



An
Bord
Pleanála

Inspector's Report ABP-322353-25

Development

Proposed alterations to the terms of the permitted development granted under reference number PL29N.PA0034.

Location

Dublin Port, Dublin 1.

Planning Authority

Dublin City Council

Requester

Dublin Port Company

Type of Application

Application under Section 146B of the Planning and Development Act, 2000 (as amended) to alter previously approved Strategic Infrastructure Development.

Inspector

Karla McBride

Date of site inspection

30th June 2025

1. Introduction

Dublin Port Company (DPC) is seeking permission under Section 146B of the Planning and Development Act 2000 (as amended) to alter the terms and conditions of the permission granted by the Board under PL29N.PA0034 for the redevelopment of Alexandra Basin and Berths 52 and 53 together with associated works in Dublin Port, Dublin 1 and 2.

The proposed alterations to the approved development are located within Dublin Port and the Liffey channel. Dublin Port is bound to the W by East Wall Road and East Link Bridge; to the S by East Wall Road; to the N by the Tolka Estuary; and to the E by Dublin Bay. The Port and the surrounding area are mainly characterised by industrial and port related land uses. The area to the W is dominated by commercial uses including the 3 Arena, the Gibson Hotel and a LUAS tram stop; the lands to the N are industrial with residential beyond at Clontarf; and the lands to the S are mainly occupied by port related uses and public utilities including the Poolbeg electricity generating station and wastewater treatment plant. The Poolbeg Marina and Coastguard Cottages are located opposite the W section of the Port.

The development approved by the Board under PL 29N.PA0034 comprised demolition, construction and dredging works. The demolition and construction works were located in the W section of the original historic port at Alexandra Basin and North Wall Quay Extension, in the vicinity of Terminal 3 (P&O) and the bulk carrier berths, and in the E section of the Port at Berths 52 and 53 in the vicinity of Terminal 1 (Irish Ferries) and Terminal 5 (Seatruck berths). The dredging works were located within Alexandra Basin West, the Liffey Channel and the shipping channel as far E as the Dublin Bay Bouy. The North Bull Island is located c.1km to the NE of the proposed construction works and to the N of the proposed channel dredging works.

There are three main vehicular access points to the Port Estate which comprises a network of internal roads and junctions. The first access point is located in the N section of the Port Estate along Promenade Road in the vicinity of the Dublin Tunnel (Dublin Port Tunnel) and East Wall Road. The second and third access points are located in the W section of the Port Estate along East Wall Road at Alexandra Road and the Terminal 3 entrance. The original

historic entrance to Alexandra Basin West and North Wall Quay Extension is also located off East Wall Road in the vicinity of the Point Roundabout and the East Link Bridge, although it is rarely used.

The application for this development included an Environmental Impact Statement (EIS) and a Natura Impact Statement (NIS). A Waste Licence and a Dumping at Sea Permit were required from the EPA, and Foreshore consent was also required under the Foreshore and Dumping at Sea (Amendment Act) 2009.

Permission was granted subject to conditions. The subject application to the Board is for alterations to this permission, under section 146B of the Act.

On the 7th July 2015, the Board under PL29N.PA0034, granted approval under section 37E of the Planning and Development Act 2000, as amended (the Act), to Dublin Port Company for the following development at Dublin Port in Dublin City:

Alexandra Basin:

- The infilling of Graving Dock No.2 (6,055sq.m)
- The excavation and restoration of historic Graving Dock No.1.
- The removal of infill material (9,000sq.m.)
- The relocation of the ore concentrates loading system within Alexandra Basin West
- The relocation of double deck ramp No.4 to new river berth at Berths Nos. 52/53

- The demolition of:
 - The bulk jetty (3,200sq.m.)
 - A section of North Wall Quay Extension (21,700sq.m.)
 - Five control rooms/buildings/oil bunds (1,715sq.m.)
 - A floating ramp on the Liffey side of North wall Quay Extension
 - A lead-in jetty at Graving Dock No.2 within the Basin

- The construction of:
 - New quay walls at North Wall Quay Extension (937m in length) including a rounded eastern end using salvaged stone material from demolished sections of quay.

- Moving and reconstruction of existing light house to E end of revised North Wall Quay Extension
 - Extension of Alexandra Quay West (130m in length)
 - Rebuilding of existing quay walls in the remainder of Alexandra Basin West having an aggregate length of 1200sq.m.
 - New 273m long Ro-Ro jetty and provision of three Ro-Ro ramps
 - Interpretative glazed pavilions (36sq.m.) on the W of the reconfigured North Wall Quay Extension and the presentation of a salvaged historic concrete block from the demolished section of the quay
- The dredging of:
 - 470,000m³ of contaminated material to a depth of -10.0m Chart Datum (CD) over an area of 194,000sq.m within the redeveloped Alexandra Basin and its subsequent remediation.
 - Conservation works to the existing pump house and to retained sections of North Wall Quay Extension

Berths 52 and 53

The demolition of:

- Existing Berths 52 and 53
- Jetty at Berth 52 (500sq.m.)
- Concrete Dolphin at Berth 53 (500sq.m.)

The construction of:

- A new river berth at Berths 52/53 (300m long)
- A new 75m mooring jetty at new river berth
- New 40m long mooring jetty to extend existing Berth 49 (50m long)

The infilling of the Terminal 5 Ro-Ro basin (45,650sq.m.)

The raising of existing levels by 1.4m over an area of 95,000sq.m.

Dredging of new river berth to -10m CD

Liffey Channel

Construction of a marina protection structure to a height of +7.0m CD and a length of 220m on the S side of the River channel.

Dredging of the shipping channel to a depth of -10m CD from a point 55m to the E of the East Link Bridge to a location in the vicinity of Dublin Bay a total distance of 10, 320m.

2. Legislative Provisions

Section 146B(1) of the Planning and Development Act 2000 (as amended) (the Act), provides that, subject to subsections (2) to (8) and to section 146C, upon request of any person who is carrying out or intending to carry out a strategic infrastructure development, the Board may alter the terms of the development the subject of planning permission, approval or other consent granted.

Under sub-section 2(a), as soon as practicable after making such a request, the Board is required to make a decision as to whether the making of the development would constitute a material alteration to the development concerned.

Under sub-section (2)(b), before making its decision under sub-section 146B (2), the Board may invite submissions as it considers appropriate and is required to have regard to any submission made to it on foot of the invitation.

Under sub-section (3)(a), if the Board decide that the making of the alteration would not constitute a material alteration, it is required to alter the planning permission/approval/consent accordingly and to notify the requester and the planning authority of the alteration.

Under subsection (3)(b), if the Board decide that the making of the alteration would constitute the making of a material alteration, the Board is required to:

- Request the information specified in Schedule 7A, unless it or an EIAR has already been provided by the requester (sub-section (3)(b)(i)). This information is required to be accompanied by any further relevant information on the characteristics of the alteration and its likely significant effects on the

environment including, where relevant, how environmental effects pertaining to EU legislation other than the EIA Directive have been taken into account (sub-section (3A)) and can include mitigation measures (sub-section (3B)).

- Following receipt of such information, determine whether to make the alteration, make an alteration of the terms of the development which differs from the proposed alteration (subject to it not representing a more significant alteration), or refuse to make the alteration (sub-section (3)(b)(ii)).

Under subsection (4), before making a determination under sub-section (3)(b)(ii), the Board is required to determine whether the extent and character of the alteration being requested, or being considered by the Board, would be likely to have significant effects on the environment.

Under subsection (5), if the Board determine that no significant environmental effects will arise, they proceed to make a determination under subsection (3)(b)(ii). If the Board determines that significant effects will arise, the provisions of section 146C apply. These provisions relate to the preparation of an environmental impact assessment report.

Under subsection (7)(a), in making their determination, the Board is required to have regard to:

- The criteria for the purposes of determining which classes of development are likely to have significant effects on the environment set out in any regulations made under section 176,
- The criteria set out in Schedule 7 to the Planning and Development Regulations 2001,
- The Schedule 7A submitted by the requester,
- The further relevant information, if any, referred to in subsection (3A) and the description, if any, referred to in subsection (3B) (summarised above),
- The available results, where relevant, of preliminary verifications or assessments of the effects on the environment carried out pursuant to European Union legislation other than the Environmental Impact Assessment Directive, and
- Whether the development is situated in or would have potential to impact on a European site, or a recognised or protected area of natural heritage,

Under subsection (7)(b), the Board is required to include in its determination, the main reasons and considerations, with reference to the relevant criteria listed in Schedule 7 to the Planning and Development Regulations 2001, on which the determination is based.

Under subsection (8)(a) before making a determination under subsection (3)(b)(ii) or (4) the Board is required to require the requester to make information about the alteration available for inspection, notify appropriate persons that the information is available and invite submissions or observations from these persons. Further under subsection 8(b) the Board is required to have regard to these submissions in its determination.

3. Planning History

PL29N.PA0034: The Board granted a 10-year approval for the redevelopment of Alexandra Basin and Berths 52 and 53 together with associated works in Dublin Port, Dublin 1, in line with Phase 1 of the Dublin Port Masterplan.

ABP-304888-19: The Board granted a 15-year permission for the second strategic project from the Dublin Port Masterplan (MP2 Project) which interfaces which aspects of the subject development.

4. Background to the Proposed Alterations

Dublin Port Company (DPC) states that some aspects of the development permitted under parent permission (PL29N.PA0034), which has a 10-year duration, will not be completed by mid-2025 for various reasons, including delays in procurement and the appointment of contractors, and the COVID-19 Pandemic. DPC proposes to omit several aspects of the permitted development located at and in the vicinity of the North Wall Quay Extension that are no longer required following a cost-benefit analysis of the new cruise ship berths and related facilities. DPC states that other aspects of the permitted development that will not be completed by mid-July, that DPC intends to continue with, will be the subject of a separate future planning application to the Board to reauthorize those aspects of the project.

5. Scope of Request

The applicant is seeking to alter the terms of the development, subject of the permission granted under PL29N.PA0034, by omitting the following elements of the project at North Wall Quay Extension and environs:

- Construction of interpretative glazed pavilion (36sq.m.) on the W of the reconfigured North Wall Quay Extension and the presentation of a salvaged historic concrete block from the demolished section of the quay.
- Dredging to -10m CD (c.276, 000sq.m) at the North wall Quay Extension.
- Construction of new quay walls at the North Wall Quay Extension (937m long), including a rounded eastern end using salvaged stone material from demolished sections of quay.
- Demolition of a floating ramp (No.60 on the Liffey side of North Wall Quay Extension.
- Demolition of a section of the North Wall Quay Extension (a Protected Structure) having an area of 21,700sq.m.
- Moving and reconstruction of existing lighthouse to the eastern end of revised North Wall Quay Extension.
- Construction of marina protection structure to a height of +7m CD and a length of 220m on the southern side.

These aspects of the permitted development were described in the Planning Report and EIS submitted with the planning application, and illustrated on the drawings submitted with the application.

As previously stated in section 4 above, DPC proposes to omit several aspects of the permitted development located at and in the vicinity of the North Wall Quay Extension that are no longer required following a cost-benefit analysis of the new cruise ship berths and related facilities. DPC undertook a public consultation exercise in late 2019 and early 2020 which was informed by a discussion document and an economic cost-benefit analysis study, and by research into the expenditure of cruise tourists in Dublin. DPC concluded that it would no longer proceed with the

permitted North Wall Quay Extension, and that it would continue to provide capacity for cruise ships in Dublin Port at existing multi-purpose berths. DPC also reviewed alternative options to develop the North Wall Quay Extension so as to support the Masterplan's second objective of re-integrating Dublin Port with the wider city, which is now being implemented through the Liffey Tolka Public Realm which was permitted under PL29N.312692 which is due to commence later this year.

The proposed alteration to omit the North Wall Quay Extension aspects of the overall project relates to Condition no. 1 of the parent permission (PL29N.PA0034) which states:

"1(a) The proposed development shall be carried out and completed in accordance with the plans and particulars lodged with the application, as amended by the further plans and particulars received by the Board on the 18th August 2014, the submissions made at the oral hearing, and the further plans and particulars received by An Bord Pleanála on the 2nd day of April 2015, except as may otherwise be required in order to comply with the following conditions.

(b) All environmental mitigation measures set out in the environmental impact statement, Natural impact statement, and associated documentation submitted with the application, the further information responses, and the oral hearing shall be implemented in full, except as may otherwise be required in order to comply with the following conditions.

Reason: In the interest of clarity and environmental protection."

DPC notes that the aspects of the permitted development which are proposed to be omitted are not functionally interdependent with any other aspect of the development permitted under parent permission. Thus, in terms of the potential for any additional environmental effects arising from the alterations being sought, DPC notes that:

- No new ground will be disturbed.
- The requested alteration comprises omissions with a resultant reduction in the scope of the original development, and

- The aspects of the permitted development for which an alteration is sought do not include any proposed environmental mitigation measures.

DPC states that there is no potential for likely significant impacts due to the omission of the works, there will be no adverse effects on the surrounding environment beyond those previously assessed by the Board (incl. EIA & AA), and that a protected structure will be retained without alteration (North Wall Quay Extension). The proposed alteration will not have any significant effects on the environment.

The following documents were submitted in support of the alteration request:

- Dublin Port Cruise Development Cost Benefit Analysis Study.
- Drawing schedule and drawings.

It is not proposed to review the existing Industrial Emissions License which was granted on 29th November 2016, and it is therefore not subject to an Industrial Emissions Directive Licence review process.

The other incomplete aspects of the permitted development that will be the subject of a future planning application, comprise: -

- Dredging of contaminated material from the redeveloped Alexandra Basin and its subsequent treatment.
- Infilling of Terminal 5 Ro-Ro.
- Raising the existing Terminal 5 yard levels
- Excavation and restoration of historic Graving Dock No1.

6. Public Consultation

6.1 Public consultation

Section 146B(2)(b) provides that before making a decision under this subsection, the Board may invite submissions in relation to the matter to be made to it by such person or class of person as the Board considers appropriate which may comprise the public if, in the particular case, the Board determines that it shall do so. Having regard to the scale and location of the permitted development within Dublin Port, and to the scale and extent of the amendments proposed in the alteration request, which

comprise the omission of certain aspects of the permitted development, I consider that it is necessary to invoke the provisions under s.146B(2)(b) relating to the seeking of submissions.

6.2 Response to public consultation

Two letters of response received from Dublin City Council (DCC) and the Electricity Supply Board (ESB), neither of which had any objections to the proposed alteration.

One letter of response received from Transport Infrastructure Ireland (TII) requested that regard be had to Chapter 3 of the DoECLG Spatial Planning and National Roads Guidelines. TII states that future Luas, Metro and Bus Connects alignments are a matter for the National Transport Authority (NTA), and that the reservation for the Southern Port Access Route is a matter for the NTA and DCC.

7. Assessment

7.1 Consideration of Materiality

Having regard to the nature, scale and location of the proposed alteration within Dublin Port, which relates to the omission of aspects of the permitted works at North Wall Quay Extension and environs, I am satisfied that the issue of materiality does not arise, as the scale and extent of the works would be reduced proportionately.

7.2 The Potential for Significant Environmental Effects

The parent permission for the subject development at Dublin Port (PL29N.PA0034), was subject to an Environmental Impact Assessment by the Board which concluded that the proposed development would not have any significant impacts on the environment.

The proposed development, which relates to the omission of permitted works at North Wall Quay Extension and environs, does not come within the definition of a 'project' for the purposes of EIA, that is, it does not comprise construction works, demolition or intervention in the natural surroundings.

The proposed development is not a class for the purposes of EIA as per the classes of development set out in Schedule 5 of the Planning and Development Regulations 2001, as amended (or Part V of the 1994 Roads Regulations). No mandatory requirement for EIA therefore arises and there is also no requirement for a screening determination. Refer to Form 1 and Form 2 in Appendix 1 of report.

The proposed development has been subject to preliminary examination for environmental impact assessment (refer to Form 1 and Form 2 in Appendices of this report). Having regard to the characteristics and location of the proposed development, which proposes the omission of certain aspects of the permitted development, it is considered that there is no real likelihood of significant effects on the environment. The proposed development, therefore, does not trigger a

requirement for environmental impact assessment screening and an EIAR is not required.

7.3 Appropriate Assessment - Screening

The parent permission for the subject development at Dublin Port (PL29N.PA0034), was subject to Stage 1 Appropriate Assessment Screening and Stage 2 Appropriate Assessment by the Board which concluded that the proposed development would not adversely affect the integrity of any European site, in view of the site's Conservation Objectives.

Compliance with Article 6(3) of the EU Habitats Directive.

The proposed development is not directly connected to or necessary to the management of any European site and therefore is subject to the provisions of Article 6(3).

The proposed development would comprise the omission of a proportion of the permitted development within Dublin Port which was previously assessed under PL29N.PA0034. The previous Appropriate Assessment Screening exercise and Appropriate Assessment (AA) examined possible interactions with European sites designated as Special Conservation Areas (SAC) and Special Protection Areas (SPA). The AA concluded that the parent development would not give rise to significant effects on any European Site, whether on its own or in combination with other plans and projects in the surrounding area, subject to the implementation of a suite of mitigation measures to designed to protect the European sites.

Mitigation Measures

The mitigation measures that form part of the permitted parent permission, will continue to apply to the permitted works at Dublin Port. Given that the proposed alteration relates to the omission of permitted works at North Wall Quay Extension and environs, no measures designed or intended to avoid or reduce any harmful effects of the project on a European Site have been proposed, and I am satisfied that none are required, and that progression to a Stage 2 Appropriate Assessment is not necessary.

Screening Determination

The proposed alteration to the permitted development at Dublin Port would not give rise to significant effects on any European Site, either on its own or in combination with other plans and projects in the surrounding area.

8. Conditions of the Permission

DPC has requested an amendment to Condition no.1 of the parent permission granted under PL29N.PA0034 which would take account of the proposed alteration by inserting the following words into the Condition:

“The proposed development (with the exception of the proposed North Wall Quay Extension, the subject of the request to alter the terms of the development the subject of this permission received by An Bord Pleanála on ...) ..”

Having regard to the nature, scale and location of the proposed alteration, which would comprise the omission of aspects of the permitted works at North Wall Quay Extension and environs, which are not considered to be material, I am satisfied that there is no requirement to attach any additional conditions or amend existing Condition No.1.

9. Recommendation

I recommend that the Board decides that (a) the making of the alterations subject of this request do not constitute the making of a material alteration of the terms of the development as approved under PL29N.PA0034, and (b) the proposed modifications will not give rise to significant environmental effects or significant effects on the integrity of any European site, for the reasons stated below.

DRAFT ORDER

REQUEST received by An Bord Pleanála on the 15th day of April 2025 from Dublin Port Company under section 146B of the Planning and Development Act, 2000, as amended, to alter the terms of a strategic infrastructure development, granted under PL29N.PA0034 for the redevelopment of Alexandra Basin and Berths 52 and 53 together with associated works in Dublin Port, Dublin City.

WHEREAS the Board made a decision to, subject to conditions, for the above-mentioned development by order dated the 7th day of July 2015,

AND WHEREAS the Board has received a request to alter the terms of the development, the subject of the approval,

AND WHEREAS the proposed alteration is described as follows:

- Proposed alterations to the terms of the permitted development granted under reference number PL29N.PA0034.

AND WHEREAS having regard to the issues involved, the Board decided, in accordance with section 146B(2)(b) of the Planning and Development Act 2000, as amended, to invite submissions or observations from the public in relation to the matter,

AND WHEREAS the Board decided, in accordance with section 146B(2)(a) of the Planning and Development Act 2000, as amended, that the proposed alterations would not result in the making of a material alteration to the terms of the development, the subject of the approval,

AND WHEREAS having considered all of the documents on file and the Inspector's report, the Board considered that the making of the proposed alteration would not be likely to have significant effects on the environment or on any European Site,

NOW THEREFORE in accordance with section 146B(3)(a) of the Planning and Development Act, 2000, as amended, the Board hereby alters the abovementioned decision so that the approved development shall be altered in accordance with the plans and particulars received by An Bord Pleanála on the 15th day of April 2025, for the reasons and considerations set out below.

REASONS AND CONSIDERATIONS

In coming to its decision, the Board had regard to the following:

- (a) The nature and scale of the proposed alteration,
- (b) The documentation on file,
- (c) The report of the Inspector.

EIA Screening Determination

The proposed development has been subject to preliminary examination for environmental impact assessment (refer to Form 1 and Form 2 in Appendices of this report). Having regard to the characteristics and location of the proposed development, which proposes the omission of certain aspects of a permitted development at Dublin Port, it is considered that there is no real likelihood of significant effects on the environment. The proposed development, therefore, does not trigger a requirement for environmental impact assessment screening and an EIAR is not required.

AA Screening Determination

Having regard to the characteristics and location of the proposed development, which proposes the omission of certain aspects of a permitted development at Dublin Port, it is considered that there is no real likelihood of significant effects on

on a European Site, either on its own or in combination with other plans and projects in the surrounding area. The proposed development, therefore, does not trigger a requirement for Appropriate Assessment and an NIS is not required.

Having regard to:

- the nature and scale of the development permitted under PL29N.PA0034,
- the examination of the environmental impact, including in relation to Natura 2000 sites, carried out in the course of that application,
- the limited nature and scale of the alterations when considered in relation to the overall permitted development
- the location of the proposed alterations, within the footprint of the existing Dublin Port site,
- the absence of any significant new or additional environmental impacts arising as a result of the proposed alterations, and
- the report of the Board's inspector, which is adopted,

It is considered that the proposed alterations would not be material. In accordance with section 146B(3)(a) of the Planning & Development Act, as amended, the Board hereby makes the said alterations.

Karla McBride

Planning Inspector

9th July 2025

Form 1 - EIA Pre-Screening

Case Reference	ABP-322353-25
Proposed Development Summary	Proposed alterations to the terms of the permitted development granted under reference number PL29N.PA0034.
Development Address	Dublin Port, Dublin City
	In all cases check box /or leave blank
1. Does the proposed development come within the definition of a 'project' for the purposes of EIA? (For the purposes of the Directive, "Project" means: - The execution of construction works or of other installations or schemes, - Other interventions in the natural surroundings and landscape including those involving the extraction of mineral resources)	☒ Yes, it is a 'Project'. Proceed to Q2.
	☐ No, No further action required.
2. Is the proposed development of a CLASS specified in Part 1, Schedule 5 of the Planning and Development Regulations 2001 (as amended)?	
☐ Yes, it is a Class specified in Part 1. EIA is mandatory. No Screening required. EIAR to be requested. Discuss with ADP.	
☒ No, it is not a Class specified in Part 1. Proceed to Q3	
3. Is the proposed development of a CLASS specified in Part 2, Schedule 5, Planning and Development Regulations 2001 (as amended) OR a prescribed type of proposed road development under Article 8 of Roads Regulations 1994, AND does it meet/exceed the thresholds?	
☐ No, the development is not of a Class Specified in Part 2, Schedule 5 or a prescribed type of proposed road	

development under Article 8 of the Roads Regulations, 1994. No Screening required.	
☐ Yes, the proposed development is of a Class and meets/exceeds the threshold. EIA is Mandatory. No Screening Required	
☒ Yes, the proposed development is of a Class but is sub-threshold. Preliminary examination required. (Form 2) OR If Schedule 7A information submitted proceed to Q4. (Form 3 Required)	Class 13 Changes, extensions, development and testing

4. Has Schedule 7A information been submitted AND is the development a Class of Development for the purposes of the EIA Directive (as identified in Q3)?	
Yes ☐	Screening Determination required (Complete Form 3)
No ☒	Pre-screening determination conclusion remains as above (Q1 to Q3)

Inspector: Karla McBride

Date: 30th June 2025

Form 2 - EIA Preliminary Examination

Case Reference	
Proposed Development Summary	Proposed alterations to the terms of the permitted development granted under reference number PL29N.PA0034.
Development Address	Dublin Port, Dublin City.
This preliminary examination should be read with, and in the light of, the rest of the Inspector's Report attached herewith.	
Characteristics of proposed development (In particular, the size, design, cumulation with existing/ proposed development, nature of demolition works, use of natural resources, production of waste, pollution and nuisance, risk of accidents/disasters and to human health).	N/A The proposed development comprises an alteration to a permitted development which would result in the omission of certain aspects of the project at North Wall Quay Extension and environs. No new works are proposed.
Location of development (The environmental sensitivity of geographical areas likely to be affected by the development in particular existing and approved land use, abundance/capacity of natural resources, absorption capacity of natural environment e.g. wetland, coastal zones, nature reserves, European sites, densely populated areas, landscapes, sites of historic, cultural or archaeological significance).	N/A The proposed development comprises an alteration to a permitted development which would result in the omission of certain aspects of the project at North Wall Quay Extension and environs. No new works are proposed, and a Protected Structure would now be retained.
Types and characteristics of potential impacts (Likely significant effects on environmental parameters, magnitude and spatial extent, nature of impact, transboundary, intensity and complexity, duration, cumulative effects and opportunities for mitigation).	N/A The proposed development comprises an alteration to a permitted development which would result in the omission of certain aspects of the project at North Wall Quay Extension and environs. No new works are proposed.

Conclusion	
Likelihood of Significant Effects	None
There is no real likelihood of significant effects on the environment.	EIA is not required.
There is significant and realistic doubt regarding the likelihood of significant effects on the environment.	Schedule 7A Information not required to enable a Screening Determination to be carried out.
There is a real likelihood of significant effects on the environment.	EIAR not required.

Inspector: Karla McBride

Date: 30th June 2025

DP/ADP: _____ **Date:** _____

(only where Schedule 7A information or EIAR required)

Inspector: Karla McBride

Date: 9th July 2025