



# Appendix C Application Form Q9 Summary Description of the Proposed Development



## Appendix C: Question 9 Summary Description of the Proposed Development

The proposed development seeks to provide for the following at Dublin Port:

- A new Ro-Ro jetty (Berth 53) for ferries up to 240m in length on an alignment north of the port's fairway and south and parallel to the boundary of the South Dublin Bay and River Tolka Estuary Special Protection Area (SPA) (004024).
- A reorientation of Berth 52 permitted under An Bord Pleanála Ref. PL29N.PA0034.
- A lengthening of an existing river berth (50A) to provide the Container Freight Terminal with additional capacity to handle larger container ships. These works will include the infilling of the basin east of the now virtually redundant Oil Berth 4 on the Eastern Oil Jetty.
- The redevelopment and future-proofing of Oil Berth 3 as a future deep water container berth for the Container Freight Terminal. The future-proofing will facilitate the change of use of the berth from petroleum importation to container handling when the throughput of petroleum products through Dublin Port declines as a result of national policies to decarbonise the economy.
- Consolidation of passenger terminal buildings, demolition of redundant structures and buildings, removal of connecting roads and reorganisation of access roads to increase the area of land for the transit storage of Ro-Ro freight units.

The proposed development will consist of the following elements:

- A) **Berth 53:** Construction of a new open structure Ro-Ro jetty of approximately 406m in overall length to accommodate a new Berth 53. The development will comprise: construction of 8 no. reinforced concrete mooring dolphins on tubular steel piles; construction of a new linkspan structure to allow two-tier access to the Ro-Ro ferries; construction of a new ramp structure to access the upper linkspan tier; construction of a new deck structure to allow access to the lower linkspan tier and dolphins; construction of a reinforced concrete access/maintenance route to the dolphins; construction of a reinforced concrete bankseat for the linkspan; dredging of a berthing pocket to a standard depth of -10.0m CD; installation of scour protection mattresses to provide slope stabilisation and scour protection to the dredged berthing pocket; installation of a wash protection structure to the north line of the 406m jetty structure; installation of jetty furniture including visual screening barriers, fenders, mooring bollards, handrails and an automated mooring system; and; installation of a power outlet for Ship to Shore Power which will be fed from the proposed substation adjacent to the proposed parking and set down area. Berth 53 will accommodate vessels up to 240m in length.
- B) **Berth 52:** The development of Berth 52 was granted permission under An Bord Pleanála Ref. PL29N.PA0034. As a result of the proposed development of Berth 53 permitted Berth 52 requires repositioning. Proposed amendments to Berth 52 comprise: rotation of Berth 52 and all associated elements including Ro-Ro jetty (288m), linkspan structure to allow two-tier access to the Ro-Ro ferries, ramp structure to access the upper linkspan tier, and, reinforced concrete bankseat for the linkspan by approximately 9 degrees (clockwise); installation of a new power outlet for Ship to Shore Power which will be fed from the proposed substation adjacent to the proposed parking and set down area; and; construction of a new piled quay wall structure approximately 52m in length to accommodate the linkspan structure associated with Berth 52 and to provide additional operational quayside space at Berth 49. Berth 52 will accommodate vessels up to 240m in length.
- C) **Berth 49:** The development of Berth 49 was granted permission under An Bord Pleanála Ref. PL29N.PA0034. As a result of the proposed repositioning of Berth 52 permitted Berth 49 requires amendments. Proposed amendments to Berth 49 comprise: encompassing the eastern dolphins associated

with Berth 49 within a new piled quay wall structure approximately 40m in length at the eastern end of Berth 49. Berth 49 will accommodate vessels up to 240m in length.

- D) **Berth 50A:** Demolition of the Eastern Breakwater Pier Head (2,950sq.m) (which forms part of the Eastern Breakwater Dublin City Industrial Heritage Record 19-09-002), the southern end of the Eastern Oil Jetty (275sq.m) and, Port Operations Building and ancillary structures (600sq.m); construction of a new quay wall approximately 125m in length extending Berth 50A westwards to provide an overall quay length of approximately 305m; infilling of Oil Berth 4 and construction of a new piled reinforced concrete deck (20,000sq.m) which includes works to the Eastern Breakwater (Dublin City Industrial Heritage Record 19-09-002); dredging of a berthing pocket to a standard depth of -11.0m CD; and; installation of quay and deck furniture including crane rails, fenders, mooring bollards and emergency ladders. Extension to existing Berth 50A will provide a multi-purpose predominately Lo-Lo Container Vessel berth.
- E) **Eastern Oil Jetty:** The Eastern Oil Jetty comprises Oil Berth 3 and Oil Berth 4 with access from Jetty Road. The proposed development will involve the removal of Oil Berth 4 and consolidating operations to Oil Berth 3. The berth will be designed as a multi-purpose structure, initially for oil tanker berthing, with a future potential use as a container vessel berth. The basin at Oil Berth 4 will be infilled to provide an additional container terminal storage area. Proposed works will comprise: demolition of the southern end of the Eastern Oil Jetty (275sq.m) (as per description of Berth 50A) and existing pilot boat pontoon and gangway; construction of a new quay wall providing an overall quay length of approximately 239m in front of Oil Berth 3; infilling of the basin at Oil Berth 4 and construction of a new reinforced concrete deck of approximately 20,000sq.m (as per description of Berth 50A); construction of a circa 2m high wall as a separation boundary between the Container Freight Terminal and Oil Berth 3; high mast lighting (30m); dredging of a berthing pocket to a standard depth of -13.0m CD; stabilisation of the existing quay wall at Jetty Road through the construction of a new quay wall in front of existing Jetty Road quay approximately 120m long; re-decking of Jetty Road; and; installation of quay and deck furniture to include fenders, mooring bollards and emergency ladders. Consolidation of operations at the Eastern Oil Jetty will facilitate multi-purpose berthing at Oil Berth 3.
- F) **Channel Widening:** Dredging works to the south of the existing navigation channel east of the Poolbeg Oil Jetty to a standard depth of -10.0m CD to facilitate the manoeuvring of design vessels from Berths 49, 52 and 53.
- G) **Unified Ferry Terminal:** Provision of a new Unified Ferry Terminal yard. The development will comprise: demolition of Terminal 2 building (1,058sq.m), Terminal 2 check-in (603sq.m) part of which are permitted under the Interim Unified Ferry Terminal Dublin City Council Reg. Ref. 3638/18 (these facilities will be developed as permitted and continue to be used for a temporary period until the yard is developed), Terminal 5 building (796sq.m), Terminal 5 check-in (97sq.m), Terminal 5 sheds (3 no.) (325sq.m, 162sq.m and 316sq.m) and ESB substations (2 no.) (47sq.m and 100sq.m); demolition of Terminal 1 car check-in booths (72sq.m); regrading of infill area permitted under An Bord Pleanála Ref PL29N.PA0034 and provision of new surface to unified ferry terminal yard; construction of road access to the unified ferry terminal yard and car park/drop off area including amendments to the tie-in with the permitted Dublin Port Internal Road Network Dublin City Council Reg. Ref. 3084/16 (as amended by Reg. Ref. 2684/17); provision of two check-in areas with associated check-in booths at Alexandra Road and adjacent to Alexandra Road Extension; overhead gantry signage; passenger walkway plant for vessels berthed at Berths 51 and 52; ESB substation (160sq.m); 3no. toilet blocks (each 80sq.m); high mast lighting (30m); reposition of high mast lighting (30m) permitted under An Bord Pleanála Ref. PL29N.PA0034; 4m high International Ship and Port Facility Security (ISPS) fence; bus shelter; and; car, bicycle and bus parking; drop-off facilities and proposed pedestrian underpass from parking area to Terminal 1 building.
- H) **Heritage Zone:** Amendments to the eastern end of the pedestrian and cycleway element of the Dublin Port Internal Road Network as permitted under Dublin City Council Reg. Ref. 3084/16 (as amended by Reg. Ref. 2684/17) to include a gate control access at certain intervals to the end of the pedestrian and cycleway and to

include a Heritage Zone which will accommodate a public art installation of 20.4m in height (comprising an elevated viewing platform and material from the Eastern Breakwater Pier Head) together with associated lighting and hard and soft landscaping works.

- l) **Ancillary works:** The proposed development will also include site clearance, boundary treatments, landscaping, construction compounds, public street lighting, utilities and all ancillary site works.

As provided for in Section 41 of the Planning and Development Act 2000, as amended, permission is sought for a period of 15 years to facilitate the orderly completion of the proposed development.