



An
Coimisiún
Pleanála

Inspector's Report ACP-323896-25.

Development	Proposed Alexandra Basin Redevelopment 2 (ABR2) Project.
Location	Alexandra Basin, Dublin Port, Dublin 1.
Coastal Planning Authority	Dublin City Council
Prospective Applicant	Dublin Port Company (DPC).
Type of Application	Pre-application consultation for Development in the Maritime Area.
Dates of Pre-Application Meetings:	05/02/2026
Date of Site Inspection	04/02/2026
Inspector	A. Considine.

1.0 Introduction

- 1.1. The Commission received a request on 24th of November 2025 from prospective applicant, Dublin Port Company, via their agent Helena Gavin, RPS with an address at West Pier Business Campus, Dun Laoghaire, Co. Dublin, to enter into pre-application consultations under Section 287 of the Planning and Development Act, 2000 (as amended) in relation to the proposed Alexandra Basin Redevelopment 2 (ABR2) Project.
- 1.2. The Alexandra Basin lies within lands owned by DCP and which form part of the Dublin Port Estate. The proposed development seeks to complete aspects of the Alexandra Basin Redevelopment Project which were permitted under a previous SID (Case Reference PA29N.PA0034) but which were not completed before the expiration of the permission in July 2025. The prospective applicant advises their intent to make an application to the Commission under Section 291 of the Planning and Development Act, 2000 (as amended) to authorise the completion of the previously permitted project under Section.
- 1.3. Having regard Section 287(1)(a) and 286(3)(b) of the Act, it is submitted that DPC as owners of the land in the maritime area are eligible to apply for permission to which Chapter III relates without first holding a Maritime Area Consent and therefore eligible for consultation with the Commission prior to application for permission.
- 1.4. The Commission's representatives met with the prospective applicant on 1 occasion. The presentation provided by the prospective applicant and written record of the meeting are on file. This report should be read in conjunction with the written record on file of the pre-application consultation meeting held with the prospective applicant. This record was circulated to the prospective applicant, and it is not proposed to repeat the contents of those records in detail here.
- 1.5. It is proposed to submit an Environmental Impact Assessment Report with any application, and it was advised that a scoping report has been prepared and circulated to a number of bodies. An Appropriate Assessment Screening and Natura Impact Statement will also be prepared for the proposed development which will

include an assessment of the in-combination effects of the proposed development in combination with relevant applicable developments.

2.0 Site Location and Description

- 2.1. The Alexandra Basin lies within lands owned by DCP and which form part of the Dublin Port Estate. The proposed development site is located within lands owned by DPC and forms part of the Dublin Port Estate. The subject proposal relates to two separate parts of the Dublin Port Estate, namely Alexandra Basin and Terminal 5, including Basin 52/53. Both sites lie within the portion of the Dublin Port Estate north of the River Liffey.

3.0 Relevant Planning History

The relevant planning history pertaining to the proposed development is summarised as follows:

- 3.1. **ABP ref: PA29N.PA0034:** A 10-year permission was approved, subject to 16 conditions, for the development at Alexandra Basin on 7th July 2015. The permission granted comprised the following:

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.

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.

The elements of the ABR Project which have been completed to date include:

- Alexandra Basin West:
 - Infilling of Graving Dock no.2
 - Removal of infill material (at berth 28)

- Relocation of the ore concentrates loading system within Alexandra Basin West
- Removal of double deck ramp no.4 (for re-use at new river berth 52 as part of the MP2 Project)
- Demolition of:
 - The bulk jetty
 - Five control rooms/buildings/oil bunds
 - A lead-in jetty at Graving Dock no.2
- Construction of:
 - 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 1200m
 - New 273m long ro-ro jetty and provision of three ro-ro ramps
- Partial dredging of contaminated material within the redeveloped Alexandra Basin and the subsequent solidification /stabilisation of the material
- Conservation works to the existing pump house
- The Navigation Channel and fairway from Dublin Port into Dublin Bay:
 - Dredging of the shipping channel.

3.2. **ABP ref: ABP-322353-25:** DPC submitted a request to the Commission under the provisions of Section 146B of the Act to alter the terms of the SID granted under Ref. PL29N.PA0034. The proposed alteration (ABP-322353-25) sought to omit aspects of the permitted development which were no longer required at the North Wall Quay Extension, which constituted a reduction in the scope of the consented project. In this regard, the following aspects were proposed for omission:

- Construction of interpretive glazed pavilions having an area of 36sq.m on the west of the reconfigured North Wall Quay Extension and the presentation of a salvaged historic concrete block from the demolished section of quay.
- Dredging to -10m CD (c.276,000sq.m) at the North Wall Quay Extension berthing pocket.
- Construction of new quay walls at the North Wall Quay Extension, 937m total in length, including a rounded eastern end using salvaged stone material from demolished sections of quay.
- Demolition of a floating ramp (Ramp no. 6) 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 eastern end of revised North Wall Quay Extension.
- Construction of marina protection structure to a height of +7.0m CD and a length of 220m on the southern side of the River channel.

The Commission confirmed the alterations to the planning permission on 18th July 2025.

The Commission will note that there are a small number of incomplete aspects of the permitted development that were identified to be the subject of a future planning application. At the meeting with the prospective applicant, it was advised that four of these incomplete aspects (described below in Section 4.2 of this report) are proposed to be the subject of the current pre-application consultation before the Commission, and the final incomplete aspect comprises the excavation and restoration of historic Graving Dock No.1. The prospective applicant advises that the context within which Graving Dock No. 1 was to be excavated was based on demolition proposals relating to the North Wall Quay Extension. Omission of these demolition works from the ABR Project means that the excavation and restoration of Graving Dock No. 1 has now been excluded from the proposed project. Graving

Dock No. 1 will remain preserved and protected in-situ, and the hardstanding area at ground level close to the berth will continue to be used as part of general port operations.

- 3.3. **ABP ref: ABP-304888-19:** The Board (as it was at the time of permission) 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. This development is currently under construction.

ABP ref: ABP-320250-24: The third strategic project for the Port, the proposed '3FM Project' consisting of a Southern Port Access Route and road network improvements, construction of a Lo-Lo container terminal, Ro-Ro freight terminal and other works, is currently with the Commission for consideration.

4.0 The Proposed Development

- 4.1. This pre-application consultation relates to the redevelopment of the Alexandra Basin which have been previously consented under the SID granted under Ref. PL29N.PA0034, and altered under application under Section 146B of the Planning and Development Act, 2000 (as amended), ABP ref: ABP-322353-25 refers.

- 4.2. The proposed development will comprise of the following elements:

- The dredging of a balance of 470,000m³ of contaminated material to a depth of -10.0m CD over an area of 194,000m² within the redeveloped Alexandra Basin and its subsequent remediation;
- The demolitions at existing Berths 52 and 53;
- The infilling of the Terminal 5 Ro-Ro basin (45,650m²); and;
- The raising of the existing Terminal 5-yard levels by 1.4m over an area of 95,000m², required for the development of the Unified Ferry Terminal (as permitted as part of the MP2 Project).

- 4.3. The ABR Project represents the first phase of redevelopment of Dublin Port identified in the Dublin Port Masterplan 2040. The ABR Project remains consistent with the objectives of the European Union TEN-T network for the North Sea-Mediterranean Corridor and the designated role of Dublin Port as a Core Port within the TEN-T network.
- 4.4. The information presented include the context of the project with the permitted MP2 Project (ABP ref: PA29N.304888 refers) and 3FM Project (ABP ref: PA29N.320250 refers) which is currently under consideration.
- 4.5. In relation to the proposed works, it is noted that the infrastructural works at the site have been completed, as well as the first phases of the dredging campaign. At the meeting with the prospective applicant on the 5th of February, the Commission was advised that monthly environmental reports are submitted to Dublin City Council, and regular meetings include the senior staff from both the Council and MARA. The Foreshore consent is in place under existing licence, and the Industrial Emissions Licence will require to be amended to provide for treatment of materials.

5.0 Consultations

- 5.1. No other consultations are noted within the applicants submission of the 24th November 2025. However, at the meeting of the 5th February 2026, the applicant advised that a scoping report had been prepared and circulated to relevant bodies. 12 responses were noted to have been received, including from the NPWS.

6.0 Policy Context

The following policy documents are of relevance but, it should be noted, do not comprise an exhaustive list:

- EU Habitats Directive (92/43/EEC)

- European Communities (Birds and Natural Habitats) Regulations, 2011
- EC Guidance on the implementation of the Birds and Habitats Directives in estuaries and coastal zones, with particular attention to port development and dredging, 2011
- Trans-European Transport Network (TEN-T) Regulations, 2014
- European Union Ports 2030 Gateways for the Trans European Transport Network, 2014
- Marine Spatial Planning Directive (2014/89/EU), 2014
- National Ports Policy, Department of Transport, Tourism and Sport, 2013
- Dublin Port Masterplan 2012-2040
- National Development Plan (NDP) 2018 - 2027
- Project Ireland 2040 National Planning Framework (NPF) 2018
- National Marine Planning Framework (NMPF) 2021
- The Dublin Transportation Office Strategy (Platform for Change)
- Regional Planning Guidelines – Greater Dublin Area 2019-2031 (RPG GDA)
- Greater Dublin Area Transport Strategy 2016-2035
- Dublin City Development Plan 2022-2028
- Local Action Plan City of Dublin – Cruise Traffic and Urban regeneration of City Port Heritage as a key for Sustainable Economic, Social and Urban Development, 2011
- The North Lotts and Grand Canal Dock Planning Scheme, 2014
- Poolbeg West SDZ 2016

7.0 Legislative Context

7.1. Section 285(1)(c) of the Planning and Development Act, 2000 (as amended) ('the Act'), notes that Chapter III (Other Development in the Maritime Area) of Part XXI (Maritime Development) applies to development of a class specified in the Eighth Schedule situated partly on land and partly in the nearshore area of a coastal planning authority¹. The Eighth Schedule of the Act includes all developments listed in the Seventh Schedule and a wide range of marine and harbour/port infrastructure, underwater communications, pipelines and cables, land reclamation, extraction of aggregates, dredging, drilling, large marinas, as well as various energy generation and storage developments. Specifically, the Eighth Schedule includes the following classes of development:

Alexandra Basin West -

- *'Class 11: Development consisting of –*
 - (a) ,*
 - (b) The extraction of stone, gravel, sand or clay by marine dredging (other than maintenance dredging), where the area of extraction would be greater than 5 hectares.*

Terminal 5

- *'Class 21: A harbour or port installation, including—*
 - (a) ,*
 - (b) vehicle queuing and parking areas,*

7.2. 'Nearshore Area' for the purposes of the Act has the meaning assigned to it in the Maritime Area Planning Act 2021, and essentially relates to the marine area below the line of the high-water mark (including tidal rivers and tidal estuaries) extending out to sea by three nautical miles (or any other such distance as may be prescribed by regulation).

¹ Section 285(1)(c)(ii)(I) of the Act refers.

7.3. Section 286(3) of the Act states that a person shall not be eligible to apply for permission under the provisions of Part XXI, Chapter III, unless that person is either:

- (a) the holder of either a Marine Area Consent (MAC)², or of a licence granted under section 3 of the Foreshore Act of 1933³ ("the Foreshore Act") authorising the licensee to do any act or acts referred to in that section for the purposes of the development on, or in relation to the maritime site in which the development is proposed,*
- (b) the owner of the land in the maritime area where the development will be carried out,*
- (c) the lessee under a lease made under section 2 of the Foreshore Act that includes the maritime site of the proposed development and that contains a covenant, condition or agreement that requires the lessee to carry out on that site the proposed development concerned⁴, or*
- (d) makes the application with the consent of the owner of the land in the maritime area⁵.*

7.4. S. 287(1) states that a person who proposes to make an application for permission under s.291 shall consult with the Board. S.287(2) states that the Board may provide its opinion regarding the making of the application and in particular, as respects:

- (a) the procedures to be followed by the prospective applicant when making the application and by the Board when considering the application,
- (b) the documents required to accompany the application,
- (c) the need for the prospective applicant to create an internet website for the purpose of publishing the application and all documentation accompanying the application,
- (d) the publication of notices in accordance with this Act, the furnishing of documentation to persons referred to in subsection (3) of section 291 and the

² Section 286(3)(a)(i) of the Act refers.

³ Section 286(3)(a)(ii) of the Act refers.

⁴ Section 286(3)(c)(i) & (ii) of the Act refers.

⁵ Section 286(3)(d) of the Act refers.

making of submissions and observations in relation to an application under that section,

(e) such persons as may be prescribed for the purposes of this Chapter,

(f) some or all of the matters that the Board is likely to take into consideration relating to—

(i) the National Marine Planning Framework,

(ii) objectives of maritime spatial planning,

(iii) principles of proper planning and sustainable development, and

(iv) the environment or any European site,

when making a decision under section 293 in relation to the application,

(g) the fees payable to the Board in relation to the making of the application, and

(h) compliance by the prospective applicant with any direction of the Board under subsection (3) of section 291.

7.5. Of note, under S.287(3), the Board may at any time conclude a consultation under this section where it considers it appropriate to do so.

8.0 Meetings Held

8.1. One meeting was held with the prospective applicant's representatives on the 5th of February 2025.

8.2. A presentation was provided at the meeting which is included in the file together with other information provided to the Commission in respect of same. The record of the meeting is also contained on the file.

8.3. Issues raised at the meetings are identified and discussed in Section 10 below.

9.0 Relevant Cases

9.1. The following comprise recent port facility related pre-application consultations or applications which are considered of note.

9.2. Pre-Application Consultations

- **ABP-320733-24:** S287 consultation regarding the proposed redevelopment of port facilities at Ringaskiddy, Co. Cork. Similar issues arise, in that the previously permitted redevelopment works at Ringaskiddy were not completed within the lifetime of the S37E (SID) permitted development, ABP ref: PL04.PC0131 refers. The Commission will note that Ringaskiddy was also subject to a number of alteration consents.

10.0 Matters Arising

10.1. Proper Planning and Sustainable Development

10.1.1. The Commission is referred to the record of the meeting and documentation submitted, which is attached to the file. The following is a summary of the matters arising including inter alia:

- The planning history associated with the subject site and wider Dublin Port lands, is noted. In particular, the nature of the proposed works, which seeks to complete previously permitted works as part of the Alexandra Basin Redevelopment project, should have regard to updated baseline surveys and any monitoring programmes which have been undertaken for the site (as discussed below in Section 10.2).
- Policy context surrounding the proposal ranging from strategic to local. The applicant noted their intention to take on board any policy changes that have taken place since the submission of the original ABR Project, with particular regard to the National Marine Planning Framework. The prospective applicant should consider the use of a schedule of policy compliance and the interaction between objectives and the key principles behind the NMPF

including the ecosystems-based approach. While compliance with all NMPF Policies should be demonstrated, the applicant is particularly advised to address policies in relation to ports, harbours and shipping, as well as those policies which relate to other maritime uses. While it is acknowledged that piling works have been completed as permitted under a previous SID (Case Reference PA29N.PA0034 refers) NMPF policies relating to ocean health, biodiversity, water quality, seafloor and water column integrity, as well as underwater noise should also be addressed.

- Public consultation process and stakeholder engagement undertaken.
- Consideration of the interdependencies and cumulative impacts from ORE projects and other Dublin Port projects, and the vast amount of information available due to these projects.

The coastal planning authority within whose functional area (including nearshore area) the proposed development would be situated or one whose functional area (including near shore) adjoins that part of the maritime area in which the proposed development would be situated may provide a dedicated report including their members views during any future application process. In this instance Dublin City Council is the relevant coastal planning authority under the provisions of Section 291(3)(b)(V) from which a report (including members consideration) would be appropriate as part of any future application process.

10.2. Environmental Impact Assessment

- 10.2.1. It is intended to submit an Environmental Impact Assessment Report with the proposed application for development. The prospective applicant advised that the baseline surveys have been repeated with monitoring ongoing as part of the previously permitted development. It is further noted that the infrastructural works associated with the project are completed so no piling activities are proposed as part of the current project works. At the meeting on the 5th of February 2026, the following matters were discussed:

- The prospective applicant prepared a Scoping Report which was circulated to a number of bodies.
- There were 12 responses to the Scoping Report, including from the NPWS who advised the applicant to 'be mindful of otters'.
- There have been monthly environment reports submitted to Dublin City Council and quarterly Liaison Group meetings.
- There is no request for the Commission to consider options in terms of a S287A opinion.
- Consideration of Alternatives to be clearly presented.
- In terms of environmental factors:
 - A question around the potential sources of contamination from the graving dock was raised at the meeting on the 5th of February. It was confirmed by the prospective applicant that this source of contamination has been eliminated on the grounds that the graving dock has been infilled and sources of pollutants has been stopped.
 - Dredging and infilling schedules – Alexandra Basin is operational and busy resulting in the need for an increased rate of dredging.
 - Proposals for the second phase of dredging will be similar to the first phase - a small dredger/floating barge.
 - The EIAR will provide for the export of excess material if necessary.
 - Dumping at Sea –
 - Heavy contaminated materials will be treated and reused.
 - Slight to moderate contaminated materials will be dumped at sea under licence and capped.
 - Clean material to be dumped at sea under licence.
 - Marine Mammals – Mitigation guidelines are due to be updated, and any measures should reflect the most up-to-date information at the time of lodging of the application, and including sensitivity, on species. The applicant will ensure the MMO, who will be present during all

dredging works, shall satisfy the requirements of the most up to date national guidance.

- Ornithology – the use of the port area for birds and efficacy of mitigation measures included in original permission.
- Major accidents – ESB have advised the applicant to consider the power station intakes.
- Consideration of Cumulative Impacts and Interdependencies to be presented, to include developments and consents since the original EIAR was prepared, and which could be constructed/operational at the same timeframe as the subject proposed development.
- In terms of policy, the application will have to consider the requirements of the Climate Action and Low Carbon Act as well as the relevant Climate Action Plan and established sectoral carbon budgets.
- The location of the site within a tidal river will require consideration of the provisions of the National Marine Planning Framework.
- Construction Impacts
 - All methods to be used to be included and assessed in the EIAR.
 - All impacts in the marine and coastal environments to be addressed.

10.3. Appropriate Assessment

10.3.1. It is proposed to submit a Natura Impact Assessment Report with the proposed Application for Development in the Marine Area. The following include matters which were discussed during the consultation meeting.

- Consultation with the National Parks and Wildlife Service (NPWS) was encouraged.
- Natura 2000 sites within likely zone of impact and proximity to QI's/SCI's. Ongoing monitoring of birds and mammals in the river channel to inform assessment.

- Potential mitigation measures and consideration of the efficacy of any mitigation measures that were applied during the previously approved construction.
- In-combination Effects.

10.4. Procedures

- 10.4.1. Having regard to the information submitted, and having undertaken a site inspection, I am satisfied that the proposed development constitutes a Class 11(b), Eighth Schedule form of development that is located partly on land and partly in the nearshore area of Dublin. The development consists of the extraction of stone, gravel, sand or clay by marine dredging (other than maintenance dredging), where the area of extraction would be greater than 5 hectares.
- 10.4.2. The proposed development is located partly within the nearshore of Dublin City Council where the dredging and infilling works and demolition works at existing Berths 52 and 53, are proposed. As the proposed development is a class of development specified in the Eighth Schedule of the Act (Class 11(b)) and is located partly on land and partly in the nearshore area of a coastal planning authority I am satisfied that the relevant criteria set out in Section 285(1)(c)(ii)(I) of the Act have been met.
- 10.4.3. Having regard Section 286(3)(b) and 287(1)(a) of the Act, it is submitted that DPC as owners of the land in the maritime area are eligible to apply for permission to which Chapter III relates without first holding a Maritime Area Consent and therefore eligible for consultation with the Commission prior to application for permission.
- 10.4.4. In terms of other consents, the Commission will note the following:
- **Foreshore Licence FS005699:** Consent under Sections 2(1), 3(1) and 10(1) of the Foreshore Act, 1933 on the application made by Dublin Port Company 2016 with respect of works on the foreshore for the Alexandra Basin Redevelopment Project at Alexandra Basin, Dublin 1, was approved by the Department of Environment, Heritage and Local Government on the 12th May.

The prospective applicant advised at the pre-application consultation meeting that this consent remains live.

- **Industrial Emissions Licence P1022-02:** The prospective applicant advised that this licence, which was determined on the 14th February 2019, and subject to Clerical Amendment A granted on 26 April 2019, and Technical Amendment B dated 5th November 2024, will require amendment for the necessary treatment of materials.
- **Dumping at Sea Permit S0024-01:** This permit was granted on the 13th September 2016, and relates to the loading and dumping at sea of dredged material arising from capital dredging by Dublin Port Company as part of the Alexandra Basin Redevelopment Project. Under this permit, a maximum of 8,760,000 tonnes of dredged material may be loaded and dumped at sea up until and including 31st March 2021.

I am satisfied that the prospective applicant will be aware of the requirements for other consents associated with the proposed development.

10.4.5. The Prospective Applicant did not indicate any requirement for an opinion from the Commission in relation to flexibility under section 297B of the Act.

10.4.6. At the pre-application meeting, the Commissions representatives advised the prospective applicant that in its opinion the relevant Coastal Planning Authority is Dublin City Council.

10.4.7. In terms of closing the pre-application process, I would note that the prospective applicant has confirmed that they do not require any further feedback and I am satisfied that the applicant is aware of all the relevant issues arising. I am further satisfied that the prospective applicant is familiar with the processes involved, and as such, it is appropriate to close out the pre-application consultation process at this time. The prospective applicant's most recent correspondence, dated 06 May 2026, notes the discussion and feedback provided at the pre-application consultation meeting was of sufficient detail to assist in consideration of the proposed development.

- 10.4.8. The submission confirms that on issuing of correspondence to confirm that the pre-application consultation has concluded, DPC will proceed to make an application for permission under S291 of the Act. No further questions on procedures are noted. The administrative section of the Commission will remain available to engage with the prospective applicant up to the lodgement of any future planning application in relation to any relevant procedures concerning the documentation and details required including the provision of the stand-alone website, timing and statutory wording of notices, relevant prescribed bodies, application fee, etc.
- 10.4.9. In terms of prescribed bodies for any future application, I recommend that the Commission consider that the persons listed in Appendix A to this report, be served with the application and accompanying documents. In forming the list, regard was had to, inter alia, the requirement under Schedule 1 of the Planning and Development (Maritime Development) Regulations 2023. Regard was also had, in drawing up the list below, to the provisions of S.291(3)(b) and S.291(3)(d) of the Planning and Development Act, 2000 (as amended).
- 10.4.10. The prospective applicant should send a copy of the application, accompanying documents and a copy of the public notice to the Prescribed Bodies listed in attached Appendix A. The Prospective Applicant should also be advised that it is open to them to send copies of the application and its associated documentation to any other bodies that they consider relevant on the basis of the studies that they have carried out. In this context, I recommend that the prospective applicant also be requested to send copies of any future Section 291 application to the following bodies, as included in Appendix A below:
1. Transport Infrastructure Ireland
 2. Uisce Eireann/Irish Water

The Commission may wish to review that list and satisfy itself that it is sufficient, and the applicant may wish to consider other bodies they consider relevant.

10.5. Transboundary Consultation

- 10.5.1. Having regard to the provisions of S.291(3)(d) of the Planning and Development Act 2000 (as amended), the nature and location of the proposed development, I do not consider that the Proposed Development is likely to give rise to transboundary effects and accordingly I do not consider it necessary to engage in transboundary consultations.

10.6. Other Matters

- 10.6.1. In terms of closing the pre-application process, I would note that the prospective applicant has confirmed that they do not require any further feedback and I am satisfied that the applicant is aware of all the relevant issues arising. The prospective applicant's most recent correspondence, dated 06 May 2026, notes the discussion and feedback provided at the pre-application consultation meeting was of sufficient detail to assist in consideration of the proposed development. The submission sets out the following points to be confirmed as part of the Opinion.
- 10.6.2. Regarding Terminal 5, the submission notes that the proposed works at Terminal 5 comprise the infilling of the Ro-Ro basin and the raising of existing Terminal 5 yard levels to facilitate the development of Unified Ferry Terminal (UFT) vehicle queuing, parking, and other similar facilities which have been permitted as part of the MP2 Project (Case ref. ABP-304888-2021). These permitted works relate to infrastructure capable of accommodating vessels with a tonnage exceeding 1,350 tonnes. DPC has requested that the Commission confirm whether the proposed infill works and increased levels also fall within the scope of Class 21(b) of the Eighth Schedule of the Act, as specified for the purposes of Chapter III of Part XXI. Class 21(b) relates to *A harbour or port installation, including - vehicle queuing and parking areas*.
- 10.6.3. On the basis that the works will facilitate a project which was subject to an EIAR, I am satisfied that the proposed infill works and increased levels fall within the scope of Class 21(b) of the Eighth Schedule of the Act, as specified for the purposes of Chapter III of Part XXI.

11.0 Conclusion

11.1. Following the completion of the pre-application meeting on the 5th February 2026, I am of the opinion that the process should be concluded. I recommend that the Commission notify the prospective applicant that the process is closed and include the attached list of bodies that the applicant is requested to send copies of the application to in accordance with S291(3)(b) and S291(3)(d), as well as the additional bodies identified in the interests of completeness.

12.0 Professional Declaration

I confirm that this report represents my professional planning assessment, judgement and opinion on the matter assigned to me and that no person has influenced or sought to influence, directly or indirectly, the exercise of my professional judgement in an improper or inappropriate way.



A. Considine

Senior Planning Inspector

21st May 2026

APPENDIX A - Prescribed Bodies

1. Minister for Housing, Local Government and Heritage
2. Minister for the Environment, Climate and Communications
3. Minister for Transport
4. Minister for Defence
5. Minister for Agriculture, Food and the Marine
6. Environmental Protection Agency
7. Maritime Area Regulatory Authority
8. Minister for Rural and Community Development
9. Marine Institute
10. Inland Fisheries Ireland
11. Health and Safety Authority
12. Commission for Regulation of Utilities
13. Failte Ireland
14. An Taisce
15. Dublin City Council
16. Eastern & Midland Regional Assembly
17. National Transport Authority
18. Sustainable Energy Authority of Ireland
19. Eirgrid
20. Commissioner of Irish Lights
21. Irish Coastguard
22. Transport Infrastructure Ireland
23. Uisce Eireann/Irish Water