenuation tank, 4 lighting masts and luminaires 30 metres high and (d) All associated site works. Permission is also sought for 3 cctv poles up to 18 m high.	DCC made the decision to grant retention permission on the 09-Dec 2016	1	Development is located within the Dublin Port Area but is situated approximately 200 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 development, it is unlikely to generate cumulative effects when considered in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a

ID	Planning Application Reference	Application Year	Applicant	Brief Description of Planning Proposal	Status	Stage 1 Assessment			Stage 2 Assessment			
						Tier	Spatial location in relation to the MP2 Zone of Influence	Progress to Stage 2	Overlap in Temporal Scope	Scale and Nature of Development likely to have a significant effect	Capacity of the Receiving Environment	Progress to Stage 3
50	2650/16	2016	ESB	The development consists of permission for 670 m of 2.6 m high palisade fencing and associated gates to secure an internal area within the Poolbeg Generating Station Compound.	DCC made the decision to grant planning permission on the 20-May 2016	1	Development is located within the Dublin Port Area but is situated approximately 200 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 development, it is unlikely to generate cumulative effects when considered in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
50	3052/16	2016	ESB	The development will consist of: The provision of a temporary surface car park for a period up to a maximum of five years comprising part of the ESB landholding to provide parking for staff temporarily located at the Gateway Building, East Wall Road. The works include provision of 250 temporary car parking spaces; the temporary relocation of the vehicular and pedestrian entrance onto East Wall Road; works to the footpath at the entrance and new road markings on the East Wall Road; removal of a section of boundary wall and adjoining lean-to sheds; erection of security gates; security hut; lighting and all ancillary site and development works.	DCC made the decision to grant planning permission on the 28-Jul 2016	1	Development is located within the Dublin Port Area but is situated approximately 1100 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 development, it is unlikely to generate cumulative effects when considered in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
51	3794/16	2016	ESB	The development will consist of the reinstatement of the recessed vehicular access, fencing and gates on the line of the original access to the ESB Station lands at Poolbeg. The works include the removal of 100m of existing 2.6m high palisade fence, 110m of chain link fence and 120m of 1.2m high pedestrian hand rail. This will be replaced with 4.5m wide 2.6m high palisade entrance gates and 100m of 2.6m high palisade fencing to create a splayed entrance along the original fence line. Development will also include works to the footpath with road markings at the entrance and all ancillary site and development works.	DCC made the decision to grant planning permission on the 18-Nov 2016	1	Development is located within the Dublin Port Area but is situated approximately 200 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 development, it is unlikely to generate cumulative effects when considered in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
52	2410/16	2016	Gas Networks Ireland	Planning permission for 1no. single storey CNG (compressed natural gas) compressor installation with a floor area of 18m2 and 1no. covered shelter with a floor area of 41m2 with associated ground works.	DCC made the decision to grant planning permission on the 25-Apr 2016	1	Development is located within the Dublin Port Area but is situated approximately 100 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 development, it is unlikely to generate cumulative effects when considered in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a

ID	Planning Application Reference	Application Year	Applicant	Brief Description of Planning Proposal	Status	Stage 1 Assessment			Stage 2 Assessment			
						Tier	Spatial location in relation to the MP2 Zone of Influence	Progress to Stage 2	Overlap in Temporal Scope	Scale and Nature of Development likely to have a significant effect	Capacity of the Receiving Environment	Progress to Stage 3
53	2656/16	2016	National Oil Reserves Agency	The development will consist of the construction of a new single storey operational control room, complete with electrical switch room to ESB specifications. A transformer will be sited adjacent to the North side of the new control room. The new control room is to be located adjacent to the existing terminal entrance/ exit gate onto Shelly Banks Road. The construction of a new pump-pad, truck loading gantry complete with a weather proof enclosure, above ground interceptor, horizontal marker dye tank with associated bund, impervious upgrade of existing bund areas and tank refurbishment. The installation of new pipe-work, pumps, fire protection system including firewater tank and other associated works. These development works will result in the site being upgraded to UPPER TIER under the SEVESO regulations.	DCC made the decision to grant planning permission on the 14-Dec 2016	1	Development is located within the Dublin Port Area but is situated approximately 200 metres outside of the MP2 Application Area. All Seveso sites within Dublin Port have been assessed in Chapter 6 of the EIAR. Stage 2 Assessment not required for this development.	No				n/a
54	2784/16	2016	P&O Ferries (Irish Sea) Limited	Erection of a detached metal clad 192 sq.m 7.65m high warehouse structure with 17.4 sq.m link building, all to the north of the existing warehouse/ vehicle maintenance unit adjacent to East Wall Road on lands at P & O Terminal, East Wall Road, Dublin 1.	DCC made the decision to grant planning permission on the 08-Sep 2016	1	Development is located within the Dublin Port Area but is situated approximately 1100 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 application area, it is unlikely to generate cumulative effects when considered in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
55	3022/16	2016	Port Side Investments Ltd	Construction of new single storey extension (75 sqm) to front and side of existing motor showroom along with new glazed curtain walling and wall cladding to front section of existing motor showroom at their existing premises.	DCC made the decision to grant planning permission on the 26-Jul 2016	1	Development is located within the Dublin Port Area but is situated approximately 1400 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 application area, it is unlikely to generate cumulative effects when considered with in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
56	4000/16	2016	Topaz Energy Limited	Change of use from permitted retail use to retail use including the sale of alcohol for consumption off the premises (i.e. off licence use) within the overall retail unit, where the floor area for the off licence use is 9.6 sq.m, and is ancillary to the primary retail use.	DCC made the decision to grant planning permission on the 14-Dec 2016	1	Development is located within the Dublin Port Area but is situated approximately 50 metres outside of the MP2 Application Area. Due to the nature of this planning proposal, it is unlikely to generate cumulative effects when considered in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
57	3512/16	2016	Verizon Services Ireland Ltd	Erection of 2 no. security camera poles 4.5 m high to external perimeter verge of 3-storey office building at Block T, East Point Business Park, Dublin 3.	DCC made the decision to grant planning permission on the 29-Sep 2016	1	Development is located within the Dublin Port Area but is situated approximately 1100 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 Application Area, it is unlikely to generate cumulative effects when considered in combination with the MP2 project.	No				n/a

ID	Planning Application Reference	Application Year	Applicant	Brief Description of Planning Proposal	Status	Stage 1 Assessment			Stage 2 Assessment			
						Tier	Spatial location in relation to the MP2 Zone of Influence	Progress to Stage 2	Overlap in Temporal Scope	Scale and Nature of Development likely to have a significant effect	Capacity of the Receiving Environment	Progress to Stage 3
							Stage 2 Assessment not required for this development.					
58	3454/17	2017	Donal Foley Rushfleet Ltd	The development will consist of the construction of a new two storey permanent steel gantry structure to allow for safe inspection and repair of refrigeration engines on shipping containers & all associated site works.	DCC made the decision to grant planning permission on the 12-Sep 2017	1	Development is located within the Dublin Port Area but is situated approximately 300 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 Application Area, it is unlikely to generate cumulative effects when considered in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
59	3788/11, 2495/17	2017	Dublin Port Company	Planning permission for the continuance of use of a 110m long 6.5m wide single lane bridge with access ramps over the M50 and a storage area for imported cars and vans and all associated site development and service works as permitted under planning register reference 3788/11.	DCC made the decision to grant planning permission on the 10-May 2017	1	Development is located within the Dublin Port Area but is situated approximately 800 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 Application Area, it is unlikely to generate cumulative effects when considered in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
60	2429/17	2017	Dublin Port Company	The development will consist of: The demolition of 3 no. existing buildings comprising Building A (c. 283sq.m), Building B (c. 303sq.m) and Building C (c. 112sq.m) and removal of all structural and infrastructural elements, vegetation, plinths, fences etc; new concrete surface treatment across entire site including underground drainage and electricity infrastructure; 4 no. CCTV (approx. 18m); new lighting (including 6 no. lighting towers (approx. 30m)); new approx. 4m high security fence to northern, eastern and southern (Tolka Quay Road) boundaries; and new substation. An existing substation on site will be retained. The development also includes the closure of the existing (eastern) vehicular entrance and widening of the existing western entrance to provide a 12m sliding gate on Tolka Quay Road. All development to take place on site of approx. 2.8 hectares.	DCC made the decision to grant planning permission on the 11 th September 2017	1	Development is located within the MP2 Application Area. Stage 2 Assessment Required.	Yes		Potential cumulative effects associated with the MP2 Project in combination with Demolition of Buildings and Provision of Yard. There is potential for in combination effects on Biodiversity Further Assessment required.	Yes	
61	2684/17	2017	Dublin Port Company	The development comprises amendments to the already permitted Dublin Port Road Network Improvement Project (Planning Ref. 3084/16) at no. 2 Branch Road North Extension. The development will consist of: a) Modifications to approved scheme Planning Ref. 3084/16 for Dublin Port Road Network Improvement Project at No. 2 Branch Road North Extension; b) Realignment and narrowing of c. 280 m of Promenade Road to omit 2 no. Right Slip Lanes; c) Reconfiguration of no. 2 Branch Road North Extension from one-way southbound to two-way with primary access from the south and emergency access only from the north; d) Minor modifications to junction of no. 2 Branch Road North Extension with Tolka Quay Road; e) Modifications to TOP Yard 1 boundary and access arrangements to complement proposed TOP Change of Use from office use to Product Storage Tank - Planning Ref. 3820/08/x1; f) Reduction in proposed car parking provision on No. 2 Branch Road North Extension from 50 spaces to 15 spaces, reflecting proposed TOP Change of Use - Planning Ref. 3820/08/x1; g) Associated amendments to services and culvert. The application is for a 10 year planning permission.	DCC made the decision to grant planning permission on the 06-Jun 2017	1	Development is located within the MP2 Application Area. Stage 2 Assessment Required.	Yes	Potential cumulative effects associated with the MP2 Project in combination with the Dublin Port Internal Road Network. There is potential for in combination impact on Biodiversity and Traffic & Transportation. Further Assessment required.	Yes		

ID	Planning Application Reference	Application Year	Applicant	Brief Description of Planning Proposal	Status	Stage 1 Assessment			Stage 2 Assessment			
						Tier	Spatial location in relation to the MP2 Zone of Influence	Progress to Stage 2	Overlap in Temporal Scope	Scale and Nature of Development likely to have a significant effect	Capacity of the Receiving Environment	Progress to Stage 3
62	2840/17	2017	Dublin Port Company	A new single storey substation building (approximately 65 sq.m) and all associated site development works. The proposed building comprises a Client LV Switch-room, a client MV Switch-room and an ESB MV Switch-room/ Meter-room.	DCC made the decision to grant planning permission on the 29-Jun 2017	1	Development is located within the Dublin Port Area but is situated approximately 400 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 Application Area, it is unlikely to generate cumulative effects when considered in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
63	3649/17	2017	Dublin Port Company	Development will consist of works which, for the purposes of this application, are designated as being within three Zones: A, B and C. Development within Zone A will consist of removal of all internal structural and infrastructural elements, vegetation, plinths, fences, etc.; new high strength surface treatment including underground drainage, attenuation, water services and electricity infrastructure; new lighting to include 8 no. lighting towers (c. 12 m) and 1 no. lighting tower (c.30 m); 4 m high security fence to the eastern and southern boundary; 8 m wide rolling gate access to the southern boundary and 12 m wide rolling gate access to the eastern boundary; and all associated site works. Development within Zone B will consist of change of use from existing ancillary staff car park to a concrete paved multipurpose yard designed to facilitate established core port activities; removal of all internal structural and infrastructural elements, vegetation, plinths, fences etc.; new high strength surface treatment including underground drainage, attenuation, water services and electricity infrastructure; new lighting to include 1 no. lighting tower c. 30 m; high security fence attached to existing masonry wall along northern boundary to a height of c. 4 m; and all associated site works. Development within Zone C will consist of 12 m wide gate, fence and pedestrian gate all 3 m in height across Alexandra Road and all associated site works. All development shall take place on a total area of c. 11,013 sq.m.	DCC made the decision to grant planning permission on the 21-Nov 2017	1	Development is located within the Dublin Port Area but is situated approximately 500 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 development, it is unlikely to generate cumulative effects when considered with in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
64	4216/17	2017	Dublin Port Company	The development will consist of removal of internal structural and infrastructural elements including vegetation, plinths, fences and bollards; new access roadway including footpath and utility ducting with high strength surface treatment as required; floating dock sections (pontoons) with an area of c.321sq.m clamped to vertical guides which rise and fall with the tide; An access walkway connecting the dock sections and quay walls which shall rise and fall with the tide; 7 no. lighting towers (approx. 15m); 1 no. CCTV pole (c.8m); 2.7m high security fence to the western and northern boundary; 8m wide rolling gate access to the northern boundary; 10 no. ancillary car parking spaces; and all associated site works. All development shall take place on a total area of c. 3,535sq.m.	DCC made the decision to grant planning permission on the 16 th February 2018.	1	Development is located within the MP2 Application Area. Stage 2 Assessment Required.	Yes			Potential cumulative effects associated with the MP2 Project in combination with Floating Dock Section There is potential for in combination effects on Biodiversity Further Assessment required.	Yes
65	2234/17	2017	ESB	The development will consist of the creation of a new vehicular entrance to the southern boundary of ESB lands from South Bank Road including the erection of a new 4.5m wide 2.6m high entrance gate in the existing 2.6m high palisade boundary fence. The works shall also include the infilling of low lying areas within the development boundary of the site (1.13 ha) to a depth of up to c. 4 metres above Ordnance Datum and subsequent use for open storage within ESB Lands and all ancillary site and development works at ESB lands known as Area 'B', forming part of Dublin Bay Power Plant, bounding South Bank Road & Shellybanks Road, Ringsend, Dublin 4.	DCC made the decision to grant planning permission on the 07-Apr 2017	1	Development is located within the Dublin Port Area but is situated approximately 500 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 Application Area, it is unlikely to generate cumulative effects when considered with in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
66	2521/17	2017	Oracle EMEA Limited	Permission is sought by Oracle EMEA Ltd. for Alterations to an existing building, including the construction of 2 No. new glazed roofs to existing atria, complete replacement of the building glazed facade (including the	DCC made the decision to grant planning	1	Development is located within the Dublin Port Area but is situated	No				n/a

ID	Planning Application Reference	Application Year	Applicant	Brief Description of Planning Proposal	Status	Stage 1 Assessment			Stage 2 Assessment		
						Tier	Spatial location in relation to the MP2 Zone of Influence	Progress to Stage 2	Overlap in Temporal Scope	Scale and Nature of Development likely to have a significant effect	Capacity of the Receiving Environment
				removal of existing bris solei), change of use of the atrium space at ground level to office use and the addition of internal floor space projecting into the 1st and 2nd floors within the atriums, change of use of part of ground floor from office to gym (use solely for staff working in the building), an integrated LV ESB sub-station, switch, transformer and generator room within the ground floor. Erection of security control posts at entrance doors, adjustment of roof mounted louvres to allow for additional roof plant space along with associated plant installation. Erection of solar hot water panels and photovoltaic panels to roof, and removal of 2 No. existing entrance lobbies and canopies and the installation of two external bicycle shelters.	permission on the 11-May 2017		approximately 900 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 Application Area, it is unlikely to generate cumulative effects when considered in combination with the MP2 project. Stage 2 Assessment not required for this development.				
67	DSDZ3776/17	2017	Grant Thornton	Development of a 1.1507 ha site at the junction of North Wall Quay and East Wall Road, Dublin bounded by North Wall Quay to the South, East Wall Road to the East, the 3Arena to the West and The Point Village District Centre to the North. The overall site is located within City Block 5 and 10, as identified in the North Lotts & Grand Canal Dock SDZ Planning Scheme. The development consists of: Construction of a commercial office building ranging in height from 8 storeys to 17 storeys (including one level of plant) at the northern end. The total gross floor area above ground of this building will be circa 19263 sq.m. The building is raised at ground level to 8m and supported by three elliptical cores. Access via dedicated northern and southern glass entrance foyers. As part of the development there will be an external roof terrace and plant at eighth floor level. Construction of one level of basement beneath the proposed commercial building connecting to the existing constructed basement beneath the Point Village Square (as constructed under Section 25 DD478) accommodating 300 bicycle parking spaces, plant, staff facilities, storage areas and other associated facilities. Cycle access to the basement will be via a dedicated, access controlled cycle ramp in the central core. Reconfiguration of the existing basement level -1 beneath the Point Village Square to facilitate 48 No. car parking spaces at -1 level, plant, storage areas and other associated facilities. This will also involve associated structural reconfiguration of existing basement levels -2 and -3. Vehicular access to the basement will be via the existing ramped access on Sheriff St servicing the Point Village District Centre. The reconfiguration of the basement will involve the removal of the existing external stairs from the Point Village Square to existing underground bar located at -1 level. Construction of 14.5m high restaurant/bar glass box with mezzanine level located within the Point Village Square. The total above ground gross floor will be circa. 519.4 sq.m. Permission is also sought for revisions to the Point Village Square Public Realm including proposed hard and soft landscaping works. This includes a new bus shelter, taxi shelter, 5 number glass screens and the relocation of existing Point Village Signage on East Wall Rd. The proposed development includes all associated and ancillary works, including site development works. Minor amendments to permitted permission have been applied under DSDZ3686/16 and DSDZ3776/17. Permission for the development was granted in February 2016 and construction is currently ongoing	DCC made the decision to grant planning permission on the 24-Mar 2016	1	Development is located within the MP2 Application Area. Stage 2 Assessment Required.	Yes		Potential cumulative effects associated with the MP2 Project in combination with the Exo Building There is potential for in combination effects on Biodiversity and Traffic & Transportation Further Assessment required.	Yes
68	2199/17	2017	Tedcastle Oil Products	Construction of a two-storey operations building of 432 sq.m, an ESB substation of 21.8 sq.m with ancillary transformer and generator and site clearance works. The ground floor of the proposed operations building of 216 sq.m will accommodate welfare facilities, supervisors control room, conference room, electric switch room and stores. The first floor of 216 sq.m will contain the company offices. These and any associated development and works to be undertaken at Yard 1, Promenade Road, Parish of Saint Thomas, Dublin Port, Dublin 1, which is a SEVESO site.	DCC made the decision to grant planning permission on the 10-Jul 2017	1	Development is located within the MP2 Application Area. Stage 2 Assessment Required.	Yes	All Seveso sites within Dublin Port have been assessed in Chapter 6 of the EIAR. No cumulative effects associated with this development considered likely. No Further Assessment required.		No

ID	Planning Application Reference	Application Year	Applicant	Brief Description of Planning Proposal	Status	Stage 1 Assessment			Stage 2 Assessment			
						Tier	Spatial location in relation to the MP2 Zone of Influence	Progress to Stage 2	Overlap in Temporal Scope	Scale and Nature of Development likely to have a significant effect	Capacity of the Receiving Environment	Progress to Stage 3
69	DSDZ4558/18	2018	Oxley Holdings Limited	This application relates to a proposed development within the North Lotts and Grand Canal Dock SDZ Planning Scheme area. The development will consist of amendments to Block A permitted under Reg. Ref. DSDZ2750/16 and DSDZ3350/15, as amended by Reg. Ref. DSDZ3130/17. The development will consist of: provision of ESB substation/switch rooms in Building A2 reducing the permitted retail unit (from c.93sq.m to c.46.7sq.m) and associated elevation changes; reconfiguration of the ESB substation/switch rooms in Building A1 and associated elevation changes; facade treatments to all ESB substation doors/screens within Block A; a change of use of the permitted gym/fitness centre at Levels -1 and 0 to office use (c.810sq.m) within Building A3 and associated elevation changes; general reconfiguration of reception areas, toilets, lobbies, atrium courtyards and core layouts at all levels within Block A resulting in c.10sq.m of additional internal gross floor area; amendments to the entrance to Building A1 at the north-west corner of Block A; construction of 1 no. standalone retail/cafe kiosk (c.13sq.m) to the north-east corner of Block A off Mayor Street Upper; and; and all associated site works.	Permission Pending	1	The North Lotts and Grand Canal Dock SDZ does not fall within the MP2 Planning Boundary. However, the construction of other developments within the SDZ have the potential to have cumulative effect when considered in combination with the MP2 Project. Stage 2 Assessment Required.	Yes			Potential cumulative effects associated with the MP2 Project in combination with North Lotts & Grand Canal Dock Planning Scheme 2014 There is potential for in combination effects on Biodiversity and Traffic & Transportation Further Assessment required.	Yes
70	2994/18	2018	Dublin Port Company	The development will consist of the removal of 16 no. rooflights and the modification and expansion of the existing solar photovoltaic (PV) system on the east-west facing roof of the existing Maintenance and Services Building (M&S Building). The expansion of the array will comprise c. 990 sq.m. of PV modules (c. 605 no panels), inverters, cables and all associated development works within a zone measuring c. 2,140 sq.m. The combined total array will comprise c. 1,152 sq.m. of PV modules (c. 704 no. panels).	DCC made the decision to grant planning permission on the 06-Jul 2018	1	Development is located within the Dublin Port Area but is situated approximately 200 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 development, it is unlikely to generate cumulative effects when considered in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
71	3143/18	2018	Dublin Port Company	The construction of a vehicle service/maintenance facility and office accommodation contained in one building (approx. 946sq.m and 7.2m high to eaves/9.8m high) incorporating vehicle service/maintenance bays, a store with associated mezzanine, a boiler room, compressor room, nitrogen generator room, switch room, a two storey office area of 260sq.m with offices, meeting/training room, canteen and changing area, toilets, building signage, solar photovoltaic (PV) system on the south facing elevation, micro louvres on part of east elevation, associated site works; 8 lighting columns (approx. 7m); removal of existing fencing and replace with a 2m high boundary fence along the south, east and west boundaries and a 5.2m high fire wall on the northern boundary and part of eastern and western boundaries of the site and; car parking areas for 55 cars. The development also includes reconfiguration and widening of existing entrances/exits and connection to existing services on Tolka Quay Road. All development to take place on a site of approx. 0.38 hectares. The site of the proposed development is a SEVESO site.	DCC made the decision to grant planning permission on the 31- Aug 2018	1	Development is located within the MP2 Application Area. Stage 2 Assessment Required.	Yes			Potential cumulative effects associated with the MP2 Project in combination with Vehicle Service/Maintenance Facility and Office Accommodation. There is potential for in combination effects on Biodiversity Further Assessment required.	Yes
72	3269/18	2018	Dublin Port Company	The development will consist of: the removal of plinths, fences and vegetation; new pavement construction including underground drainage and electricity infrastructure; 2 no. CCTV poles (18m high); new lighting (including 2 no. lighting columns 30m high and 10 no. lighting columns 12m high); new 4m high security fence on western and southern boundaries; new 7.2m high fire wall on the eastern boundary and; a 5m sliding gate as fire access on the south eastern corner of the site. The development will also include the closure of the existing site accesses and modifications to the proposed access permitted under Reg. ref. 3084/16, to provide a 12m wide sliding gate on Breakwater Road North. All development to take place on a site approx. 0.3 hectares. The application is for a 10 year planning permission. The site of the proposed development is a SEVESO site.	DCC made the decision to grant planning permission on the 06-Nov 2018	1	Development is located within the MP2 Application Area. Stage 2 Assessment Required.	Yes	Potential cumulative effects associated with the MP2 Project in combination with the Yard Upgrade works There is potential for in combination effects on Biodiversity Further Assessment required.			Yes

ID	Planning Application Reference	Application Year	Applicant	Brief Description of Planning Proposal	Status	Stage 1 Assessment			Stage 2 Assessment			
						Tier	Spatial location in relation to the MP2 Zone of Influence	Progress to Stage 2	Overlap in Temporal Scope	Scale and Nature of Development likely to have a significant effect	Capacity of the Receiving Environment	Progress to Stage 3
73	3314/18	2018	Dublin Port Company	The development will comprise of works to the existing Breakwater Road North and Breakwater Road South to upgrade access to the Dublin Port Operations Centre and the Dublin Ferryport Terminals (DFT), to consist of: re-alignment of traffic lanes and modification of Alexandra Road and Tolka Quay Road junctions to include pedestrian crossings, signage, traffic signals, flexible bollards, barriers, relocation of gate and removal of existing traffic island; provision of Optical Character Recognition system to include traffic lights, camera, barriers and gantry; 2.4m high palisade security fence along the western boundary of the DFT entrance; DFT check points with associated barriers, kiosks and traffic signals and; associated site works including underground drainage and electricity infrastructure. The proposed development will modify lane alignment on Breakwater Road North and Breakwater South, layout of the Breakwater Road North / Tolka Quay Road and the Breakwater Road South / Alexandra Road junctions, remove a bus stop from Breakwater Road North and, relocate a gantry to the north on Breakwater Road North. (As permitted under Reg. Ref. 3084/16) All development shall take place on a total area of c.1.1ha.	DCC made the decision to grant planning permission on the 18-Sept 2018	1	Development is located within the MP2 Application Area. Stage 2 Assessment Required.	Yes			Potential cumulative effects associated with the MP2 Project in combination with the Dublin Ferryport Terminal Access. There is potential for in combination effects on Biodiversity Further Assessment required.	Yes
74	3488/18	2018	Dublin Port Company	Permission for development at the former Asahi Site, Breakwater Road North, Dublin Port, Dublin 1. The development will consist of: the demolition of redundant storage tank including associated pipework; general site clearance; construction of new hard surface including underground drainage and electricity infrastructure; 2 no. CCTV poles (18m high); new lighting (including 2 no. lighting columns 30m high and 9 no. lighting columns 12m high); new 4m high security fence on all boundaries. The development also includes the closure of the existing site access and provision of a 12m wide sliding gate access on Breakwater Road North. All development to take place on a site of approx. 0.3 hectares.	DCC made the decision to grant planning permission on the 14-Nov 2018	1	Development is located within the MP2 Application Area. Stage 2 Assessment Required.	Yes			Potential cumulative effects associated with the MP2 Project in combination with the Asahi Demolition and Provision of Yard. There is potential for in combination effects on Biodiversity Further Assessment required.	Yes
75	3540/18	2018	Dublin Port Company	Demolition of a single storey office building (785sq.m); demolition of a maintenance shed building (840sq.m);demolition of reinforced concrete bund and steel tank (42sqm); demolition of boiler room building (25sqm); demolition of sections of northern boundary wall, and all associated general site clearance. The development also includes: Construction of new hard surface including underground drainage infrastructure; new 2.4m palisade security fence on sections of northern and western boundary, and the upgrade of the existing access to provide a 12 m wide sliding gate access on Tolka Quay Road. An existing substation on site will remain in situ. All development to take place on a site of approx. 0.4 hectares.	DCC made the decision to grant planning permission on the 18-Oct 2018	1	Development is located within the MP2 Application Area. Stage 2 Assessment Required.	Yes			Potential cumulative effects associated with the MP2 Project in combination the Demolition of Calor Offices and Provision of Yard. There is potential for in combination effects on Biodiversity Further Assessment required.	Yes

ID	Planning Application Reference	Application Year	Applicant	Brief Description of Planning Proposal	Status	Stage 1 Assessment			Stage 2 Assessment			
						Tier	Spatial location in relation to the MP2 Zone of Influence	Progress to Stage 2	Overlap in Temporal Scope	Scale and Nature of Development likely to have a significant effect	Capacity of the Receiving Environment	Progress to Stage 3
76	3638/18	2018	Dublin Port Company	The development will consist of a unified State services facility including: 2 no. Inspection Sheds (each 207sq.m and 7.5m in height), 2 no. single storey State Service office blocks (each 266sq.m and 3.5m in height), 5 no. Immigration Control Booths with a total floor area of 66sq.m and including canopy (293sq.m and 7.7m in height) and 4 no. gateways, control point comprising canopy (216sq.m and 7.7m in height) and 4 no. gateways, 24 no. staff car parking spaces, 20 no. car parking spaces, 18 no. HGV parking spaces, new 20m vehicular access onto Tolka Quay Road, 4 no. CCTV poles (18m high), new lighting (including 3 no. lighting columns 30m high and 8 no. lighting columns 12m high), 2.4m palisade fencing along sections of the northern and eastern site boundary and Alexandra Road, demolition of existing boundary wall along Tolka Quay Road and boundary fencing along Alexandra Road and, all associated site works. The development also includes modifications to check-in facilities and internal roads and circulation which will consist of: Demolition of existing freight office (612sq.m and 9.8m in height) and 3 no. check in booths with a total floor area of 32sq.m and associated site works and resurfacing to tie in with adjacent stacking areas, removal of Terminal Road West including associated fencing and resurfacing to tie in with adjacent stacking areas, realignment and lane alteration of Terminal Road South at junction with Terminal Road West; provision of signage gantry on Terminal Road South, extension of HGV check-in area including 6 no. booths with a total area of 60sq.m, 6 no. weighbridges and canopy (416sq.m and 7.8m in height). Associated site works including drainage, utility services, fencing, gates and bollards. All development to take place on a site of approx. 7.8 hectares.	DCC made the decision to grant planning permission on the 15-Jan 2018	1	Development is located within the MP2 Application Area. Stage 2 Assessment Required.	Yes			Potential cumulative effects associated with the MP2 Project in combination with the Interim Unified Passenger Terminal There is potential for in combination effects on Biodiversity Further Assessment required.	Yes
77	3657/18	2018	Dublin Port Company	Demolition of three buildings a single storey shed (775sqm and 8m in height); an office building (135sqm and 3m in height); welfare facilities (2.75sqm and 2.6m in height); and general site clearance. The development also comprises; Construction of new hard surface on part of the site (approx. 1,173sqm). All development to take place on a site of approx. 0.6 hectares.	DCC made the decision to grant planning permission on the 27-Sep 2018	1	Development is located within the Dublin Port Area but is situated approximately 300 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 development, it is unlikely to generate cumulative effects when considered in combination with the MP2 project. Stage 2 Assessment not required for this development.	No			n/a	
78	3711/18	2018	Dublin Port Company	Permission is sought for development that will consist of: construction of a bridge to span the existing cooling water outfall channel, adjacent to Pigeon House Road; construction of a new junction opposite the entrance to the Ecocem Ireland Plant; hard surfacing; site drainage and outfall; the use of lands for the storage of port-related maintenance and service equipment, construction project materials, contractor's site compound and project cargo; amendments to boundaries; and all associated services and site development works.	Dublin Port Company lodged planning application with DCC on 10-Aug-2018. Request for Further Information sought by DCC. DPC requested extension of time to compile RFI responses.	1	Development is located within 50 metres of the MP2 Application Area. Stage 2 Assessment Required.	Yes		Development is located within the Dublin Port Area but is situated outside of the MP2 Planning Application Area on the south side of the River Liffey. Due to the nature of this planning proposal and distance away from the MP2 development, it is unlikely to generate cumulative effects when considered with in combination with the MP2 project. No further assessment required.	No	

ID	Planning Application Reference	Application Year	Applicant	Brief Description of Planning Proposal	Status	Stage 1 Assessment			Stage 2 Assessment			
						Tier	Spatial location in relation to the MP2 Zone of Influence	Progress to Stage 2	Overlap in Temporal Scope	Scale and Nature of Development likely to have a significant effect	Capacity of the Receiving Environment	Progress to Stage 3
79	4250/18	2018	Dublin Port Company	The development will consist of; the demolition of existing ESB Substation (approx. 25sq.m and 3.2m height), general site clearance, and construction of new ESB Substation building (approx. 40sq.m and 3.1m height) to include access ramps, handrails, replacement fencing, and pedestrian access gate adjacent to proposed substation; and development also includes dropped kerb access off Tolka Quay Road. All development to take place on a site approximately 0.66 hectares. The application is for a 10 year planning Permission.	Dublin Port Company lodged planning application with DCC on 06-Jun 19. DCC Decision Pending	1	Development is located within the MP2 Application Area. Stage 2 Assessment Required.	Yes	These works have not yet commenced. Potential cumulative effects associated with the MP2 Project in combination with the construction of the substation. There is potential for in combination effects on Biodiversity and Water Quality & Flooding. Further Assessment required.			Yes
80	4507/18	2018	Dublin Port Company	The development will consist of temporary permission for 5 years for facilities to cater for cruise ship operators to include: a marquee (c.2,250sq.m) 8m in height, 300 car parking spaces, bus and car drop off area, fencing 2m in height, mini-roundabout, 6m access off Tolka Quay Road and all associated site development works at Tolka Quay Road; and; a marquee (c.1750sq.m) c.8m in height at Ocean Pier.	DCC made the decision to grant planning permission on the 20-Mar 2019	1	Development is located within the Dublin Port Area but is situated approximately 200 metres outside of the MP2 Application Area. The construction and operational phase has the potential to have a cumulative effect when considered in combination with the MP2. Stage 2 Assessment Required.	Yes	These works are now completed and have been considered as part of baseline data collated as part of this EIAR. It is unlikely that this development will generate cumulative effects during its operation when considered in-combination with the construction and operation of the MP2 project. No further assessment required.			No
81	4521/18	2018	Dublin Port Company	The development will consist of: a 150m long, 13m wide two lane vehicular bridge with access ramps over Alexandra Road connecting the CDL yard and Terminal 4, associated lighting columns of up to 8m in height and all associated site development works.	DCC made the decision to grant planning permission on the 10-May 2019	1	Development is located within the Dublin Port Area but is situated approximately 700 metres outside of the MP2 Application Area. The construction and operational phase has the potential to have a cumulative effect when considered in combination with the MP2. Stage 2 Assessment Required.	Yes			Potential cumulative effects associated with the MP2 Project in combination with the two lane vehicular bridge with access ramps over Alexandra Road connecting the CDL yard and Terminal 4 There is potential for in combination effects on Traffic & Transportation Further Assessment required.	Yes
82	2094/18	2018	EPW Partnership	Permission being sought by EPW Partnership for the change of use and the subdivision into two units of part of the ground floor of Block E East Point, Alfie Byrne Road, Dublin 3, K0V5, from banking facility/office use to retail use - uses to include Local Shop use as well as for Delicatessen/Restaurant/Cafe use for the preparation and sale of gourmet foods, sandwiches, toasted foods (but no fried foods), for consumption on and off the premises with some seating within the demise of the units; for associated changes to the west facade of the building to provide new glazed screens and doors, with associated signage and awning over, at ground floor level; for associated relaying out the hard and soft landscape areas to the west side of Block E to provide required access to the new retail units as well as an external seating area; and for a new externally accessed ATM machine which is located within the existing building.	DCC made the decision to grant planning permission on the 14-Mar 2018	1	Development is located within the Dublin Port Area but is situated approximately 1100 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 Application Area, it is unlikely to generate cumulative effects when considered in combination with the MP2 project.	No				n/a

ID	Planning Application Reference	Application Year	Applicant	Brief Description of Planning Proposal	Status	Stage 1 Assessment			Stage 2 Assessment			
						Tier	Spatial location in relation to the MP2 Zone of Influence	Progress to Stage 2	Overlap in Temporal Scope	Scale and Nature of Development likely to have a significant effect	Capacity of the Receiving Environment	Progress to Stage 3
							Stage 2 Assessment not required for this development.					
83	3373/18	2018	ESB	The development will consist of a c. 30 MW capacity battery storage facility within a secured compound on a 1.06 Ha site and will, subject to detailed design, commercial and technical considerations, include: (a) up to 12 No. battery storage units [each typically comprising: a containerised battery (c.12.2m x 2.5m x 3.2m), HVAC (c.2.7m x 2.7m), inverter (c.3m x 3m) and transformer (c.3.3m x 3.3m)] (b) a 279sq.m. single-storey control building; (c) ancillary electrical plant including 2 no. transformers, var support unit and cable sealing ends (d) a c.15.6m high lightning mast; (e) a 2.6m high palisade boundary fence and new access gates at the two existing vehicular entrances from South Bank Road, and on the northern boundary where access will be via the existing Dublin Bay Power Station; (f) ancillary site works including the installation of site services.	DCC made the decision to grant planning permission on the 24-Jan 2019	1	Development is located within the Dublin Port Area but is situated approximately 500 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 Application Area, it is unlikely to generate cumulative effects when considered with in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
84	2130/18	2018	Hammond Land Metal Company Ltd	Demolition of existing two-storey administration building (534 sq.m); construction of a new two-storey building (563 sq.m) containing an administration area, staff facilities and a non-ferrous metals recovery area; 2 no. 18 m long weighbridges; 1 no. dry wheel wash; car parking; all associated site development works all on a site of 1.79 Ha. This application relates to a development which comprises an activity for which an Industrial Emissions License under Part IV of the EPA 1992 (as amended) is required.	DCC made the decision to grant planning permission on the 20-Mar 2018	1	Development is located within the Dublin Port Area but is situated outside of the MP2 Planning Application Area on the south side of the River Liffey. Due to the nature of this planning proposal and distance away from the MP2 Application Area, it is unlikely to generate cumulative effects when considered with in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
85	3878/18	2018	Marine Terminals Ltd	The development consists of the erection of a proposed 4m high acoustic screen fence, consisting of a steel frame, timber infill with concrete ballast base supports. The proposed fence will be erected adjacent to the existing 1.8m metal palisade fence at existing site boundary.	DCC made the decision to grant planning permission on the 29-Jan 2019	1	Development is located within the Dublin Port Area but is situated approximately 300 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 Application Area, it is unlikely to generate cumulative effects when considered with in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
86	3604/18	2018	Oracle EMEA Limited	RETENTION; of mechanical ductwork and other associated equipment serving a staff restaurant in Block A, South-West corner, of roof, including low level louvred screens to perimeter to the extent only of the ductwork zone. The development forms part of previously granted application including staff restaurant on ground floor referenced 2521/17 and dated 22nd June 2017.	DCC made the decision to grant retention permission on the 19-Sep 2018	1	Development is located within the Dublin Port Area but is situated approximately 1000 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 Application Area, it is unlikely to generate cumulative effects when considered in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a

ID	Planning Application Reference	Application Year	Applicant	Brief Description of Planning Proposal	Status	Stage 1 Assessment			Stage 2 Assessment			
						Tier	Spatial location in relation to the MP2 Zone of Influence	Progress to Stage 2	Overlap in Temporal Scope	Scale and Nature of Development likely to have a significant effect	Capacity of the Receiving Environment	Progress to Stage 3
87	4689/18	2018	Oracle EMEA Limited	Planning permission is sought for alterations to the existing building, including the construction of 2 No. new glazed and timber atria extensions within the existing external courtyards on south elevation, the part replacement of the building's glazed facade (including the removal of all existing bris solei), removal existing entrance lobby to be replaced by new, erection of security control posts at entrance doors, adjustment of roof mounted louvres to allow for additional roof plant space along with associated plant installation, Installation of solar hot water panels and photovoltaic panels to roof. The construction of one external bicycle shelter and waste management area and all other associated site works.	DCC made the decision to grant planning permission on the 15-Feb 2019	1	Development is located within the Dublin Port Area but is situated approximately 1200 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 Application Area, it is unlikely to generate cumulative effects when considered in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
88	DSDZ2011/19	2019	Oxley Holdings Limited	Development at this site generally bounded by Mayor Street Upper to the north, proposed Block A and New Wapping Street beyond to the west, Castleforbes Road to the east and proposed Block E and North Wall Quay beyond to the south in the North Lotts of the Docklands, Dublin 1. This application relates to a proposed development within the North Lotts and Grand Canal Dock SDZ Planning Scheme area. The development will consist of amendments to Block B permitted under Reg. Refs. DSDZ2749/16 and DSDZ3350/15, as amended by Reg. Ref. DSDZ2496/17. The proposed amendments relate to Block B only and will not result in any changes to the footprint of Block B as permitted. The development will consist of: a single storey pitched roof access corridor linking Buildings B4 and B5 at level 07 to provide a connection for apartment units at Level 07 within Building B4 to access the lift core in Building B5; internal amendments to 2-bedroom apartment unit T40 to become a 1-bedroom unit with study at Level 07 within Building B4 to reflect new link arrangements; and all associated development works.	Permission Pending	1	The North Lotts and Grand Canal Dock SDZ does not fall within the MP2 Planning Boundary. However, the construction of other developments within the SDZ have the potential to have cumulative effect when considered in combination with the MP2 Project. Stage 2 Assessment Required.	Yes		Due to the scale and nature of the North Lotts and Grand Canal Docks SDZ, there is potential for this development to interact with the MP2 Project. There is potential for in combination effects on Traffic & Transportation Further Assessment required.		Yes
89	N/A	2019	Dublin Port Company	Dublin Port Company are proposing to carry out maintenance dredging in their navigation channel and various berths in 2020 and 2021. It is proposed that the dredged material will be disposed at the existing offshore dump site at the Burford Bank. It is proposed that 300,000 cubic metres of mostly material will be dredged from the Inner Liffey Channel and Dublin Bay during the 2020 and 2021 maintenance dredging campaigns. The Dumping at Sea License Application was submitted in April 2019 (EPA decision pending)	DaS Licence Application Pending	1	Development is located within the MP2 Application Area. The construction and operational phase has the potential to have a cumulative effect when considered in combination with the MP2. Stage 2 Assessment Required.	Yes	Both projects involve dredging and disposal operations within the same waterbodies Due to the potential overlap in construction programme further assessment is required to determine if the potential for cumulative effects exist.			Yes
90	2482/19	2019	Kilsaran Concrete	PERMISSION & RETENTION: Permission for the continuation of use of an existing concrete batching plant and associated facilities (previously granted under File Ref. No. 1420/04 & ABP Ref. No. PL29S.207144 and File Ref. No. 2209/13 & ABP Ref. No. PL29S.241965), along with the retention permission for an existing concrete reclaimer all for a temporary period of five years.	DCC made the decision to grant planning permission on the 13-Jun 2019	1	Development is located within the Dublin Port Area but is situated approximately 600 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 development, it is unlikely to generate cumulative effects when considered with in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
91	2688/19	2019	Private Individual: David Andrew	Planning permission is sought for the construction of two storey domestic residential extension (34sq.m.) incorporating existing extension to rear (east).	Permission Pending	1	Development is located within the Dublin Port Area but is situated approximately 600 metres outside of the MP2 Application Area. Due to the nature of this planning proposal and distance away from the MP2 development, it is unlikely to generate cumulative effects when	No				n/a

ID	Planning Application Reference	Application Year	Applicant	Brief Description of Planning Proposal	Status	Stage 1 Assessment			Stage 2 Assessment			
						Tier	Spatial location in relation to the MP2 Zone of Influence	Progress to Stage 2	Overlap in Temporal Scope	Scale and Nature of Development likely to have a significant effect	Capacity of the Receiving Environment	Progress to Stage 3
							considered with in combination with the MP2 project. Stage 2 Assessment not required for this development.					
92	WEB1128/19	2019	Private Individual: Joan Rock	Minor amendment to previously approved Planning Permission Reg. Ref. WEB1592/18. Amendment to comprise installation of 3 no. additional roof lights to front roof face	DCC made the decision to grant planning permission on the 11-Jun 2019	1	Due to the nature of this planning proposal and distance away from the MP2 development, it is unlikely to generate cumulative effects when considered with in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
93	2351/19	2019	Private Individual: Sheila Hamilton	The development will consist of: The site is located in an Architectural Conservation Area, the development consists of: Proposed construction of 1 No. two storey, two bedroomed dwelling. New pedestrian access off Simpsons Lane; new connections to Local Authority & Irish Water storm, foul & water main systems and all associated site works to the infill site to the rear of No. 8 & 10 Bath Street, Dublin 4. Lands off Simpsons Lane, Dublin 4.	Permission Pending	1	Due to the nature of this planning proposal and distance away from the MP2 development, it is unlikely to generate cumulative effects when considered with in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
94	2612/19	2019	Private Individual: Thomas McGirr	Planning permission is sought for the demolition of existing dining/living room, utility room and shed, the construction of new front entrance, kitchen/dining room and courtyard at ground floor level and a new bedroom at first floor level and all associated works.	DCC made the decision to grant planning permission on the 26-Jun 2019	1	Due to the nature of this planning proposal and distance away from the MP2 development, it is unlikely to generate cumulative effects when considered with in combination with the MP2 project. Stage 2 Assessment not required for this development.	No				n/a
95	DSDZ2146/19	2019	Europcar Mobility Group	RETENTION: Retention permission for development at this site at Europcar/GoCar Depot, Park Lane, Spencer Dock, Dublin 1. The development will consist of: The retention for a temporary period of the existing change of use of vacant land to Europcar/GoCar vehicle rental depot and works consisting of: 1) Pre-fabricated car rental sales office building; pre-fabricated security cabin, pre-fabricated car maintenance garage, car wash machine; 2) External surface car parking/car pick-up and drop-off area; 3) Boundary palisade fencing & entrance/egress gateway to Park Lane; and 4) All ancillary site works and services. This application relates to a development within the North Lotts and Grand Canal Dock Strategic Development Zone Planning Scheme area.	Permission Pending	1	The North Lotts and Grand Canals Dock SDZ does not fall within the MP2 Planning Boundary. However, the construction of other developments within the SDZ have the potential to have cumulative effect when considered in combination with the MP2 Project. Stage 2 Assessment Required.	Yes		Due to the scale and nature of the North Lotts and Grand Canal Docks SDZ, there is potential for this development to interact with the MP2 Project. There is potential for in combination effects on Traffic & Transportation Further Assessment required.		Note: Refer to North Lotts and Grand Canal SDZ
96	DSDZ2241/19	2019	Spencer Place Development Company Limited	Permission for amendments to previously permitted development Reg. Ref. DSDZ2896/18 and as amended by DSDZ4279/18 at a site of 1.26 hectares located at City Block 2, Spencer Dock, Dublin 1. The proposed development involves building adjacent to and over the Pumping Station. The application relates to a proposed development within a Strategic Development Zone Planning Scheme area. The proposed development comprises of amendments to previously permitted development Reg. Ref. DSDZ2896/18 and as amended by Reg. Ref. DSDZ4279/18 comprising of: - Provision of additional storeys on Block 1 (to the north) and Block 2 (to the south) increasing the maximum height of Block 1 from 7 no. storeys (27.5m) to a maximum height of 13 no. storeys (46.8m) and increasing the maximum height of Block 2 (27.5m) to 11 no. storeys (40.5m); - Internal re-configuration of the previously permitted Block 1 and Block 2 to provide for an additional 122 no. residential units increasing the permitted total from 349 no. to 471 no. units (233 no. 1 beds and 238 no. 2 beds; - Block 1 will	Permission Pending	1	The North Lotts and Grand Canals Dock SDZ does not fall within the MP2 Planning Boundary. However, the construction of other developments within the SDZ have the potential to have cumulative effect when considered in combination with the MP2 Project. Stage 2 Assessment Required.	Yes		Due to the scale and nature of the North Lotts and Grand Canal Docks SDZ, there is potential for this development to interact with the MP2 Project. There is potential for in combination effects on Traffic & Transportation Further Assessment required.		Note: Refer to North Lotts and Grand Canal SDZ

ID	Planning Application Reference	Application Year	Applicant	Brief Description of Planning Proposal	Status	Stage 1 Assessment			Stage 2 Assessment			
						Tier	Spatial location in relation to the MP2 Zone of Influence	Progress to Stage 2	Overlap in Temporal Scope	Scale and Nature of Development likely to have a significant effect	Capacity of the Receiving Environment	Progress to Stage 3
				comprise of 307 no. residential units (146 no. 1 beds and 161 no. 2 beds); - Block 2 will comprise of 164 no. residential units (87 no. 1 beds and 77 no. 2 beds) and an Aparthotel comprising of an additional 27 no. units increasing the permitted total from 100 no. units to 127 no. units (50 no. studio units, 66 no. 1 bed units and 11 no. 3 bed units in the Aparthotel); - The proposed amendments will result in revisions to all elevations including revised location and provision of private balconies / terraces and the provision of setback levels; - Provision of link bridge at 7th storey (6th floor) connecting Block 1 and Block 2; - Revised location and increase in internal residential amenity space associated with the development and the provision of external communal roof terraces; - Revised undercroft layout and increase in area to include 78 no. car parking spaces and 726 no. cycle parking spaces and an increase in plant area; - Revised landscaping throughout the scheme and revised boundary treatments along the street frontage; - Provision of surface level visitor bicycle parking spaces; - Revisions to plant at roof level; - The development also includes SUDs drainage, the provision of a green roof on both blocks, consequential minor amendments and all associated site development works necessary to facilitate the development								
97	DSDZ2088/19	2019	Spencer Place Development Company Ltd.	PROTECTED STRUCTURE: Amendments to a previously permitted development under Reg. Ref. DSDZ2661/17 as previously amended by Reg. Ref. DSDZ4184/18 for development at a site of 1.35 hectares located at the junction of North Wall Quay and New Wapping Street, Spencer Dock, Dublin 1. The application site includes the former British Rail Hotel at 58-59 North Wall Quay, a protected structure (RPS 5838), and associated granite walls, railings, gates, and adjoining setts in cul-de-sac, which are also protected structures (RPS 5839). The proposed amendments in a total gross floor area of c.72,559 sq.m. (excluding basement c. 7,948 sq.m. and sub-basement c. 2,503 sq.m.) comprising of c. 10,986 sq.m. of hotel and associates uses, c. 60,259 sq.m. of office use, c. 1,152 sq.m. of retail / restaurant / cafe uses, 170 sq.m. of community use, above a lower ground floor and 2 no. basement levels (c. 10,541 sq.m.). The proposed development will result in an increase in floor area from c. 58,670 to c. 72,559 sq.m. The application relates to a proposed development within a Strategic Development Zone Planning Scheme area. The proposed amendments comprise of the following: The provision of 3 no. additional floors to building 1B increasing the building height from 7 no. storeys to 10 no. storeys with a setback 8th and 9th floor.	Permission Pending	1	The North Lotts and Grand Canals Dock SDZ does not fall within the MP2 Planning Boundary. However, the construction of other developments within the SDZ have the potential to have cumulative effect when considered in combination with the MP2 Project. Stage 2 Assessment Required.	Yes		Due to the scale and nature of the North Lotts and Grand Canal Docks SDZ, there is potential for this development to interact with the MP2 Project. There is potential for in combination effects on Traffic & Transportation Further Assessment required.		Note: Refer to North Lotts and Grand Canal SDZ
98	DSDZ2464/19	2019	KW PRS ICAV	The development will consist of: - The construction of 6 no. residential blocks, ranging from 2 to 7 storeys over partial single level basement (gross floor area c. 36,834.2 sq m excluding basement c. 5,369 sq m), to accommodate 449 no. residential units comprising 59 no. 1-bed studios, 166 no. 1-bed apartments, 215 no. 2-bed apartments, 2 no. 3-bed apartments and 7 no. 3-bed houses. The development provides for Tenant Amenity area (c. 766 sq m gfa), a cafe (c. 109 sq m gfa) within the proposed Block 3B, and change of use and reconfiguration of an existing retail unit to provide a crèche (c. 343 sq m gfa) and associated play area at Northbank House. All associated and ancillary site development works, hard and soft landscape, boundary treatment works, including: - Demolition of remaining existing non-residential structures (c. 420 sq m), previously approved under DCC Reg. ref. DSDZ2242/16. New external residential courtyards and roof terrace amenity areas. New civic park located centrally within the city block (c. 2,259 sq m) as previously permitted under DCC Reg. Ref. DSDZ3357/17. New internal east-west street and north-south (pedestrian / cycle) streets. 100 no. car parking spaces, including 94 no. spaces at basement level and 6 no. spaces at surface level. 552 no. bicycle parking spaces, including 494 no. at basement level and 58 no. at surface level. New vehicular access to the basement car park from New Wapping Street. Basement storage, service and plant areas. Provision of a bin store (c. 39.2 sq m gfa) between Blocks 3D1 and 3D2 / 3E2. Provision of 2 no. ESB sub-stations. Public Realm works along Sheriff Street Upper, New Wapping Street and Mayor Street Upper, including revised treatment to the boundary with Northbank House Fire Tender Route previously approved under DCC Reg. Ref. DSDZ2642/16. This application relates to a proposed development within the North Lotts & Grand Canal Dock Strategic Development Scheme area.	Permission Pending	1	The North Lotts and Grand Canals Dock SDZ does not fall within the MP2 Planning Boundary. However, the construction of other developments within the SDZ have the potential to have cumulative effect when considered in combination with the MP2 Project. Stage 2 Assessment Required.	Yes		Due to the scale and nature of the North Lotts and Grand Canal Docks SDZ, there is potential for this development to interact with the MP2 Project. There is potential for in combination effects on Traffic & Transportation Further Assessment required.		Note: Refer to North Lotts and Grand Canal SDZ

ID	Planning Application Reference	Application Year	Applicant	Brief Description of Planning Proposal	Status	Stage 1 Assessment			Stage 2 Assessment		
						Tier	Spatial location in relation to the MP2 Zone of Influence	Progress to Stage 2	Overlap in Temporal Scope	Scale and Nature of Development likely to have a significant effect	Capacity of the Receiving Environment
99	3176/19	2019	Dublin Port Company	The development will consist of: a c.189m long, c.10m wide approach way and ramp; 1 no. office and staff facilities building (c.193 sq.m and 7.7m in height); 1 no. control kiosk (c.6sq.m and 2.3m in height); 1 no. control cabin (c.20sq.m and 2.3m in height); new lighting (including 18 no. lighting columns 10m high); demolition of 5 no. existing staff facilities buildings with a combined area of c.329sq.m; building 1 has an area of c.198sq.m, building 2 has an area of c.10.7sq.m, building 3 has an area of c.35.5sq.m, building 4 has an area of c.42.4sq.m, building 5 has an area of c.42.4sq.m; and associated site works to include 15 no. tug parking spaces, drainage, utility services, fencing 2.4m in height and pedestrian gate 2.4m in height on a site of approx. 1.3 hectares.	DCC made the decision to grant planning permission on the 8-Jul 2019	1	Development is located within the MP2 Application Area. The construction and operational phase has the potential to have a cumulative effect when considered in combination with the MP2. Stage 2 Assessment Required.	Yes	Potential cumulative effects associated with the MP2 Project in combination with Berth 49 Approach and Ramp. There is potential for in combination effects on Landscape & Visual and Traffic & Transportation Further Assessment required.		Yes
100	N/A	N/A	Howth Yacht Club	Only Howth Yacht Club (HYC) and Dublin Port Company currently hold Dumping at Sea Permits for use of the Dublin Bay dumping site. HYC has the benefit of a Dumping at Sea Permit (Ref. No. S0010-01) to load and dump a maximum of 120,000 tonnes of dredged material from Howth Marina over a one year period. In its application documents, HYC estimated a maximum daily quantity for dumping of 1,200 tonnes and 800 tonnes in each load. It also suggested a spring or winter commencement and campaign duration of six months. This volume of material is equivalent to approximately 6% of the annual permitted quantity of material that may be dumped at this site by Dublin Port Company under Dumping at Sea Permit S0024-01. While dumping by DPC is restricted to the winter months (October to March), no such restriction applies to HYC activities. Dumping will however be subject to the approval of the Dublin Port Harbourmaster and dumping activity will not be permitted by the Harbourmaster for DPC and HYC operations simultaneously. The rates of dumping at sea will therefore not exceed those predicted in the model described in the coastal processes assessment and the model predictions remain valid. When this project is considered together with MP2, there will be no additional effects cumulatively or in combination between disposal of dredged material from HYC and MP2 Project.	N/A	2	Development is not located within the MP2 Application Area. The construction and operational phase has the potential to have a cumulative effect when considered in combination with the MP2. Stage 2 Assessment Required.	Yes	Both projects involve dredging and disposal of spoil. Due to the potential overlap in the use of the Burford Bank spoil site further assessment is required to determine if the potential for cumulative effects exists. Further Assessment Required		Yes
101	F18A/0139	2018	Dublin Port Company	The construction of an extension to internal access road from Maple Avenue with associated works including public lighting and the development of 2 no. plots generally for industrial, warehouse, storage and logistic use and associated site works.	Permission Granted	1	Development is not located within the MP2 Application Area, however the construction and operation phase has the potential to have a cumulative effect when considered in combination with the MP2. Stage 2 Assessment Required.	Yes		Potential cumulative effects associated with the MP2 Project in combination with the Dublin Inland Port. There is potential for in combination effects on Traffic & Transportation Further Assessment required.	Yes
102	SI 57 of 2019	2019	OPW	In February 2019, the Minister for Public Expenditure and Reform, in advance of the impending withdrawal and/or the withdrawal of the United Kingdom from the European Union on 29th March 2019, made the Planning and Development Act 2000, Section 181(2)(a) Order No. 1, 2019 (SI 57 of 2019). This states that the provisions of the Planning and Development Act 2000, and the provisions of Part 9 of the Planning and Development Regulations, 2001 shall not apply to the development being carried out on behalf of the Minister by the Office of Public Works. The locations and descriptions of the development are set out in the schedule	N/A	2	Development is located within the MP2 Application Area. The construction and operational phase has the potential to have a cumulative effect when considered in combination with the MP2. Stage 2 Assessment Required.	Yes	Potential cumulative effects associated with the MP2 Project in combination with pgrade works at the Former Storecon site are the potential effects on Biodiversity (Natura 2000 sites) and Traffic & Transportation Further Assessment required.		Yes

ID	Planning Application Reference	Application Year	Applicant	Brief Description of Planning Proposal	Status	Stage 1 Assessment			Stage 2 Assessment		
						Tier	Spatial location in relation to the MP2 Zone of Influence	Progress to Stage 2	Overlap in Temporal Scope	Scale and Nature of Development likely to have a significant effect	Capacity of the Receiving Environment
				<p>included within the order. The order relates to development on the following sites:</p> <ul style="list-style-type: none"> Former Crosbie's Yard at Crosbies Yard, Tolka Quay Road, Dublin Port, Dublin 1, DO1 K7T3. Former Storecon site at Tolka Quay Road (site bounded by 1 Branch Road South to the east and by Promenade Road to the north), Dublin Port, Dublin 1, DO1 AH31. <p><u>Former Crosbies Yard</u></p> <p>The development will include: the refurbishment of existing industrial buildings, the removal of a number of existing industrial buildings, the construction of ancillary custom, agriculture and health inspection structures, staff welfare structures, associated truck and car parking, access and egress gates including ancillary site works, signage and all other necessary works, all within the existing boundary of lands of the Dublin Port Company, for the provision of facilities that are required by reason of the impending withdrawal and/or the withdrawal of the United Kingdom from the European Union on 29 March 2019 in order to provide for the required infrastructure for customs, sanitary and phytosanitary and health checks and controls.</p> <p><u>Former Storecon Yard</u></p> <p>The development will include: the removal of a number of existing industrial buildings, the construction of ancillary custom, agriculture and health inspection structures, staff welfare structures, associated truck and car parking, access and egress gates including ancillary site works, signage and all other necessary works, all within the existing boundary of lands of the Dublin Port Company, for the provision of facilities that are required by reason of the impending withdrawal and/or the withdrawal of the United Kingdom from the European Union on 29 March 2019 in order to provide for the required infrastructure for customs, sanitary and phytosanitary and health checks and controls.</p>							