

Supporting Statement

Planning Application under Section 226 of the Planning
and Development Act 2000, as amended

Dublin Waste to Energy Limited

Project number: PR-351653

March 2021



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

Quality information

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Executive Summary

AECOM has been appointed by Dublin Waste to Energy Limited (hereafter referred to as the Operator), a Public Private Partnership (PPP) between Dublin City Council (acting on behalf of the four Dublin Local Authorities, hereafter referred to as the Applicant) and Covanta, to assist in the preparation of an application for planning permission under Section 226 of the Planning and Development Act 2000 (as amended) to increase the annual intake of waste at the Dublin Waste to Energy Facility (the Facility) from the permitted 600,000 tonnes per year, to 690,000 tonnes per year (an increase of 15%, hereafter referred to as the Proposed Tonnage Increase).

The Proposed Tonnage Increase is supported by policy at European, national, regional and local levels which are supportive of the recovery of energy from residual waste. At a national level, it is recognised in the National Planning Framework (NPF) that waste to energy facilities will be required to treat residual waste that cannot be recycled.

The Proposed Tonnage Increase will provide an additional 90,000 tonnes annual capacity at an existing operational Facility. This will contribute towards achieving the additional 300,000 tonnes of thermal recovery capacity required nationally in accordance with the policies and objectives of the Eastern Midlands Regional Waste Management Plan 2015 – 2021, without the need to develop a new waste to energy facility, which would likely have a greater environmental impact.

Policy at all levels recognises that waste should be managed as a resource and that disposal to landfill should be a last resort in line with the EU's waste hierarchy. The Proposed Tonnage Increase will facilitate the recovery of energy from an additional 90,000 tonnes of residual waste annually that would otherwise need to be exported or sent to landfill.

The Facility is located on appropriately zoned lands (Z7 Employment (Heavy)) and the application site's planning history is conducive to increasing the waste throughput of the Facility. What's more, the Proposed Tonnage Increase can be facilitated on the application site without any physical development or alterations to the existing operational Facility.

Emissions at the Facility are governed by the Environmental Protection Agency (EPA) in strict accordance of the environmental standards required by EU and National law, and government policies at all levels. A technical amendment to the Facility's existing Industrial Emissions Licence has been applied for separate to this application.

The Proposed Tonnage Increase is in line with the supported planning and sustainable development of Dublin city and the wider Eastern & Midland region.

1. Introduction & Proposed Tonnage Increase

AECOM has been appointed by Dublin Waste to Energy Limited (hereafter referred to as the Operator), a Public Private Partnership (PPP) between Dublin City Council (acting on behalf of the four Dublin Local Authorities, hereafter referred to as the Applicant) and Covanta, to assist in the preparation of an application for planning approval under Section 226 of the Planning and Development Act 2000 (as amended) to increase the annual intake of waste at the Dublin Waste to Energy Facility (the Facility) from the permitted 600,000 tonnes per year, to 690,000 tonnes per year (an increase of 15%, hereafter referred to as the Proposed Tonnage Increase).

The Applicant established the Facility on behalf of the four local authorities for the Dublin region to thermally treat household, commercial and non-hazardous industrial waste. The Facility forms part of an integrated waste management strategy for the Dublin region that was set up in response to the Dublin Waste Management Plan 1998-2001.

An Bord Pleanála (ABP) granted the existing permission (reference 29S.EF2022) for the Facility on the 19 November 2007 under section 226 of the Planning and Development Act, 2000 (as amended).

The Facility is run by the Operator who is responsible for the ongoing operation and maintenance of the Facility.

The proposed increase is capable of being accommodated within the emission limit values (ELVs) contained in the Industrial Emission (IE) License for the Facility. The Facility is currently licenced and monitored by the Environmental Protection Agency (EPA). No construction or physical alterations to the existing operational Facility will be required to facilitate the proposed increase.

This supporting statement sets out the need for the proposed increase and assesses the proposal's compliance with policy at European, national, regional and local levels. This document should be read in conjunction with the Environmental Impact Assessment Report (EIAR) and plans and particulars submitted with this application.

1.1 Site Location and Existing Conditions

The Facility is an extant, operational industrial building located on a circa 5.5 hectare / 13.6 acre site (hereafter referred to as the application site) on the foreshore of Dublin Bay on the Poolbeg Peninsula (see Figure 1-1). The Facility is bounded to the north by Pigeon House Road, to the west by Shellybanks Road and to the east by Ringsend Wastewater Treatment Plant. The Poolbeg West Strategic Development Zone (SDZ) is located to the south and west of the Facility.

The Facility is accessed off Pigeon House Road at its north eastern boundary and it comprises three main buildings as follows:

1. Main process building;
2. Cooling water pump house; and,
3. A security building.

The predominant land uses surrounding the facility to the north, east and west include a mixture of industrial uses, including Dublin Port to the north across the River Liffey, ESB Poolbeg Power Station to the East and ESB Dublin Bay Power Station to the west across Shellybanks Road.

The Facility operates 24 hours a day, seven days a week, and waste is accepted at the Facility between 08:00 and 22:00 six days per week (Monday to Saturday) in accordance with the IE Licence. As per the Facility's IE Licence, the Operator currently employs a qualified and experienced facility manager. This facility manager or a nominated, suitably qualified and experience deputy, is present at the Facility at all times during its operation (or as otherwise required by the EPA), within an established and highly regulated existing facility.

Energy is recovered from waste processed at the Facility and is exported to the grid. It is anticipated that waste heat will be exported to the Dublin District Heating System (DDHS), when the external infrastructure is completed by others. It is proposed that the Facility will be the primary energy source for the DDHS when operational, which will provide the capacity to heat over 50,000 homes. Once the DDHS is operational, the Facility will have net energy efficiency of over 88%.

Please refer to Chapter 02 Project Description of the accompanying EIAR for a detailed description of the Facility.



Figure 1-1: Site Location (Source: Google Earth)

2. Proposed Tonnage Increase

The Applicant is seeking approval under Section and 226 of the Planning and Development Act 2000, as amended, to increase the capacity of the Dublin Waste to Energy Facility from 600,000 tonnes per annum to 690,000 tonnes per annum. Based on legal advice, it is considered that a 15% increase is a material change of use and/or an intensification of use which requires planning permission and is therefore development (notwithstanding that no physical works are required to facilitate the Proposed Tonnage Increase).

The Proposed Tonnage Increase represents a 15% increase to the Facility's annual capacity and can be achieved without the requirement for any new physical development or modifications to the existing Facility which has been operational since late 2017.

A site notice has been erected at the Facility's main entrance off Pigeon House Road (see drawing ref: Location 001 for further information) and newspaper notices have been published in the following newspapers on 12/03/2021:

- Irish Times
- Irish Independent

Copies of the public notices have been submitted with this application.

2.1 Need for the Proposed Tonnage Increase

The existing Facility is an integral part of the waste management infrastructure in the greater Dublin area. The net (electrical) power output from the Facility is approximately 62-63 MW.

The Eastern Midlands Regional Waste Management Plan (EMRWMP) 2015-2021 identifies a national thermal recovery capacity need of 300,000 tonnes over and above the active and pending capacity totals in Table 16.7 of the EMRWMP (extract included as Figure 2-1).

Table 16-7: Active and Pending Capacity for the Thermal Recovery of MSW

Thermal Recovery Activity (Number of facilities)	Active (Tonnes)	Pending (Tonnes)	Total (Tonnes)	Intake (2013)
Waste-to-Energy (2)	220,000 ⁹⁴ (1)	600,000 ⁹⁵ (1)	820,000	206,000
Cement Kilns (3)	215,000 (2)	127,875 (1)	342,875	140,000 ⁹⁶
Pyrolysis (1)	-	65,000 (1)	65,000	-
Total (6)	435,000	792,875	1,227,875	346,000

Figure 2-1 EMRWMP 2015-2021 Active and Pending Capacity for the Thermal Recovery of MSW

The national need, as cited by the EMRWMP, has been determined by analysing future projections to 2030 and making realistic assumptions. It is forecasted in the EMRWMP that by 2020 municipal solid waste (MSW) generated should grow to between 3.0 and 3.2 million tonnes. In this regard, the EMRWMP Policy E15a states:

'The waste plan supports the development of up to 300,000 tonnes of additional thermal recovery capacity for the treatment of non-hazardous wastes nationally to ensure there is adequate active and competitive treatment in the market and the State's self-sufficiency requirements for the recovery of municipal waste are met. This capacity is a national treatment need and is not specific to the region. The extent of capacity determined reflects the predicted needs of the residual waste market to 2030 at the time of preparing the waste plan. Authorisations above this threshold will only be granted if the applicant justifies and verifies the need for the capacity, and the authorities are satisfied it complies with national and regional waste policies and does not pose a risk to future recycling targets. All proposed sites for thermal recovery must comply with the environmental protection criteria set out in the plan.'

The 2019 'Waste Treatment Capacity Analysis-Q4 2019 & Projections 2020-2022 Bulletin', reported that 1,019,367 million tonnes (Mt) of residual MSW was thermally treated in Ireland between Q1-Q4 2019. In Q4 2020, the levels of thermal recovery were estimated to be between 1.7 and 1.8 million tonnes per annum (tpa).

A summary of total residual MSW processed in 2019 is outlined in Table 2-1, which shows that only 22% of MSW was directed to disposal, with 78% recovered (both in Ireland and abroad).

Table 2-1 Summary of Municipal Solid Waste processed in 2019-Tonnes

Treatment Option	Total	% of Total
Recovery	1,019,367	57%
Disposal (MSW only)	398, 133	22%
Export	370, 346 ¹	21%
Total	1,787, 846	

Source: Waste Treatment Capacity Analysis-Q4 2019 & Projections 2020-2022 Bulletin (WMPLA, 2020)²

Since 2015, the Facility's capacity (600,000 tpa) has come online and some additional capacity at cement kilns has become available. AECOM understands that the "pending" Pyrolysis plant (65,000 tpa) referenced in Figure 2-1 has been fully licensed and construction began in January 2020.

In summary, there is a clearly defined national need established in 2015 and confirmed in 2019 for additional thermal treatment capacity. The proposed 15% annual tonnage increase would enable the Facility to process an additional 90,000 tonnes annually which would be more sustainable both in terms of national residual waste treatment and energy generation, than the current alternatives of landfill or the export of waste. This capacity is

¹ The export capacity was 100% utilised at the end of Q4 2019

² WMPLA. (2020) Waste Treatment Capacity Analysis-Q4 2019 & Projections 2020-2022 Bulletin, Waste Management Planning Regional Co-ordinators.

available immediately, subject to revision of the IE Licence, without any requirement for any additional physical development such as plant.

There are two waste lines at the Facility. In the 2006 EIS for the Facility, the nominal capacity of each line was stated as 35 tonnes/hour at an average calorific value of 10,543 kJ/kg for the waste. The average calorific value of the waste delivered to the Facility since it has become operational is c. 9,400kJ/kg. The Facility has been designed such that it can comfortably accommodate waste with a calorific value ranging from 9,000 kJ/kg to 15,000 kJ/kg. Consequently, a 15% increase in the annual nominal capacity (from 35 to 40.25 tonnes per hour) can be accommodated at the lower average calorific value and, therefore, the Facility is capable of staying within the ELVs as set out in its IE Licence.

The Proposed Tonnage Increase will not result in any additional traffic on the road network in excess of the traffic forecasted and assessed in the original EIS for the Facility. At the time of the original application and EIS, it was outlined that waste deliveries to the Facility would primarily be made using a mix of rigid (circa 15 tonne capacity) and articulated trucks (circa 20 tonne capacity). Due to changes in the waste industry, a larger number of articulated trucks are now used. As a result, more waste can be delivered to the facility without increasing traffic volumes.

Further information on compliance with policy at European, National, Regional and Local levels is provided in section 6 of this report. Please refer to Chapter 01 of the accompanying EIAR for further information on the need for the Proposed Tonnage Increase.

2.2 Prescribed Bodies

A copy of this application including the plans and particulars and EIAR have been issued to the appropriate prescribed bodies as outlined in the Planning and Development Regulations 2001 (as amended).

A list of the prescribed bodies who have been issued a copy of the application is included below:

- Minister for Housing, Local Government and Heritage;
- Minister for Environment, Climate and Communications;
- Minister for Transport;
- Minister for Tourism, Culture, Arts, Gaeltacht, Sport and Media;
- Minister of Agriculture, Food and the Marine;
- National Transport Authority;
- Transport Infrastructure Ireland;
- Córas Iompair Éireann;
- An Taisce;
- Arts Council;
- The Heritage Council;
- Health Service Executive;
- Health & Safety Authority;
- Geological Survey of Ireland;
- Environmental Protection Agency;
- Eastern and Midland Regional Assembly;
- Fáilte Ireland;
- Irish Water;
- Inland Fisheries.

2.3 Website

This application including electronic copies of all of the plans & particulars and EIAR are also available to view and download at the following website address:

- <http://www.dublinwastetoenergy.ie/eiar>

2.4 Appropriate Assessment Screening

An Appropriate Assessment (AA) Screening Report was prepared by AECOM on behalf of the Applicant to inform An Bord Pleanála's screening for AA of the Proposed Tonnage Increase.

The AA screening report concluded that:

Following analysis of the effect of the proposed project on European sites, AECOM advises the competent authority (in this case An Bord Pleanála) that an Appropriate Assessment of the proposed

project is not required, as the AA Screening Report concludes that there is no likelihood that the proposed project will have significant effects on European sites.

and it can be excluded [emphasis added], that the proposed project would have likely significant effects on European sites, on the basis of objective scientific information, and in view of the Conservation Objectives of relevant sites, either individually or in combination with other plans or projects.

Further detailed information can be found in the AA screening report for the Proposed Tonnage Increase, which accompanies this application.

3. Environmental Impact Assessment Report (EIAR)

3.1 Screening

The first step in the EIA process is 'Screening' which determines if an EIA is required, and usually commences at the project design stage. As outlined in definitions below, as per *Developments for the Purposes of Part 10* of the Planning and Development Regulations 2001-2020 (as amended), the Proposed Tonnage Increase meets the threshold for a mandatory EIA.

Part 10 of the Planning and Development Regulations 2001-2020 (as amended) states:

10. Waste disposal installations for the incineration or chemical treatment as defined in Annex IIA to Directive 75/442/EEC under heading D9, of non-hazardous waste with a capacity exceeding 100 tonnes per day.

22. Any change to or extension of projects listed in this Annex where such a change or extension in itself meets the thresholds, if any, set out in this Annex.

Court of Justice of the EU (CJEU) rulings have indicated that the concept of waste disposal within the EIA Directive include all operations leading to either waste disposal or recovery. Therefore, any facility generating electricity from waste or combustible materials and biomass from waste with a capacity exceeding 100 tonnes per day falls within the scope of Class 10 of the regulations and requires a mandatory EIA.

The proposed 90,000 tpa increase in capacity exceeds the 100 tonnes/day threshold. Therefore, an EIAR is required and is included with this application.

3.2 Scoping

Scoping considers the potential for likely significant effects throughout different phases of a proposed project to determine "the content and extent of the matters which should be covered in the environmental information to be submitted in the EIAR" (EPA, 2017). EIA scoping was undertaken for the Proposed Tonnage Increase in accordance with the EPA's draft guidelines (EPA, 2017), EC's, 'Environmental Impact Assessment of Projects, Guidance on the preparation of Environmental Impact Assessment Reports' (Directive 2011/92/EU as amended by 2014/52/EU) (EC, 2017a) and EC's 'Environmental Impact Assessment of Projects – Guidance on Scoping (Directive 2011/92/EU as amended by 2014/52/EU) (EC, 2017b).

The main purpose of the scoping process is to:

- Consider the potential for likely significant environmental effects from the Proposed Tonnage Increase;
- Identify which topics related to each environmental factor (as prescribed in the EIA Directive) for a given project are likely to result in significant environmental effects and therefore should be scoped into the EIA. For example, in the case of this Proposed Tonnage Increase, emission characteristics is identified as a topic under air quality that is likely to result in a significant environmental result and is therefore scoped into the EIA.
- For topics scoped into the EIA:
 - Identify data and appropriate surveys to be undertaken to establish the existing baseline; and,
 - Outline the scope and methodology for assessing the likely significant environmental effects identified.

As the Proposed Tonnage Increase involves additional volume of waste throughput to an existing operational Facility only, likely significant effects identified during scoping and carried forward for detailed assessment in the

EIAR attached with this application, were limited to the following environmental factors: air; climate, waste management; material assets, roads and traffic; and population and human health. The additional waste throughput would result in additional emissions to air from Waste Delivery Vehicles (WDV) and plant stacks and could potentially have a significant effect on air quality. The increase in WDV's could also potentially effect roads and traffic. Further assessment of topics associated with air quality and climate; roads and traffic; and population and human health were therefore scoped into the EIAR. Further assessment of topics associated with major accidents and disasters and the interactions between impacts on different environmental factors were also scoped in, to align with the EIA Directive.

No likely significant environmental effects were identified in relation to the following environmental factors: land, soil, water, biodiversity, landscape, and cultural heritage, and therefore detailed impact assessments were not required. However, as *“environmental factors themselves cannot be scoped out and must feature in the EIAR”* (EPA, 2017) and to align with recent requests from the EPA on a similar EIAR; the aforementioned environmental factors remain as individual chapters within the EIAR accompanying this application and detail the baseline environment only.

Please refer to the EIAR for detailed information on the scope and structure of the EIAR.

3.3 EIAR Team

Article 5(3)(a) of Directive 2011/92/EU (as amended) states that:

“The developer shall ensure that the environmental impact assessment report is prepared by competent experts.”

The need for competent experts is also highlighted in the EPA's draft *‘Guidelines on the Information to be contained in Environmental Impact Assessment Reports’* (August 2017).

This EIAR has been prepared by AECOM, who are a registrant of the Institute of Environmental Management & Assessment's (IEMA) EIA Quality Mark scheme. For further information on the competent experts responsible for this EIAR and their qualifications, please refer to Chapter 01 of the EIAR.

3.4 EIAR Portal Confirmation Receipt

The Department of Housing, Local Government and Heritage has been notified of the EIAR that accompanies this application and of the locations at which it can be viewed along with the application plans and particulars. Acknowledgement of this submission is included with the application.

4. Zoning

The Facility is situated on lands zoned as Z7 Employment (Heavy) in the Dublin City Development Plan 2016 – 2022 (hereafter referred to as the Dublin CDP).

The zoning objective for Z7 zoned lands is:

Z7: To provide for the protection and creation of industrial uses and facilitate opportunities for employment creation including Port Related Activities.

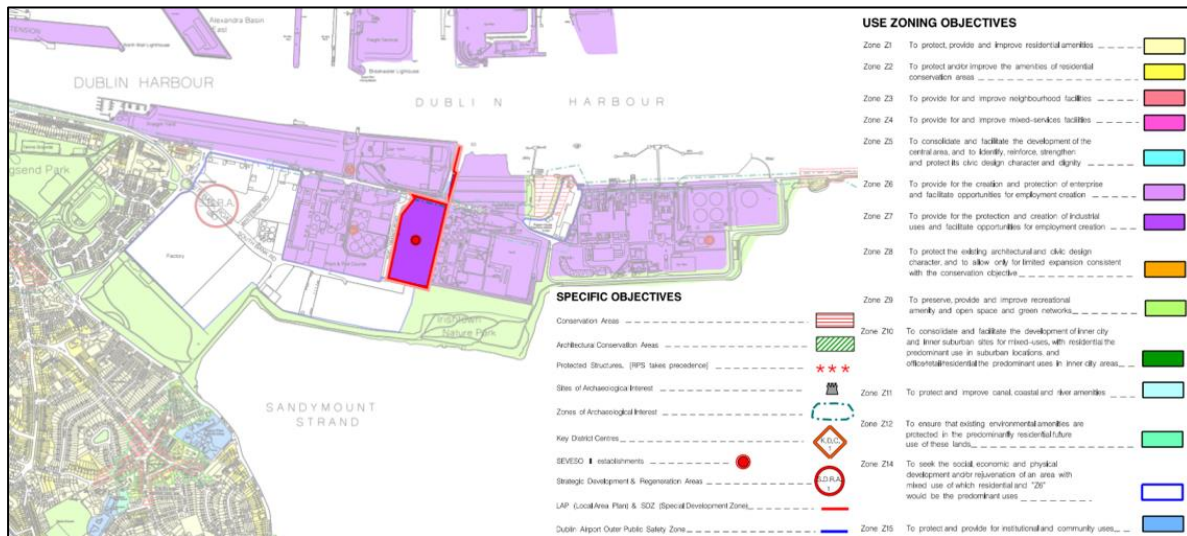


Figure 4-1: Dublin City Development Plan 2016 - 2022 Zoning Map

Permissible and open for consideration uses on Z7 zoned lands are shown in Table 4-1.

Table 4-1 Z7 Employment (Heavy) Permissible / Open for Consideration Uses

Z7 Employment (Heavy) Zoning	
Permissible Uses	Open for Consideration Uses
<ul style="list-style-type: none"> • Betting office • Boarding kennel • Car park • Chemical processing and storage • Childcare facility • Civic and amenity/recycling centre • Enterprise centre • Garage (motor repair/service) • General industrial uses • Heavy vehicle park • Household fuel depot • Industry (light) • Open space • Outdoor poster advertising • Park and ride facility • Petrol station • Port-related industries and facilities • Public house • Public service installation • Scrap yard • Storage depot (open) • Support office ancillary to primary use 	<ul style="list-style-type: none"> • Transfer station • Transport depot • Warehousing • Advertisement and advertising structures • Amusement/leisure complex • Bed and breakfast • Buildings for the health, safety and welfare of the public • Car trading • Community facility • Cruise shipping and marine services in part area and ancillary services • Cultural / recreational building and uses • Factory shop • Guest house • Hotel • Media-associated uses • Nightclub • Place of public worship • Restaurant • Science and technology-based industry • Take-away

Source: www.dublincity.ie

5. Planning History / EPA Licensing History

This section summarises the relevant planning history of the Facility (section 5.1.1) and adjoining lands (section 5.1.2). The EPA licensing history for the Facility is also provided in section 5.3.

5.1 Planning History

A planning history search was carried out using publicly available information from MyPlan.ie, Dublin City Council and An Bord Pleanála’s online databases on 05 August 2020. The results of this planning history search are provided in Table 5-1 and Appendix B.

5.1.1 Application Site Planning History

The application site's planning history relates to the existing permission for the Facility. There have been no other known planning applications on the application site within the last ten years. The Facility received planning permission from An Bord Pleanála under section 226 of the Planning and Development Act, 2000 (as amended) on the 19 November 2007 with 13 conditions attached. It was considered that, subject to compliance with the conditions set out in the Board's grant of permission for the scheme, that the Proposed Tonnage Increase:

- Would not be prejudicial to public health;
- Could be accommodated on the road network and would be acceptable in terms of traffic safety;
- Would not be visually out of character or detract from the visual amenities of the area;
- Would not be seriously injurious to the residential amenities of existing or future residential developments in the area;
- Would not adversely affect the integrity of any Natura 2000 site or other designated site of ecological significance in the vicinity having regard to the purposes for which these sites are designated; and,
- Would not otherwise have significant effects on the environment or have significant adverse implications for the proper planning and sustainable development of the area.

Table 5-1 Application Site Planning History

Reference	Proposed Development	Status
PL29S.EF2022	A waste to energy facility at Pigeon House Road, Poolbeg Peninsula, Dublin 4	Granted by An Bord Pleanála on the 19/11/2007

Source: An Bord Pleanála

5.1.2 Relevant Planning History on Adjoining Lands

The majority of planning applications for the adjoining lands and on lands situated within approximately 1km of the Facility relate to industrial development on Poolbeg Peninsula. The details of applications within a period dating back to 2013 and reasonably foreseeable developments, with the exception of small scale and residential developments which have not been included in this search, are summarised in Appendix B.

5.2 Planning History Summary

The application site's planning history and planning history on adjoining lands on the Poolbeg Peninsula consists predominantly of industrial development. The only known application on the application site at the time of writing was the existing permission for the Facility.

5.3 EPA Licensing History

The EPA Licensing history is summarised in Table 5-2. A number of technical amendments to Licence W0232-02 have been approved by the EPA. Further details on these can be found on the EPA's online database and in Chapter 01 (Introduction) of the EIAR.

A revised IE licence is required in respect of the prop Proposed Tonnage Increase. An application for this proposed revision has been submitted to the EPA (ref: W0232-02) and is currently pending.

Table 5-2 EPA Licensing History

Reference	Main Class of Activity	Status
W0232-01	11.3 (a): Waste	Licensed
W0232-02	11.3(a): Waste	Applied (pending)

6. Policy Context

This section sets out the relevant planning policy at European, national, regional and local levels and assesses the Proposed Tonnage Increase's compliance with the associated policy framework.

6.1 European Union (EU) Law and Policy

6.1.1 Directive (EU) 2018/851, Waste Directive

Directive 2018/851 amended the Waste Framework Directive (WFD) (2008/98/EC) which sets out the legal framework for waste management in the EU. Directive 2018/851 increases the targets set out in Directive 2008/98/EC and the waste hierarchy as established in this Directive must be applied in waste prevention and management legislation and policy in EU countries. The waste hierarchy is set out below:



Figure 6-1: Waste Hierarchy

The Waste Framework Directive requires Member States to establish an integrated and adequate network of waste disposal installations and of installations for the recovery of mixed municipal waste collected from private households, with the network designed to enable Member States to move towards an aim of individual self-sufficiency, taking into account geographical circumstances or the need for specialised installations for certain types of waste.

The network is required to enable waste to be disposed of or recovered in one of the nearest appropriate installations, by means of the most appropriate methods and technologies, in order to ensure a high level of protection for the environment and public health. This is generally referred to as the “proximity principle”.

The Proposed Tonnage Increase will provide additional energy recovery capacity at an established facility without the requirement to construct a new facility. An additional 90,000 tonnes per annum of energy recovery capacity can be provided at the facility, ensuring that this is diverted from landfill and does not need to be exported.

6.1.2 Renewable Energy Directive (2009/28/EC)

The Renewable Energy Directive (2009/28/EC), requires Ireland to commit to produce from renewable sources at least 16% of all energy consumed by 2020. Furthermore, Ireland has committed to meet this national target through 40% renewable electricity, 12% renewable heat and 10% renewable transport.

6.1.2.1 Ireland's National Renewable Energy Action Plan

A European Commission Decision in 2009 established a template for National Renewable Energy Action Plans (NREAPs) under Directive 2009/28/EC. Each Member State is required to complete the template as set out and cover all the requirements laid down in the Directive, which are then held comparable with each Member State biannual reports on the implementation of the Directive. Ireland's NREAP was submitted under Article 4 of Directive 2009/28/EC, and sets out the Government's strategic approach and measures to deliver on Ireland's 16% target under Directive 2009/28/EC.

It is a requirement for Member States to submit a report on progress to the European Commission every two years, with the final report due by 31 December 2021.

The latest available progress report available online at the time of writing this supporting statement, was submitted under Article 22 of Directive 2009/28/EC in February 2018³. This report reviews 2015 and 2016, the report for 2020 was not publicly available at the time of writing this supporting statement.

6.1.2.2 Landfill Directive (1999/31/EC)

Waste sent to landfill must comply with requirements of the Landfill Directive. The objective of the Landfill Directive is to reduce the negative impacts caused by landfilling waste on the environment, in particular on surface waste, groundwater, soil, air and human health by introducing strict procedures and requirements for waste and landfills. The Landfill Directive places stringent engineering and operation conditions on landfill operators and requires them to obtain a permit which stipulates the conditions that the landfill site must adhere to.

The Landfill Directive also aims to reduce reliance on landfill as a disposal option. It does this by setting challenging targets for all EU countries (including Ireland) with regard to the diversion of biodegradable municipal waste from landfill. By 2020, biodegradable municipal waste going to landfill must be reduced to 35% of the total quantity (by weight) produced in 1995.

Directive (EU) 2018/850 amends the Landfill Directive and requires Member States to significantly reduce waste disposal by landfilling: Member States will be required to ensure that, as of 2030, waste suitable for recycling or other recovery, in particular contained in municipal waste, will not be permitted to be disposed of to landfill. Use of landfills should remain exceptional rather than the norm. Furthermore, the Member States will take the necessary measures to ensure that by 2035, the amount of municipal waste disposed of in landfills is reduced to 10% or less of the total amount of municipal waste generated.

The Proposed Tonnage Increase would represent progress for Ireland, by increasing its self-sufficiency in the treatment of residual waste, as well as reducing its reliance on disposal of waste to landfill or export of waste. This will ensure that waste is managed in line with the waste hierarchy.

6.1.3 7th Environmental Action Programme 2013

The 7th Environmental Action Programme 2013 (EAP) was adopted to provide the basis for EU wide action to enhance environmental protection in the period 2014 to 2020.

The three key objectives of the EAP, aim:

- to protect, conserve and enhance the EU's natural capital;
- to turn the EU into a resource-efficient, green and competitive low-carbon economy; and,
- to safeguard the EU's citizens from environmental-related pressures and risks to health and wellbeing.

The EAP also established two horizontal priority objectives, namely;

- to make EU cities more sustainable; and,
- to help the EU address international environmental challenges more effectively.

Furthermore, a focus on four key actions have been established to achieve these objectives, specifically:

- A better implementation of legislation;
- A better information by improving the knowledge base;
- An increase in wiser investment for environment and climate policy; and,
- A full integration of environmental requirements and considerations into other policies.

The EAP outlines a longer vision for Europe to 2050 that requires EU member States to establish an integrated and adequate network of waste disposal installations and of installations for the recovery of mixed municipal waste collected from private households, with the network designed to enable Member States to move towards an aim of individual self-sufficiency, considering geographical circumstances or the need for specialised installations for certain types of waste.

The Proposed Tonnage Increase will increase capacity of existing waste disposal installations in Ireland without the need for any new development and will assist with moving towards self-sufficiency with regards to waste management in Ireland.

³ National Renewable Energy Action Plan 2017 <https://www.dccae.gov.ie/documents/NREAP%20Fourth%20Progress%20Report.pdf>

The network is required to enable waste to be disposed of or recovered in one of the nearest appropriate installations, by means of the most appropriate methods and technologies, in order to ensure a high level of protection for the environment and public health.

6.1.4 Circular Economy Action Plan for a Cleaner and More Competitive Europe

The European Commission (EC) put forward a circular economy package, which included revised legislative proposals on waste, as well as a comprehensive Circular Economy Action Plan (CEAP) in 2015. An adopted CEAP⁴ was introduced in 2019, setting out measures to tackle all phases in the lifecycle of a product; from production and consumption to waste management and the market for secondary raw materials. The CEAP also includes a number of actions that will boost circularity in specific sectors or material streams, such as plastics, food waste, critical raw materials, construction and demolition, biomass and bio-based products.

The CEAP recognises circularity economy is an essential cog towards climate-neutrality and long-term competitiveness. It can deliver substantial material savings throughout value chains and production processes, generate extra value and unlock economic opportunities. Furthermore, the EC will enable greater circularity, in industry, specifically by;

- *assessing options for further promoting circularity in industrial processes in the context of the review of the Industrial Emissions Directive, including the integration of circular economy practices in upcoming Best Available Techniques (BAT) reference documents;*
- *facilitating industrial symbiosis by developing an industry-led reporting and certification system, and enabling the implementation of industrial symbiosis; and,*
- *supporting the sustainable and circular bio-based sector through the implementation of the Bioeconomy Action Plan.*

6.1.5 European Green Deal 2019

The European Green Deal⁵ (EGD) 2019 provides a roadmap and overall policy agenda, setting out a schedule for delivery of key commitments for 2020-2021. It emphasises that the delivery of the Green Deal requires the EU to restructure policies across a number of different areas. This includes clean energy supply, industry, production and consumption, large-scale infrastructure, transport, food and agriculture, construction, taxation and social benefits.

The EGD also addresses the EU's overall ambition on climate targets, it proposes increasing the EU's emissions reduction targets for 2030 from 40% to at least 50% and towards 55% compared with 1990 levels. The EGD recognises that the energy system is critical role in supporting the move towards climate neutrality. This includes improving the energy efficiency, specifically increasing the amount of renewable energy from sources such as wind, solar, and biomass. At the same time significantly reducing the reliance of fossil fuels.

6.1.6 European Climate & Energy Policy

The development of the EU climate and energy regime has been driven by two key approaches. The first concentrates on setting targets as a mechanism to drive change, underpinned by a variety of instruments, and has as its flagship project the 2008 Climate and Energy Package. The second is rooted in the wider single market agenda of promoting competition and limiting state intervention in the market, and has at its core the Internal Energy Market, underpinned by a series of legislative packages since 1996.

The EU's current climate and energy regime is tripartite in structure. It comprises of three high-level targets (referred to as 20-20-20) to be delivered by 2020, specifically;

- 20% GHG emissions reduction target (compared to a 1990 levels);
- 20% renewable energy penetration target (including a 10% sub-target for transport); and,
- 20% improvement in energy efficiency.

⁴ Circular Economy Action Plan for a Cleaner and More Competitive Europe
https://ec.europa.eu/jrc/communities/sites/jrccties/files/new_circular_economy_action_plan.pdf

⁵ European Green Deal https://eur-lex.europa.eu/resource.html?uri=cellar:b828d165-1c22-11ea-8c1f-01aa75ed71a1.0002.02/DOC_1&format=PDF

6.1.6.1 Climate and Energy Package

The 20-20-20 targets arose from a political commitment made in 2007 that was subsequently transposed into legislation in what has come to be known as the EU Climate and Energy Package. The Package consists of a set of supporting legislative targets and instruments that underpin the headline targets. These include:

- A reformed EU Emissions Trading Scheme (ETS);
- Differentiated binding national targets for non-ETS emissions reduction under the Effort Sharing Decision, based on relative GDP; and,
- Differentiated binding national targets for renewables penetration, under the Renewable Energy Directive, reflecting relative starting points and potential.

The need to meet the 20-20-20 targets has consistently been defined throughout European climate and energy policies since 2007. The Facility's Proposed Tonnage Increase is an essential upgrade that would assist in achieving these targets by diverting residual waste from landfill and recovering energy from residual waste.

6.2 National Policy

6.2.1 Project Ireland 2040, National Planning Framework

The National Planning Framework (NPF) 2040 is the overarching planning framework to guide development investment in Ireland. The NPF contains a number of National Strategic Outcomes (NSOs). In relation to sustainable waste management, NSO 9 (Sustainable Management of Water, Waste and Other Environmental Resources) states:

- *Planning for waste treatment requirements to 2040 will require Waste to Energy Facilities which treat the residual waste that cannot be recycled in a sustainable way delivering benefits such as electricity and heat production.*
- *Adequate capacity and systems to manage waste, including municipal and construction and demolition waste in an environmentally safe and sustainable manner.*

Improving sustainability in terms of energy, waste management and resource efficiency and water, to include district heating and water conservation is recognised as a key future growth enabler for Dublin and it is an overarching aim of the NPF to have adequate capacity and systems to manage waste in an environmentally safe and sustainable manner.

It is the objective of National Policy Objective (NPO) 56 of the NPF to:

Sustainably manage waste generation, invest in different types of waste treatment and support circular economy principles, prioritising prevention, reuse, recycling, and recovery, to support a healthy economy and society.

The NPF is supportive of circular economy principles that minimise waste going to landfill and maximise waste as a resource, i.e. prevention, preparation for reuse, recycling and recovery are prioritised in that order over the disposal of waste to landfill.

The policies and objectives of the NPF are supportive of the proposal to increase the capacity at the Facility. Specifically, the Proposed Tonnage Increase Complies with NSO 9 by delivering additional waste to energy capacity to treat residual waste in a sustainable way, and NPO 56 by prioritising recovery over exportation and landfill of residual waste.

Furthermore, Table 6-1 includes other relevant policy objectives by the NPF in relation to this supporting statement.

Table 6-1 National Planning Framework Policies/Objectives

Policy / Objective	Summary
NPO 55	Promote renewable energy use and generation at appropriate locations within the built and natural environment to meet national objectives towards achieving a low carbon economy by 2050.
NPO 64	Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient

Policy / Objective	Summary
	buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.
NPO 74	Secure the alignment of the National Planning Framework and the National Development Plan through delivery of the National Strategic Outcomes.

Source: *Project Ireland 2040, National Planning Framework*

6.2.2 National Development Plan 2018 - 2027

The NDP 2018-2027⁶ is fully integrated with the NPF and sets out the significant level of investment which will underpin the NPF for the period 2018-2027. The NDP will support the achievement of more balanced development for the three regions in Ireland; the Northern and Western Region; the Southern Region; and the Eastern and Midland Region.

In relation to National Strategic Outcome (NSO) 8; *Transition to a Low-Carbon and Climate-Resilient Society*, it is stated under Waste Management and Resource Efficiency, that;

- *Investment in waste management infrastructure is critical to our environmental and economic well-being for a growing population and to achieving circular economy and climate objectives;*
- ***Capacity will continue to be built in waste facilities, including waste to energy, to meet future waste objectives [Emphasis added]; and***
- *Significant infrastructure capacity development will be required to separate and process various waste streams at municipal and national levels to achieve new EU legally binding targets.*

The relevant policies of the NDP listed, are supportive of this proposal, and it should be noted that the Proposed Tonnage Increase of this proposal can be accommodated without any physical amendments to the consented Facility.

6.2.3 Irish Government White Paper: Ireland's Transition to a Low Carbon Energy Future 2015 – 2030

The Irish Government White Paper: *Ireland's Transition to a Low Carbon Energy Future 2015 – 2030*⁷ (White Paper) is an energy policy update, the previous White Paper was published in 2007, the update sets out a framework to guide policy beyond 2030. The primary objective is to guide a transition to a low carbon energy system, which provides secure supplies of competitive and affordable energy. The White Paper does not set out detailed proposals, however, takes account of consultation conducted by the (then) Department of Communications, Energy and Natural Resources (DCENR) (following the publication of the Green Paper⁸ (2014) on energy policy in Ireland), that contributes to achieving and supporting a general consensus.

This new energy policy framework envisages that a low carbon future, will need to achieve:

- *radically changing our behaviour as citizens, industry and Government;*
- *becoming more energy efficient;*
- *generating our electricity from renewable sources;*
- *moving to lower emissions fuels and ultimately away from fossil fuels;*
- *increasing our use of electricity and bioenergy to heat our homes and fuel our transport; and*
- *supporting the wide scale deployment of renewable heat in the business, public and residential sectors.*

Waste Management Policy in Ireland recognises the need to develop efficient ways to extract value from waste in accordance with the requirements of the waste hierarchy and the opportunity for waste to be used as an energy

⁶ National Development Plan 2018 – 2027 <https://assets.gov.ie/19240/62af938dce404ed68380e268d7e9a5bb.pdf>

⁷ Ireland's Transition to a Low Carbon Energy Future <https://www.dccae.gov.ie/en/ie/energy/publications/Documents/2/Energy%20White%20Paper%20-%20Dec%202015.pdf>

⁸ Green Paper on Energy Policy in Ireland <https://www.dccae.gov.ie/documents/DCENRGreenPaperonEnergyPolicyinIreland.pdf>

resource. In this regard, regional waste management plans for the period 2015-2021 support the development of additional thermal recovery and biological treatment capacity in Ireland.

6.2.4 Climate Action and Low Carbon Development Act 2015

The Climate Action and Low Carbon Development Act was enacted in 2015 and established a framework to develop the national transition of Ireland towards a low carbon economy. It also highlighted the role it would take in contributing to collective action to tackle climate change under the United Nations Framework Convention on Climate Change (UNFCCC) and the EU Intergovernmental Panel on Climate Change (IPCC) objective of reducing greenhouse gases by 80 - 95% by 2050 compared to 1990. The Act includes efforts towards the reduction of greenhouse gas emissions, and adaptation to the effects of climate change in the State.

The Climate Action and Low Carbon Development Act (2015) binds the Minister to the preparation of a national mitigation plan, the preparation of a national adaptation framework, and compliance with any existing obligation of the State under the law of the European Union or any international agreement referred to in section 2.

National Adaptation Framework (NAF) *Planning for a Climate Resilient Ireland*, was published in 2018. It was developed under the Climate Action and Low Carbon Development Act 2015. The Act provides that the Minister must consult with the Climate Change Advisory Council when developing a NAF. The aim of the NAF is to provide a strategy “for the application of different sectors and by local authorities in order to reduce the vulnerability of the State to the negative effects of climate change and to avail of any positive effects that may occur”.

6.2.5 Climate Action Plan 2019

A Citizens Assembly was established in July 2016 to examine several challenges, of relevance to this proposal; reducing the impact of GHG emissions. This resulted in a comprehensive set of recommendations, which were unanimously endorsed by the Dáil, while at the same time declaring a climate and biodiversity emergency. This set a strong precedent, to implement a Climate Action Plan (CAP) that would seek a zero-carbon energy systems objective for Ireland.

The Irish Government has implemented the CAP by defining a roadmap and initiating a coherent set of policy actions. A study⁹ by the Organisation for Economic Co-operation and Development (OCED) (2015) has stated Ireland’s material consumption (per capita) is above the EU average. The CAP has identified this finding, as a scope for savings in GHG emissions through maximising the efficiency of Ireland’s material usage. The CAP has stated the following efforts, specifically relating to waste and the circular bioeconomy;

We recognise that the transition to a more circular bioeconomy - where the value of biobased products, materials and resources is maintained in the economy for as long as possible and the generation of waste minimised - could provide an essential contribution to developing a sustainable, low carbon, resource efficient and competitive economy.

We will develop the bioeconomy to help achieve our carbon mitigation objectives by reducing our reliance on fossil fuels; decarbonise our society by promoting more sustainable bio-based products; and grow rural and regional businesses and jobs.

The CAP further refers to waste and the circular bioeconomy, under landfill reliance targets, and aims to:

Limit diversion of biodegradable municipal waste to landfill to maximum limit of 427k tonnes by 2020 and for every year after.

Reduce diversion of municipal waste to 10% by 2035.

The CAP supports the EU’s ambition of achieving a net zero target by 2050 and puts in place a decarbonisation pathway to 2030. Action Number 1 of the CAP commits to evaluating in detail the changes required to adopt net zero greenhouse gas emissions by 2050.

In summary, the Facility’s Proposed Tonnage Increase of an additional 90,000 tonnes annually, is compliant with the targets set out by the CAP, in terms of national residual waste treatment and energy generation and will limit diversion of residual waste to landfill.

⁹ Material Resources, Productivity and the Environment (2015)

6.2.6 Waste Action Plan for a Circular Economy Ireland's National Waste Policy 2020-2025

A Waste Action Plan for a Circular Economy Ireland's National Waste Policy 2020-2025 is the current waste management policy Statement for Ireland and covers the period of 2020 - 2025.

The Waste Action Plan for a Circular Economy fulfils the commitment in the Programme for Government to publish and start implementing a new National Waste Action Plan. This new national waste policy will inform and give direction to waste planning and management in Ireland over the coming years. It will be followed by an All of Government Circular Economy Strategy.

The previous national waste policy, A Resource Opportunity – Waste management policy in Ireland (2012), drove delivery on national targets under EU legislation, but the Irish and international waste context has changed in the years since its launch. The need to embed climate action in all strands of public policy aligns with the goals of the European Green Deal. The policies statements relevant to the Proposed Tonnage Increase are outlined in Table 6-2.

Table 6-2 Relevant Policies from A Waste Action Plan for a Circular Economy (2020-2025)

Policy Section	Description
The Circular Economy	<p>The Action Plan explains that over the past two decades Ireland has made significant progress in driving our performance up the waste hierarchy and moving away from disposal as the primary treatment option. The next step for Ireland and the purpose of the Action Plan is to now look at waste through the lenses of the circular economy.</p> <p>It explains the benefits of living in a circular economy and states that the goal is to have circular economy that reduces carbon impact and protects our natural resources, environment and health. Such a circular economy also supports viable and sustainable enterprise opportunities, jobs and training. The Action Plan also highlights the value of shorter and more localised supply chains, especially as the fragility of global supply chains have been exposed.</p>
COVID-19	<p>The COVID-19 pandemic is raised as highlighting a need for circularity more than ever before. It has done so by exposing the fragilities with the global economic model and causing a rethink about the ways people work, produce, transport, and consume. The Action Plan states that the transition to a circular economy includes some important answers including (but not limited to):</p> <ul style="list-style-type: none"> • Self-sufficiency and local production/consumption. • Shorter and more resilient supply chains for certain products.
Municipal (Household and Commercial) Waste	<p>The Action Plan outlines a number of recycling targets and incentivisation measures such as standardised bin colours and penalties for those who don't segregate their waste. It also reiterates the challenge to meet the following recycling targets for municipal waste in line with the revised Waste Framework Directive:</p> <ul style="list-style-type: none"> • 55% municipal waste recycling target by 2025 • 60% municipal waste recycling target by 2030 • 65% municipal waste recycling target by 2035 <p>In addition, the Landfill Directive has been amended to require that by 2035 no more than 10% of MSW goes to landfill. Domestically, transposition this year (2020) of the revised EU Waste Directives will hardwire the new legal commitments agreed in 2018 on recycling and landfilling for 2025 and 2030 into the Irish economy and society.</p> <p>The Action Plan also explains intentions to introduce a waste recovery levy of €5 per tonne. This will apply to recovery operations at Municipal Solid Waste (MSW) Landfills, Waste to Energy Plants and Co-Incineration Plants and the Export of MSW.</p>
Supporting Indigenous Treatment Capacity (Waste Management Infrastructure)	<p>The Action Plan notes that currently, Ireland is reliant on exports of municipal, C&D, packaging and other wastes in order to manage the waste it produces – which it estimates was 9.5 million tonnes in 2020. It explains that this reliance can potentially leave Ireland exposed if there were external shocks to the export market. It also means that they are exporting materials, energy and jobs that could be harnessed within the country. It further states that:</p> <p><i>“There will always be a risk that outlets throughout the EU (for example, under-capacity Waste to Energy facilities), or facilities in a post-Brexit UK may be in a more competitive position relative to Irish facilities. As a result, we do not have direct control of our waste and any effort made by a member state to apply the proximity principle at a state level would need to be carefully calibrated to ensure compliance with State Aid rules as well as the principle of free movement of goods.”</i></p> <p>Actions in relation to supporting indigenous treatment capacity, include in introducing legislation/procedures to strengthen the provision of contingent capacity, and examining</p>

measures, including legislation, to strengthen the powers of the regulatory authorities to direct waste and to ensure that collectors have contingent capacity in place.

Source: A Waste Action Plan for a Circular Economy Ireland's National Waste Policy 2020-2025

6.3 Regional Policy

6.3.1 Eastern & Midland Regional Assembly Regional Spatial & Economic Strategy 2019 – 2031

The Regional Spatial & Economic Strategy¹⁰ (RSES) for the Eastern and Midland Region, prepared by the Eastern & Midland Regional Assembly (EMRA) provides planning and economic policies at a regional level to support the implementation of the NPF. The guiding principles for the growth of the Dublin Metropolitan Area as set out in the RSES are:

*“to promote quality infrastructure provision and **capacity improvement**, in tandem with new development and aligned with national projects and **improvements in water and wastewater, sustainable energy, waste management and resource efficiency**” [Emphasis added].*

The RSES seeks to reduce emissions by 40% by 2030 and supports the transition to a low carbon region by 2050. It is an objective of the RSES to identify Strategic Energy Zones and district heating opportunities and to support the transition to clean energy and a circular economy. The RSES refers to multiple objectives for the region of relevance to this supporting statement, these are included in Table 6-3.

Table 6-3 EMRA RSES Policies / Objectives

Policy / Objective	Summary
RPO 7.35	EMRA shall, in conjunction with local authorities in the Region, identify Strategic Energy Zones as areas suitable for larger energy generating projects, the role of community and micro energy production in urban and rural settings and the potential for renewable energy within industrial areas. The Strategic Energy Zones for the Region will ensure all environmental constraints are addressed in the analysis. A regional landscape strategy could be developed to support delivery of projects within the Strategic Energy Zones.
RPO 7.37	A bioeconomy plan for the Region should be developed that outlines the capacity of the Region to supply the range of bioenergy resources required for the fuel mix as well as the current and projected consumption requirements for growth in this market.
RPO 7.38	Local authorities shall consider the use of heat mapping to support developments which deliver energy efficiency and the recovery of energy that would otherwise be wasted. A feasibility assessment for district heating in local authority areas shall be carried out and statutory planning documents shall identify local waste heat sources.
RPO 10.13	EMRA shall support appropriate options for the extraction of energy and other resources from sewage sludge in the Region.
RPO 10.25	Development plans shall identify how waste will be reduced, in line with the principles of the circular economy, facilitating the use of materials at their highest value for as long as possible and how remaining quanta of waste will be managed and shall promote the inclusion in developments of adequate and easily accessible storage space that supports the separate collection of dry recyclables and food and shall take account of the requirements of the Eastern and Midlands Region Waste Management Plan.

Source: Eastern & Midland Regional Assembly Regional Spatial & Economic Strategy 2019 – 2031

With respect to the RPOs listed in Table 6-3, the Proposed Tonnage Increase is compliant with the policies and objectives of the RSES.

6.3.2 Eastern – Midlands Region Waste Management Plan 2015 – 2021

For the purposes of waste management planning, Ireland is divided into three regions: Southern, Eastern-Midlands and Connacht-Ulster. The Eastern Midlands Region comprises Dublin City Council, Dún Laoghaire-Rathdown, Fingal, South Dublin, Kildare, Louth, Laois, Longford, Meath, Offaly, Westmeath and Wicklow County

¹⁰ Regional Assembly Regional Spatial & Economic Strategy https://emra.ie/dubh/wp-content/uploads/2020/05/EMRA_RSES_1.4.5web.pdf

Councils. The Region covers both urban and rural areas with a population of approximately 2.2 million and is dominated by Dublin which has the largest population and highest economic activity in the region and nationally.

The Eastern-Midlands Waste Region (EMWR) Waste Management Plan 2015-2021 (EMRWMP) provides a framework for the prevention and management of waste in a sustainable manner in its 12 local authority areas.

The EMRWMP has three overarching targets:

1. *1% reduction per annum in the quantity of household waste generated per capita over the period of the plan.*
2. *Achieve a recycling rate of 50% of managed municipal waste by 2020.*
3. **Reduce to 0% the direct disposal of unprocessed residual municipal waste to landfill (from 2016 onwards) in favour of higher value pre-treatment processes and indigenous recovery practices** *(unprocessed residual waste meaning residual municipal waste collected at kerbside or deposited at landfill/civic amenity sites/ transfer stations that has not undergone appropriate treatment through physical, biological, chemical or thermal processes including sorting). [Emphasis added]*

Objectives relevant to the Proposed Tonnage Increase are as follows:

- *Policy and legislation – the region will implement EU and National waste and related environmental policy, legislation, guidance and codes of practice to improve management of material resources and wastes.*
- *Infrastructure development – the region will promote sustainable waste management treatment in keeping with the waste hierarchy and the move towards a circular economy and greater self-sufficiency.*
- *Protection – apply the relevant environmental and planning legislation to waste activities to protect the environment, in particular European sites and human health against adverse impacts of waste generated.*

Policy 15a of the EMRWMP refers to the development of additional waste thermal treatment capacity and is discussed in Chapter 3 of this EIAR and referred to in section 2.1 of this report. The Proposed Tonnage Increase would enable the Facility to process an additional 90,000 tonnes annually which would be more sustainable both in terms of national residual waste treatment and energy generation, than the current alternatives of landfill or the export of waste. This capacity is available immediately, subject to revision of the IE Licence, without any requirement for additional plant or investment.

The Proposed Tonnage Increase is compliant with the policies and objectives of the EMRWMP and will provide an additional 90,000 tonnes of additional thermal recovery for the treatment of non-hazardous wastes.

6.4 Local Policy

6.4.1 Dublin City Development Plan 2016 – 2022

The Dublin City Development Plan 2016 – 2022 (hereafter referred to as the Dublin CDP) sets out the policies and objectives to guide how and where development will take place in Dublin city over the lifetime of the Plan. There are a number of policies and objectives of relevance to waste management in the Dublin CDP which are outlined in Table 6-4 of this supporting statement. With regards to waste management, the main objective of the Dublin CDP is to facilitate the development of recycling to minimise the use of landfill. It also states that the 2013 and 2016 Landfill Directive targets are at risk of not being met without considerable policy efforts.

Table 6-4 Dublin City Development Plan 2016 - 2022 Policies / Objectives

Policy / Objective	Summary
CC2:	To mitigate the impacts of climate change through the implementation of policies that reduce energy consumption, reduce energy loss/wastage, and support the supply of energy from renewable sources.
CC09:	To encourage the production of energy from renewable sources, such as from bio-energy, solar energy, hydro energy, wave/tidal energy, geothermal, wind energy, combined heat and power (CHP), heat energy distribution such as district heating / cooling systems, and any other renewable energy sources, subject to normal planning considerations, including in particular, the potential on areas of environmental sensitivity including Natura 2000 sites.
CCO14	To support the government's target of having 40% of electricity consumption generated from renewable energy sources by 2020.
SI19	To support the principles of good waste management and the implementation of best international practice in relation to waste management in order for Dublin city and the region to become self-reliant in terms of waste management.

Policy / Objective	Summary
SI20	To prevent and minimise waste and to encourage and support material sorting and recycling.
SI21	To minimise the amount of waste which cannot be prevented and ensure it is managed and treated without causing environmental pollution.
SIO19	To implement the Eastern-Midlands Regional Waste Management Plan 2015 – 2021 and achieve the plan targets and objectives.
SI24	To monitor and improve air quality in accordance with national and EU policy directives on air quality and, where appropriate, promote compliance with established targets.
SI25	To seek to preserve and maintain air and noise quality in the city in accordance with good practice and relevant legislation.
SI28	To have regard to the provisions of the Major Accidents Directive (2012/18/EU), relating to the control of major accident hazards involving dangerous substances and its objectives are to prevent major accidents and limit the consequences of such accidents. Dublin City Council will have regard to the provisions of the directive and recommendations of the HSA in the assessment of all planning applications located on or impacted by such sites.
MTO40	To review the implementation of the HGV management strategy with a view to developing an improved approach to managing such vehicles in the city.
GI2	That any plan/project, either individually or in combination with other plans or projects that has the potential to give rise to significant effect on the integrity of any European site(s), shall be subject to an appropriate assessment in accordance with Article 6(3) and 6(4) of the EU Habitats Directives.
GI23	To protect flora, fauna and habitats, which have been identified by Articles 10 and 12 of Habitats Directive, Birds Directive, Wildlife Acts 1976 – 2012, the Flora (Protection) Order 2015 S.I. No. 356 of 2015, European Communities (Birds and Natural Habitats Regulations 2011 to 2015).
GI24	To conserve and manage all Natural Heritage Areas, Special Areas of Conservation and Special Protection Areas designated, or proposed to be designated, by the Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs.

Source: www.dublincity.ie

The Facility is identified in the Dublin CDP as a critically important piece of infrastructure which will make Dublin city more sustainable and energy efficient, less dependent on the use of fossil fuels, more competitive and environmentally clean.

The Dublin CDP also highlights that elements of the Dublin District Heating System (DDHS) have already been installed within areas to facilitate future distribution of district heating network for both north and south of the River Liffey.

Furthermore, and in relation to Table 6-4, the Dublin CDP supports the principles of the Proposed Tonnage Increase, by recognising the importance of an efficient waste management plan locally, regionally and nationally in order to achieve the targets and objectives, whilst supporting the implementation of mitigation measures to combat climate change through policies that reduce energy consumption, reduce energy loss/wastage, and support the supply of energy from renewable sources throughout the county.

6.4.2 Dublin City Council's Climate Change Action Plan 2019 – 2024

The Dublin City Council (DCC) Climate Change Action Plan¹¹ (CCAP) was implemented to determine how the council would improve energy efficiency whilst reducing greenhouse gas emissions, specifically within its own operations. The CCAP has been prepared by the Dublin energy agency Codema, in partnership with the Environment Strategic Policy Committee and the Elected Members of Dublin City Council. The CCAP was also prepared having regard to "A Strategy towards Climate Change Action Plans for the Dublin Local Authorities", published in 2017.

The CCAP concentrates on the following five action areas:

- Energy and Buildings;

¹¹ DCC Climate Change Action Plan
<https://www.dublincity.ie/sites/default/files/content/WaterWasteEnvironment/Waste/Documents/2019%20DCC%20Climate%20Change%20Action%20Plan.pdf>

- Transport;
- Flood Resilience;
- Nature-Based Solutions; and
- Resource Management.

The overall targets for the CCAP are:

- To achieve 33% improvement in the Council's energy efficiency by 2020;
- A 40% reduction in the Council's greenhouse gas emissions by 2030;
- To make Dublin a climate resilient region, by reducing the impacts of future climate change-related events; and,
- To actively engage and inform citizens on climate change.

The existing risks relating to climate change, specifically from a projected population growth, is highlighted within the CCAP. It indicates that new technologies, that would assist in reducing GHG emissions, should be evaluated and assessed on the impact it would have on air quality.

The CCAP has referred to the Dublin District Heating System (DDHS), which aims to supply low-carbon heat to houses and businesses, as a “*technically and economically viable*” option. It is envisaged that waste heat will be taken from the Facility and delivered through insulated pipes to the buildings connected to the system, replacing fossil fuel heating systems and therefore reducing air pollution and GHG emissions. Codema has produced studies on behalf of DCC and the project has secured €20 million through the Climate Action Fund.

6.5 Policy Summary

The Proposed Tonnage Increase is compliant with policies at European, national, regional and local levels. Specifically, the Proposed Tonnage Increase will recover additional energy from residual solid waste that cannot be recycled and ensure that an additional 90,000 tonnes of residual solid waste per annum is not sent to landfill or exported.

Policies at all levels, as set out in section 6 of this supporting statement, are supportive of recovering energy from residual waste, reducing landfill requirements and increasing the amount of waste separated at source.

The existing Facility is an integral part of the waste management infrastructure in the greater Dublin area. The EMRWMP further provides an overview of the current and planned thermal recovery capacity for residual waste. The Proposed Tonnage Increase would enable the Facility to process an additional 90,000 tonnes annually which would be more sustainable both in terms of national residual waste treatment and energy generation, than the current alternatives of landfill or the export of waste. This capacity is available immediately, subject to revision of the IE Licence, without any requirement for additional plant or investment.

The Proposed Tonnage Increase is compliant with the EMRA RSES which aims to promote capacity improvement in sustainable energy, waste management and resource efficiency.

The Proposed Tonnage Increase has the potential to provide additional energy to the DDHS once it is operational and will provide heating to circa 50,000 homes in the catchment area of the DDHS.

7. Conclusion

To conclude, the Proposed Tonnage Increase is supported by policy at European, national, regional and local levels which are supportive of the recovery of energy from residual waste. At a national level, it is recognised in the NPF that waste to energy facilities will be required to treat residual waste that cannot be recycled.

The Proposed Tonnage Increase will provide an additional 90,000 tonnes annual capacity at an existing operational Facility. This will contribute towards achieving the additional 300,000 tonnes of thermal recovery capacity required nationally in accordance with the policies and objectives of the EMRWMP without the need to develop a new waste to energy facility, which would likely have a greater environmental impact.

Policy at all levels recognises that waste should be managed as a resource and that disposal should be a last resort in line with the EU's waste hierarchy. The Proposed Tonnage Increase will facilitate the recovery of energy

from an additional 90,000 tonnes of residual waste annually that would otherwise need to be exported or sent to landfill.

The Facility is located on appropriately zoned lands (Z7 Employment (Heavy)) and the application site planning history is conducive to increasing the waste throughput of the Facility. What's more, the Proposed Tonnage Increase can be facilitated on the application site without any physical development or alterations to the existing operational Facility.

Emissions at the Facility are governed by the EPA in strict accordance of the environmental standards required by EU and National law, and government policies at all levels. A technical amendment to the Facility's existing IE Licence has been applied for separate to this application.

It is therefore considered that the Proposed Tonnage Increase is in line with the proper planning and sustainable development of Dublin city and the wider Eastern & Midland region.

Appendix A List of Enclosures

- Environmental Impact Assessment Report (Volumes 1 – 3)
- Appropriate Assessment Screening Report
- Site Location Plan (scale 1:1000)
- Site Layout Plan (sheets 1 and 2) (scale 1:500)
- Public notices
- EIAR Portal Confirmation
- Prescribed body notifications

Appendix B Planning History

Reference	Proposed Development	Status
2071/20	Planning Permission for development at this site address: Circle K Yard 3, Alexandra Road, Dublin Port, Dublin 1. This site is regulated by the Major Accidents Directive. The development will consist of: Increasing the containment volume of the existing bund. Modifications will include raising the height of the existing bund wall by circa 0.5m, extending the bund to the east and lowering the ground level in the area of this bund extension from approximately 4.07m to 3.8m. The site's storm water, fresh water and foul sewer drainage will be modified to accommodate the bund extension.	Granted by Dublin City Council on 12/03/2020
PWSDZ3270/19	Permission for development at a site forming part of the former Irish Glass Bottle and Fabrizia sites, Poolbeg West, Dublin 4. The application site is located within the Poolbeg West Strategic Development Zone (SDZ) Planning Scheme 2019 area. The proposed development will consist of: streets, transportation, water services and utilities infrastructure; public realm and public amenity spaces; and, temporary landscaping of a school site, to facilitate Phase 1 development as provided for under the approved Poolbeg West SDZ Planning Scheme. The site extending to approximately 4.3 ha forms part of the former Irish Glass Bottle and Fabrizia sites at Poolbeg West, Dublin 4, and is bound to the north west by Sean Moore Road, to the north east by South Bank Road, to the south east by Dublin Port lands and Dublin Bay, and to the south west by Sean Moore Park. A 10 year permission is sought. The following elements of the proposed development relate to streets and junctions proposed within the Poolbeg West SDZ Planning Scheme: <ul style="list-style-type: none"> • Central Boulevard extending approximately 425m in length from Sean Moore Road to The Promenade (Coastal Park), including a new signal-controlled junction with Sean Moore Road. The landscaped Central Boulevard will accommodate dedicated vehicular (including public transport), cycling and pedestrian facilities, and on-street car parking and cycle parking facilities. • A local Street (Home Zone) parallel to and south-west of Central Boulevard, in two sections either side of Village Green, linked by a pedestrian/cyclist connection across Village Green, both sections are approximately 200m in length. This landscaped Local Street will accommodate dedicated vehicular, cycling and pedestrian facilities, and on-street car and cycle parking facilities. This street will include a junction to Sean Moore Road to accommodate pedestrian and cycling access only. • 2 no. Local Streets (Home Zones) forming the north-west and south-east edges of the proposed Village Green, both approximately 175m in length, connecting Village Green to Central Boulevard at Neighbourhood Square. • 2 no. Side Streets connecting the Central Boulevard to the Local Street parallel to and south-west of the Central Boulevard, with one continuing to Coastal Link, 70m and 130m in length, respectively. • A connection from the southernmost Side Street to The Promenade, being part of Coastal Link, 87m in length. The following aspects of the proposed development relate to public amenity spaces and public realm infrastructure works proposed within the Poolbeg West SDZ Planning Scheme: <ul style="list-style-type: none"> • Part of Coastal Park measuring 0.8ha. The park incorporates a Promenade of 0.3 ha from the boundary of the site with Sean Moore Park to north east of the Central Boulevard and connects with the existing route leading to Irishtown Nature Park and Poolbeg Lighthouse. Works include localised reprofiling of existing boundary berm and creation of a Dog Park (580 sqm) at the north-eastern end of The Promenade and to the north east of Central Boulevard. • Village Green measuring 0.9ha extending south west from the Central Boulevard. • Part of Neighbourhood Square (0.15ha), at the intersection with Village Green and Central Boulevard, in anticipation of its future extension north-eastwards. • Landscaping, including planting, street furniture and lighting on all streets and public amenity spaces included within this application boundary, in accordance with the Infrastructure and Public Realm Masterplan for the overall Irish Glass Bottle and Fabrizia sites included with this planning application. The following aspects of the proposed development relate to water services and utilities infrastructure works proposed within the Poolbeg West SDZ Planning Scheme: <ul style="list-style-type: none"> • Potable, surface and waste water services infrastructure will be provided under the proposed streets and amenity spaces and connecting to the existing infrastructure network. • The waste water network will connect to the existing 375mm diameter gravity sewer at the Sean Moore Road roundabout, discharging to the Ringsend Pump Station. • The surface water drainage system within the site will connect via bio-retention tree pits and SUDs measures to the existing surface water outfall to the east of the site. • Utilities infrastructure including power, district heating and telecommunications infrastructure, traffic signalling ducting and associated above ground installations. The development will also include for: earth works, excavation and the remediation of material within the application boundary; construction of new access roads and public spaces built up over existing ground and associated signage and signalling temporary hoarding to internal and external boundaries; and, the temporary landscaping of the school site identified in the Planning Scheme. The proposed development includes for all development and site works ancillary to the above development. This application will be accompanied by an Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS). 	Granted by Dublin City Council on 28/01/2020
2071/20	Planning Permission for development at this site address: Circle K Yard 3, Alexandra Road, Dublin Port, Dublin 1. This site is regulated by the Major Accidents Directive. The development will consist of: Increasing the containment volume of the existing bund. Modifications will include raising the height of the existing bund wall by circa 0.5m, extending the bund to the east and lowering the ground level in the area of this bund	Granted by Dublin City Council on 20/01/2020

Reference	Proposed Development	Status
	extension from approximately 4.07m to 3.8m. The site's storm water, fresh water and foul sewer drainage will be modified to accommodate the bund extension.	
3669/19	The development will consist of 1.) Construction of a single storey ESB Substation & Switchroom located adjacent to the existing terminal entrance/exit gate onto Shelly Banks Road. 2.) All associated site works. These works are sought as an addition to the existing planning permission ref 2656/16 previously granted on the site. These development works will result in the site being upgraded to Upper Tier under the SEVESO regulations.	Granted by Dublin City Council on 01/08/2019
3176/19	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.6 sq.m and 2.3m in height); 1 no. control cabin (c.20 sq.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.329 sq.m; building 1 has an area of c.198 sq.m, building 2 has an area of c.10.7 sq.m, building 3 has an area of c.35.5 sq.m, building 4 has an area of c.42.4 sq.m, building 5 has an area of c.42.4 sq.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. A Natura Impact Statement (NIS) will be submitted to the Planning Authority with the planning application.	Granted by Dublin City Council on 29/07/2019
3711/18	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.	Granted by Dublin City Council on 03/07/2019
PWSDZ3270/19	<p>Permission for development at a site forming part of the former Irish Glass Bottle and Fabrizia sites, Poolbeg West, Dublin 4. The application site is located within the Poolbeg West Strategic Development Zone (SDZ) Planning Scheme 2019 area. The proposed development will consist of: streets, transportation, water services and utilities infrastructure; public realm and public amenity spaces; and, temporary landscaping of a school site, to facilitate Phase 1 development as provided for under the approved Poolbeg West SDZ Planning Scheme. The site extending to approximately 4.3 ha forms part of the former Irish Glass Bottle and Fabrizia sites at Poolbeg West, Dublin 4, and is bound to the north west by Sean Moore Road, to the north east by South Bank Road, to the south east by Dublin Port lands and Dublin Bay, and to the south west by Sean Moore Park. A 10 year permission is sought. The following elements of the proposed development relate to streets and junctions proposed within the Poolbeg West SDZ Planning Scheme:</p> <ul style="list-style-type: none"> • Central Boulevard extending approximately 425m in length from Sean Moore Road to The Promenade (Coastal Park), including a new signal-controlled junction with Sean Moore Road. The landscaped Central Boulevard will accommodate dedicated vehicular (including public transport), cycling and pedestrian facilities, and on-street car parking and cycle parking facilities. • A local Street (Home Zone) parallel to and south-west of Central Boulevard, in two sections either side of Village Green, linked by a pedestrian/cyclist connection across Village Green, both sections are approximately 200m in length. This landscaped Local Street will accommodate dedicated vehicular, cycling and pedestrian facilities, and on-street car and cycle parking facilities. This street will include a junction to Sean Moore Road to accommodate pedestrian and cycling access only. • 2 no. Local Streets (Home Zones) forming the north-west and south-east edges of the proposed Village Green, both approximately 175m in length, connecting Village Green to Central Boulevard at Neighbourhood Square. • 2 no. Side Streets connecting the Central Boulevard to the Local Street parallel to and south-west of the Central Boulevard, with one continuing to Coastal Link, 70m and 130m in length, respectively. • A connection from the southernmost Side Street to The Promenade, being part of Coastal Link, 87m in length. <p>The following aspects of the proposed development relate to public amenity spaces and public realm infrastructure works proposed within the Poolbeg West SDZ Planning Scheme.</p> <ul style="list-style-type: none"> • Part of Coastal Park measuring 0.8ha. The park incorporates a Promenade of 0.3 ha from the boundary of the site with Sean Moore Park to north east of the Central Boulevard and connects with the existing route leading to Irishtown Nature Park and Poolbeg Lighthouse. Works include localised reprofiling of existing boundary berm and creation of a Dog Park (580 sqm) at the north-eastern end of The Promenade and to the north east of Central Boulevard. • Village Green measuring 0.9ha extending south west from the Central Boulevard. • Part of Neighbourhood Square (0.15ha), at the intersection with Village Green and Central Boulevard, in anticipation of its future extension north-eastwards. 	Granted by Dublin City Council on 14/06/2019

Reference	Proposed Development	Status
	<ul style="list-style-type: none"> Landscaping, including planting, street furniture and lighting on all streets and public amenity spaces included within this application boundary, in accordance with the Infrastructure and Public Realm Masterplan for the overall Irish Glass Bottle and Fabrizia sites included with this planning application. <p>The following aspects of the proposed development relate to water services and utilities infrastructure works proposed within the Poolbeg West SDZ Planning Scheme:</p> <ul style="list-style-type: none"> Potable, surface and waste water services infrastructure will be provided under the proposed streets and amenity spaces and connecting to the existing infrastructure network. The waste water network will connect to the existing 375mm diameter gravity sewer at the Sean Moore Road roundabout, discharging to the Ringsend Pump Station. The surface water drainage system within the site will connect via bio-retention tree pits and SUDs measures to the existing surface water outfall to the east of the site. Utilities infrastructure including power, district heating and telecommunications infrastructure, traffic signalling ducting and associated above ground installations. <p>The development will also include for: earth works, excavation and the remediation of material within the application boundary; construction of new access roads and public spaces built up over existing ground and associated signage and signalling temporary hoarding to internal and external boundaries; and, the temporary landscaping of the school site identified in the Planning Scheme. The proposed development includes for all development and site works ancillary to the above development. This application will be accompanied by an Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS).</p>	
2804/19	Planning permission for development at our existing molasses storage terminal at the corner of South Bank Road and Pigeon House Road, Ringsend, Dublin, D04 TC98. The development will consist of the construction of a new molasses storage tank within the existing bund at the existing molasses storage terminal.	Granted by Dublin City Council on 11/06/2019
2482/19	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 reclaimers all for a temporary period of five years.	Granted by Dublin City Council on 03/05/2019
2804/19	Planning permission for development at our existing molasses storage terminal at the corner of South Bank Road and Pigeon House Road, Ringsend, Dublin, D04 TC98. The development will consist of the construction of a new molasses storage tank within the existing bund at the existing molasses storage terminal.	Granted by Dublin City Council on 18/04/2019
3878/18	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.	Granted by Dublin City Council on 29/01/2019
3373/18	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.	Granted by Dublin City Council on 24/01/2019
3638/18	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	Granted by Dublin City Council on 15/01/2019

Reference	Proposed Development	Status
	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.	
2858/18	The development of the two-storey extension of the existing stadium will consist of indoor running track, gym, meeting rooms, changing rooms and associated facilities (927.4 Sq. M.); 2 No. external wall-mounted signs; also alterations to the existing building to form a new link corridor. The development will be served by the existing car and cycle parking provision.	Granted by Dublin City Council on 16/10/2018
3314/18	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.	Granted by Dublin City Council on 14/08/2018
3711/18	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 Ecochem 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.	Granted by Dublin City Council on 10/08/2018
3488/18	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.	Granted by Dublin City Council on 12/07/2018
3314/18	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.	Granted by Dublin City Council on 20/06/2018
2130/18	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 wheelwash; 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.	Granted by Dublin City Council on 20/03/2018
3454/17	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.	Granted by Dublin City Council on 12/09/2017
2492/17	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	Granted by Dublin City Council on 21/07/2017

Reference	Proposed Development	Status
	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.	
2234/17	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.	Granted by Dublin City Council on 07/04/2017
3794/16	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.	Granted by Dublin City Council on 18/11/2016
3794/16	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.	Granted by Dublin City Council on 26/09/2016
3084/16	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.	Granted by Dublin City Council on 04/09/2016
3387/16	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.	Granted by Dublin City Council on 22/07/2016
2656/16	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.	Granted by Dublin City Council on 13/04/2016
2596/15	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.	Granted by Dublin City Council on 29/05/2015

Reference	Proposed Development	Status
3140/14	The development will comprise the provision of a ship to shore (STS) gantry crane and all ancillary works.	Granted by Dublin City Council on 25/07/2014
2789/14	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).	Granted by Dublin City Council on 04/06/2014
2692/13	The development will consist of alterations to the existing 110kV station consisting of new 110kV line bay and associated site works.	31/05/2013
2209/13	The development will consist of: the continuation of use of the site as a concrete batching plant and associated facilities for a period of ten years (previously granted for a period of ten years in 2004 under DCC reg ref 1420/04, ABP reg. Ref PL29S.207144).	Granted by Dublin City Council on 20/02/2013

