Alexandra Basin Redevelopment 2

Bringing Dublin Port To 2040

Planning Report



CALAFORT ÁTHA CLIATH
DUBLIN PORT

TETRA TECH

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Prepared by	Prepared for
Tetra Tech	Dublin Port Company

1.0 Introduction

This Planning Report has been prepared by Tetra Tech Ireland Limited (Tetra Tech) to accompany an application submitted by Dublin Port Company (DPC), (Interim Head Office), Estuary House, Block P7, Eastpoint Business Park, Alfie Byrne Road, Dublin 3, D03 Y6A2, to An Coimisiún Pleanála (the Commission) for a 10-year grant of planning permission for the development of port infrastructure at Dublin Port. The proposed development is referred to as the ABR2 Project for the purposes of this application for permission.

The application is submitted pursuant to Section 291 of the Planning and Development Act 2000, as amended (PDA 2000), as an application for development partly on land and partly within the nearshore area, being development which falls within the scope of the Eighth Schedule to the PDA 2000.

1.1 Purpose and Structure of this Report

The purpose of this Planning Report is to present the planning aspects of the application for permission and, in addition, to provide references to other documentation accompanying the application. This documentation is intended to assist the Commission in its consideration and determination of the application for permission.

The structure of this Planning Report is as follows:

Chapter 1: **Introduction** – Report context, purpose and structure, details of the applicant, need for the project, summary description of the proposal and enclosures.

Chapter 2: **Applicable Planning Legislative** – Maritime Area Development, Environmental Impact Assessment Report process and Appropriate Assessment process.

Chapter 3: **Consultations** – Consultations with the Commission, Coastal Planning Authority and other stakeholders

Chapter 4: **Project Context** – Evolution of the project.

Chapter 5: **Application Site** – Site characteristics and planning history.

Chapter 6: **Proposed Development** – Description of the proposed development, ancillary elements and construction methodology.

Chapter 7: **Planning Policy Context** – Relevant European, national, regional and local planning policy and guidance.

Chapter 8: **Planning Appraisal** – Evaluation of proposed development having regard to *inter alia* planning policies and objectives.

Chapter 9: **Conclusions**.

A description of operations which take place within Dublin Port is provided in **Appendix A** to this Planning Report. This information, prepared by DPC, is intended to provide the Commission with an overview of the issues involved in managing an operational port.

1.2 Details of the Applicant

The details of the applicant are:

Registered Name:	Dublin Port Company.
Registered Address:	Dublin Port Company (Interim Head Office), Block P7, Eastpoint Business Park, Alfie Byrne Road, D03 Y6A2.
Company Directors:	J. Grant (Cathaoirleach / Chairperson), M. Brophy, D. Cronin, B. Grist, M. Ní Cheóinín, B. O'Connell (Bainistíochta / Managing), B. Power. Rúnaí / Secretary: M. Lennon.

Company Registration No. 262367.

1.3 Details of the Project Team

The main agent on behalf of the applicant is Helena Gavin, Town Planner, of Tetra Tech, West Pier Business Campus, Dun Laoghaire, Co. Dublin.

Tetra Tech (formerly RPS) has advanced the iteration of the proposed development from concept through to the planning design stage since the team's initial appointment in 2014.

As part of this exercise, input has been received from various consultants, either in terms of the design process or as part of the Environmental Impact Assessment (EIA) and Appropriate Assessment (AA) processes.

The Environmental Impact Assessment Report (EIAR) enclosed was prepared by Tetra Tech and managed by Richard Bingham. Details of contributors to the EIAR are provided within Chapter 1, Volume 2 of the EIAR.

James McCrory, Ecologist with Tetra Tech, prepared the Habitats Directive Appraisals (AA Screening and Natura Impact Statement (NIS)) submitted with the application documentation.

1.4 Need for the Development

Dublin Port is the largest and most strategically important port in Ireland. Its significance is underpinned by several key advantages, including deep-water access, proximity to the largest population centre on the island, and strong connectivity to the national road and rail networks. These factors position Dublin Port as a critical node within both the EU Trans-European Transport Network (TEN-T) and Ireland's national port system.

The port plays a vital role in supporting Ireland's international trade and transport needs. Dublin Port accounted for 6,683 vessel arrivals, representing 56% of all vessel movements across Irish ports and for 25,468 (47%) of the total tonnage of goods handled in 2025. Passenger traffic also remains significant, with over 1.7 million passengers passing through the port that year.

DPC operates as a core component of the national port system, as established under the National Ports Policy (2013). In line with this policy, DPC continues to focus on delivering the capacity required to support national economic activity

The Dublin Port Masterplan 2012-2040 sets out a long-term framework for the port's development, outlining the infrastructure and operational enhancements required to maximise capacity by 2040. To date, Masterplan development has been primarily focused on the north side of the River Liffey and at Dublin Inland Port, located north of the M50.

For ease of reference, an overview of recent development within Dublin Port Estate is set out below:

- In 2015, DPC obtained a 10-year permission for the first phase of the Masterplan development, namely, the Alexandra Basin Redevelopment (ABR) Project (Case Ref. PL29N.PA0034). The grant of permission was subsequently altered by the Commission (Case Ref. PM29N.322353). Planning permission expired in July 2025. **The instant application seeks permission to complete elements of the previously authorised ABR Project,** these elements are summarised in **Section 6.0** of this Report.
- In 2018, DPC reviewed the Dublin Port Masterplan 2040, which includes a planned increase in Dublin Port's throughput capacity to 77.2m gross tonnes per annum and 3.2m trailers and containers in the Ro-Ro and Lo-Lo modes by 2040. The ABR Project forms part of the reviewed Masterplan.

- In 2020, DPC obtained a 15-year permission for the MP2 Project[1], which will provide 30.2% of the increase in capacity required under the Masterplan. Construction of the MP2 Project is underway.

  Works associated with the Berth 52E/53 element are progressing well and remain on programme for completion in Q1 2027. The principal marine structures have been completed, with remaining marine works limited to the installation of pavement slabs, deck furniture, automated mooring units and fenders. The linkspan approach embankment and bridge have also been completed. Current activities are focused on the installation of underground services, drainage and kerbing in advance of the asphalt works, which are scheduled to commence in November. Testing and commissioning of the automated mooring equipment and the linkspan are also scheduled to begin in November.

  The Berth 52 West element has completed the detailed design stage and entered the procurement stage. Construction is expected to commence in Q2 2027. The Oil Berths Redevelopment element has entered the design stage with outline design currently underway.

  Completion of the Unified Ferry Terminal element of the MP2 Project is dependent on the completion of the ABR Project. This is discussed further in **Section 4** of this Report.

- In 2020, full planning permission was granted for a 22ha[2] site within the 44ha Dublin Inland Port facility in north County Dublin. Now operational, the facility accommodates port-related, non-core activities relocated from Dublin Port Estate, supporting the implementation of DPC's Franchise Policy[3] and the optimisation of lands within Dublin Port core port operations.

- On 31st January 2020, the United Kingdom left the EU, resulting in the permanent reallocation of lands in the North Port Estate to State authorities for the carrying out of customs functions consequent on Brexit. The impact of the loss of these lands for port purposes has led to an estimated reduction in 2040 capacity of 3.4m tonnes per annum to produce a revised 2040 throughput of 73.8m tonnes per annum, 90% of which is accounted for by the 3.0m trailers and containers in the unitised modes of Ro-Ro and Lo-Lo[4].

- In 2023, the continuation of *"softening"* measures at the interface between the Port and City through a public realm project stretching from the Liffey and the Tolka rivers was granted permission by the Commission[5]. Phase 1 from North Wall Quay Extension to Alexandra Road commenced works in February 2026. These works will complement external works completed around Port Centre[6] and its upgrade[7], the redeveloped Substation[8] at the corner of Alexandra Road housing the Port's interpretative centre, enhanced linkages to the Graving Docks Heritage Area[9] and onwards connection to the Dublin Port Tolka Estuary Greenway.

[1] Case Ref. PA29N.304888, MP2 Project, the second strategic project from the Dublin Port Masterplan, was granted a 15-year planning permission in July 2020.

[2] Dublin Inland Port - Masterplan 2040, Figure 4, Page 43 and Fingal County Council grant of planning permission

[3] Franchise Policy, 2014

[4] This equates to the Masterplan 2040 target of 77.2m tonnes, but reduced by 3.4m tonnes to allow for the assumed permanent loss of 7ha of freight yards to State Brexit facilities. There are currently 14ha of land in use for such facilities, and it has been assumed that 50% of these lands will ultimately be returned for use as transit freight storage yards.

[5] Case Ref. PL29N.312692, Liffey Tolka Public Realm Project

[6] DCC Reg. Ref. 3452/15, Port Centre Precinct

[7] DCC Reg. Ref. 4144/24, Port Centre Refurbishment

[8] DCC Reg. Ref.2681/20, Substation

[9] Part of the Heritage Proposals for the ABR Project Case Ref. PL29N.PA0034.

- In 2024, the redevelopment of the port's internal road system was completed, and work is ongoing to complete a network of cycle and pedestrian routes throughout and on the periphery of the port, the Tolka Estuary Greenway[10].
- In July 2024, DPC submitted an application for permission for the 3FM Project to the Commission.[11]. The 3FM Project is intended to provide approximately 20% of the port capacity required by 2040 on lands occupying approximately one-fifth of Dublin Port's lands which is located on the Poolbeg Peninsula. The project will complete the development of Dublin Port's overall road network to entirely remove port traffic from the existing public road network in the vicinity of Dublin Port on both sides of the River Liffey. It will also deliver a series of public realm and active travel projects that complement similar projects already completed or underway on the northern side of the Port, supporting the Masterplan 2040 objective of integrating Dublin Port with the City.

  To accommodate the forecast demand, the project will provide a total annual capacity for 684,000 unit loads (trailers and containers) per annum, a Southern Port Access Route (SPAR) connecting to the M50 Tunnel and railway infrastructure, and infrastructure and facilities that support the objectives of re-integrating Dublin Port with Dublin City and celebrating Port Heritage. The 3FM Project application remains under consideration by the Commission.

As noted, the instant planning application for the ABR2 Project seeks permission to complete elements of the ABR Project. Whilst substantial works were completed and many elements of the ABR Project were completed within the lifespan of the permission, the construction phase encountered significant and unavoidable delays, including by reason of the Covid-19 pandemic, and several discrete portions of the permitted works were not completed by the time the permission expired in July 2025.

It was not possible to extend the duration of permission due to EIA and AA requirements; therefore, DPC is applying to the Commission for a 10-year permission to complete certain elements of the previously permitted development.

The need for, and benefits of, the project are explained in detail in the Project Justification set out in Chapter 2, Volume 2 of the EIAR.

1.5 ABR2 Project

The proposed ABR2 Project seeks to complete elements of development permitted under Case Ref. PL29N.PA0034 as altered by Case Ref. PM29N.322353. The planning permission expired in July 2025. The elements to be completed include for:

- Dredging of contaminated material within the redeveloped Alexandra Basin West and its subsequent treatment;
- Infilling of the Terminal 5 Ro-Ro basin and raising of the existing Terminal 5 yard levels required for the optimal operation of the Unified Ferry Terminal (the development of which has been permitted as part of the MP2 Project).

The proposed development is described on the statutory notice, in **Section 6.0** of this Planning Report and in further detail in Chapter 5, Volume 2 of the EIAR.

The proposed ABR2 Project is supported under the TEN-T Programme and the European Investment Bank (EIB). The development of Dublin Port as a designated Core Network port on the Atlantic and North Sea-Rhine-Mediterranean Corridors under the TEN-T Programme as a

[10] Roads Project – Masterplan 2040, Figure 6, Page 47

[11] Case Ref. PA29N.320250, 3FM Project, the third and final strategic project from the Dublin Port Masterplan.

designated Tier 1 port under the National Ports Policy (NPP) has specific support at all levels of the planning policy hierarchy as set out in **Section 7.0** of this Planning Report.

The location of the site is shown on **Figure 1-1**.

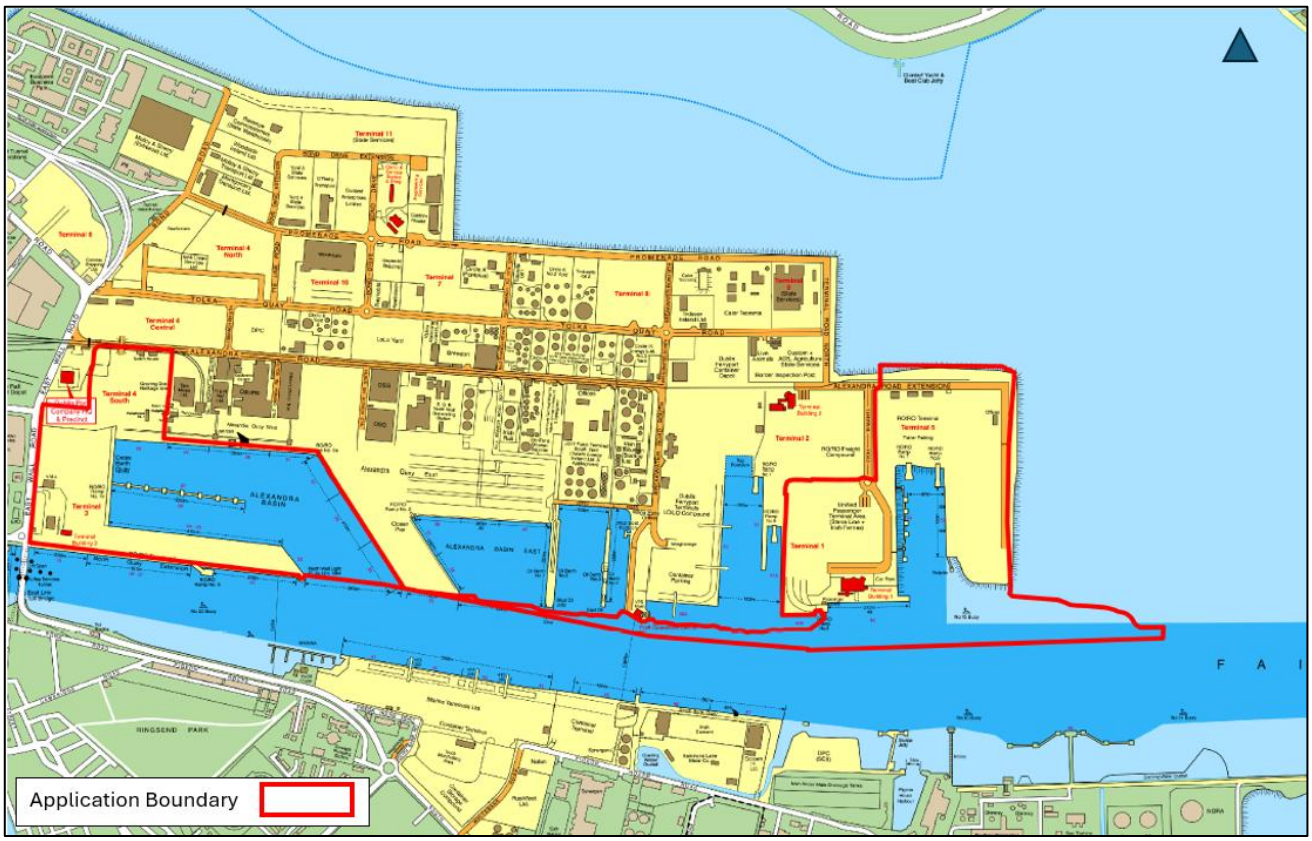


Figure 1-1: Site Location

Source: Based on Tailte Éireann, DPC, Tetra Tech

The overall general arrangement is provided in Drawing No. IBE02351-300 prepared by Tetra Tech, replicated in **Figure 1-2** below.

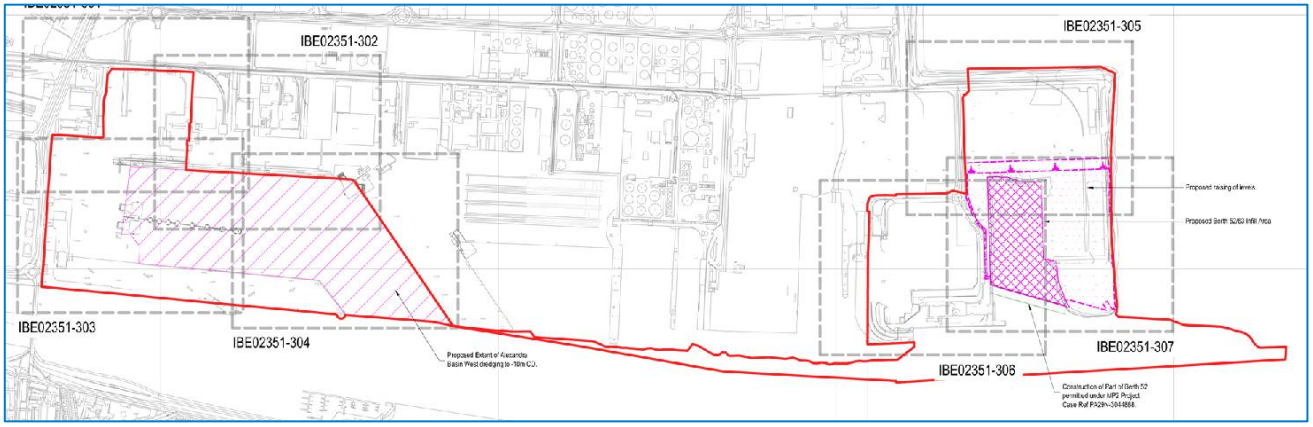


Figure 1-2: ABR2 Project Preliminary General Arrangement Layout

Source: Tetra Tech Drawing No. IBE02351-300

1.6 Documents Submitted as Part of this Application

In addition to the application fee of **€100,000**, the documents and drawings listed in **Table 1-1** are enclosed with this application to the Commission.

Table 1-1: Application Documents as Submitted

Section	Document
Application Documents	• Cover Letter to the Commission • Application Form • Drawing Schedule • OS References • Foreshore Consent • Copies of Statutory Notices • Schedule of Prescribed Bodies and Notification • Schedule of Pre-application Consultations • EIA Portal Confirmation
Reports	• Planning Report • COMAH (Control of Major Accident Hazards) Land Use Planning Assessment • Draft Construction Environmental Management Plan (CEMP) • Summary of Mitigation Measures • Water Framework Directive (WFD) Compliance Assessment
Drawings	• Engineering Drawing Pack

Environmental Impact Assessment Report	• Environmental Impact Assessment Report
	  • Volume 1 EIAR Non-Technical Summary
	  • Volume 2 EIAR Main Document
	  • Volume 3 EIAR Appendices

Appropriate Assessment Reports	• Appropriate Assessment Screening Report & Natura Impact Statement
Spatial Data	• Application Site Boundary
Soft Copy	• Electronic copy of all documents and drawings

Each of the reports should be read in conjunction with the planning drawings. A schedule of the planning drawings is enclosed in Schedule 2 of the Planning Particulars.

Prior to making this application, the plans and particulars enclosed herewith have been reviewed with reference to the Planning and Development (Maritime Development) Regulations 2023. In this regard it is noted that a *'General Guidance Note'* in the Commission's Application Form specifies that:

> *"the range and format of material required to be compiled / submitted with any application in respect of a proposed maritime area development shall generally accord with the requirements for a planning application as set out in the Regulations and those Regulations should therefore be consulted prior to submission of any application".*

The approach to preparing drawings has as far as possible sought to ensure clarity and accuracy of the information presented.

In preparing the subject application documentation, the project team have acted upon the recommendations of the Commission. In this respect, the Applicant has:

- Provided sample drawings to the Commission prior to the lodgement of the application to ensure that they are acceptable to the Commission;
- Issued the sample statutory notice to the Commission prior to the submission of the application to ensure that all dates referenced are correct;
- Provided a standalone and clearly titled website containing an electronic copy of the entire application;
- Referenced the Industrial Emissions Licence in statutory notices;
- Confirmed that certain elements of the proposed development are located within the foreshore. An extant Foreshore Licence (Ref. FS005699) is in force covering all of the proposed works, having been granted in the context of the original ABR Project, the existence of which obviates any need for a Maritime Area Consent (per Section 247(b)(ii) of the PDA 2000;
- Specified in the notice the times and places the application will be available for public inspection and that the time period for making submissions or observations by members of the public is not less than eight weeks;
- Provided that the service of notice of application to the prescribed bodies includes a statement that the body can make a submission to the Commission by the same deadline as specified in the statutory notice; and
- Provided the requested number of hard copies and electronic copies of the application to the Commission and Dublin City Council (DCC).

In compliance with the application requirements for applications made under Section 291 of the PDA, DPC has created a website for the purpose of publishing the application and all documentation accompanying the application. This website is structured as follows:

- Planning Particulars (to include forms and notices)
- Reports
- Drawings
- Environmental Impact Assessment Report
- Natura Impact Statement
- Spatial Data.

The content of each folder is reflected in **Table 1-1** above.

2.0 Applicable Planning Legislation

2.1 Development of a class specified in the Eighth Schedule

An application for permission for development in the maritime area, of a class specified in the Eighth Schedule of the PDA 2000, must be made directly to the Commission under Section 291 of the PDA 2000.

The ABR Project was permitted as Strategic Infrastructure Development (SID) under Section 37E of the PDA 2000 (Case Ref. PL29N.PA0034), as development comprising the *'Transport Infrastructure'* class of development specified in the Seventh Schedule to the PDA 2000. The ABR2 Project falls within Classes 11(b) and 21(b) of the Eighth Schedule of the PDA 2000.

In accordance with Section 286(3) of the PDA 2000, the applicant is the holder of consent under Sections 2(1), 3(1) and 10(1) of the Foreshore Act, 1933 (Ref. FS005699). The application by DPC in respect of works on the foreshore associated with the Alexandra Basin Redevelopment Project at Alexandra Basin, Dublin 1, was approved by the Department of Environment, Heritage and Local Government on 12th May 2016. Consents under Sections 3(1) and Section 10(1) remain in force.

Section 287(1) of the PDA 2000 provides that a prospective applicant who is eligible to apply for permission to carry out development in the maritime area and proposes to make an application under Section 291 shall, before making the application, consult with the Commission.

Pre-application consultations were entered into with the Commission in respect of the proposed development (Case Ref. OC29N.323896-25). Following the conclusion of the pre-application consultation process, the Commission issued an opinion dated 3rd June 2026 regarding the proposed application. That opinion confirmed that the proposed development falls within Classes 11(b) and 21(b) of the Eighth Schedule of the PDA 2000 for the purposes of Chapter III of Part XXI.

Following the issuing of this opinion under Section 287(2), this application for permission is made directly to the Commission in accordance with Section 291 of the PDA 2000.

2.2 Requirement for Environmental Impact Assessment

The EIA Directive[12] aims to ensure a high level of protection for the environment and human health. It requires that an assessment of the likely significant effects a project will have on the environment be carried out, where relevant, before development consent is given.

The EIA Directive is transposed into Irish legislation, *inter alia*, by the PDA 2000 and the PDRs.

Developments that require EIA, pursuant to the provisions of Part X of the PDA and Part 10 of the PDRs are prescribed in Part 1 and Part 2 of Schedule 5 of the PDRs, which mirror the provisions of Annexes 1 and II to the EIA Directive. These classes of development set out in Schedule 5 are prescribed and require EIA, pursuant to Section 176 of the PDA 2000.

The proposed development falls within the following classes:

- Class 10 Extractive Industry (d) -

  "Extraction of stone, gravel, sand or clay by marine dredging (other than maintenance dredging), where the area involved would be greater than 5 hectares or, in the case of fluvial dredging (other than maintenance dredging), where the length of river involved would be greater than 500 metres."

The proposed ABR2 Project will undertake capital marine dredging within Alexandra Basin West over an area greater than 5 ha.

[12] Directive2011/92/EU of the European Parliament and of the Council of 13 December 20113 on the assessment of the effects of certain public and private projects on the environment as amended by Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive2011/92/EU on the assessment of the effects of certain public and private projects on the environment

- Class 11 Other projects (b) -

  "Installations for the disposal of waste with an annual intake greater than 25,000 tonnes not included in Part 1 of this Schedule."

Over 25,000 tonnes of dredged material from Alexandra Basin West will be treated and reused as infill within the Berth 52/53 basin.

In this regard, an EIA is a requirement of the development consent application process and, accordingly, to facilitate the Commission in carrying out the necessary assessment, the application documentation includes an EIAR.

2.3 Requirement for Appropriate Assessment

The Habitats Directive[13] and Birds Directive[14] set out various procedures and obligations in relation to nature conservation management in EU member states in general, and habitats and species of European importance, in particular.

Articles 3 to 9 of the Habitats Directive provide the EU legislative means to protect habitats and species of interest through the establishment and conservation of an EU-wide network of sites known as Natura 2000. These Natura 2000 sites include Special Areas of Conservation (SAC) designated under the Habitats Directive and Special Protection Areas (SPA) designated under the Birds Directive. In addition, Irish legislation incorporates candidate SAC and proposed SPA within the definition of *"European sites"*, thus providing those candidate and proposed areas with the same level of protection as sites which have completed the formal designation process.

A key protection mechanism is the requirement to consider the possible nature conservation implications of any plan or project on the Natura 2000 site network before any decision is made to allow that plan or project to proceed. Article 6(3) of the Habitats Directive requires, *inter alia*, that any plan or project not directly concerned with or necessary to the management of the protected site but likely to have a significant effect thereon shall be the subject of an appropriate assessment on the implications for the site in view of the site's conservation objectives. In the light of conclusions of the assessment of the implications for the site, the competent authority shall grant development consent only after having ascertained that it will not adversely affect the integrity of any European site concerned.

The proposed development in this instance is:

- Located adjacent to the South Dublin Bay & River Tolka Estuary SPA and
- Hydrologically connected to –
  - North Bull Island SPA,
  - North-West Irish Sea SPA,
  - Howth Head SAC,
  - North Dublin Bay SAC,
  - Rockabill to Dalkey Island SAC,
  - Lambay Island SAC,
  - Codling Fault Zone SAC, and
  - South Dublin Bay SAC.

[13] Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora

[14] Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds

In order to comply with the requirements of EU and Irish law, and to facilitate the Commission in carrying out the necessary AA, Habitats Directive appraisals are submitted with the application for permission, which include both an AA Screening Report (AASR) and a NIS.

3.0 Consultations

As part of the pre-application process for the ABR2 Project, DPC and its project team met with statutory consultees and other stakeholders. DPC also undertook an extensive programme of public consultation to seek the views of the wider public on the ABR2 Project.

The series of consultations, together with consultations and engagement with prescribed bodies, key stakeholders, interested parties and the general public, is outlined below. More details are provided in Chapter 3, Volume 2 of the EIAR submitted with the application for permission. Detailed minutes of meetings are provided in Appendix 3, Volume 3 of the EIAR.

3.1 Pre-Application Consultations with An Coimisiún Pleanála

As required under the PDA 2000, DPC entered into consultations with the Commission in November 2025. One pre-application meeting between DPC and the Commission took place on 5th February 2026.

A copy of the record of this meeting as issued by the Commission is included at Schedule 6 of the Planning Particulars. **Table 3-1** presents the DPC's summary of the key issues discussed at the statutory pre-application consultation.

Table 3-1: Pre-application Consultation with An Coimisiún Pleanála

Section	Document
5th Feb 2025	• The proposed development seeks to complete the development permitted by ABR Project (Case Ref. PL29N.PA0034 as amended by Case Ref. PM29N.322353). • Piling works are complete. • The first phase of dredging has been undertaken and advised that the rate of dredging will be higher than originally proposed. • An MMO will be in position during dredging works, and the basin will be used by vessels during the works. • A maximum of 50,000 cubic metres of Class 2 material may be exported. It is envisaged that 400,000 cubic metres of material will be removed. • The Community Gain Fund has been satisfied and funding drawn down. • Monthly Environment Reports are submitted to DCC, and quarterly Liaison Group meetings continue to be held, which include DCC, DPC and MARA. Further consultations are scheduled for March 2026. • The Foreshore Consent is in place (section 10 consent remains live) and the Industrial Emissions Licence (IEL) will need amendment. The amendment to the IEL may require changes to the red line boundary. The Commission advised that: • Regard should be given to cumulative impacts and interdependencies with offshore renewable energy projects and other Dublin Port projects. Noted that the project team has been involved in all phases of the Dublin Port redevelopment masterplan and that there is a significant amount of information available and understanding of the interrelationships between projects. • The prospective applicant is to consider use of a schedule of policy compliance and the interaction between objectives and the key principles behind the framework including the ecosystems-based approach. • The prospective applicant would seek to engage with the NPWS in advance of the submission of an application.

Section	Document
	• The position regarding the Community Gain Fund should be confirmed in any future application. With the remainder of the meeting related to procedural matters pertaining to submission of a future planning application

The project team has had regard to the various issues and topics as raised by the Commission in the pre-application consultation, and these are reflected in the documentation submitted with the application.

3.2 Consultations with Dublin City Council

DPC engaged in consultation meetings with various sections of DCC.

On 19th March 2026, a meeting was held with the Deputy City Planner and Senior Planner within the Planning and Property Development Section. At this meeting, it was confirmed that, from a planning perspective, the proposed development was acceptable in principle and aligned with the relevant policies and objectives of the Dublin City Development Plan. It was recommended that the Traffic and Transportation, Drainage and Environmental Health (noise) sections of DCC be consulted.

In accordance with this advice, DPC undertook a series of technical consultations with relevant DCC sections, including Environmental Health, Traffic and Transportation, and Drainage, to ensure that the proposed development is consistent with the policies and objectives of the Dublin City Development Plan 2022–2028. Details of these consultations are provided in Chapter 3, Volume 2 of the EIAR.

The project team has had regard to the issues raised by DCC's officials during these consultations, and these have been incorporated into the project design, as well as the EIA and AA processes.

3.3 Consultations with Prescribed Authorities and Key Stakeholders

A non-statutory EIA Scoping Report was prepared by Tetra Tech on behalf of DPC for the proposed ABR2 Project. The report was issued to 57 statutory bodies, non-governmental organisations (NGOs), and key stakeholders to seek their views on the project. These consultees are listed in Table 3-2, Chapter 3, Volume 2 of the EIAR.

The responses received have informed the scope of both the EIAR and the NIS, as well as the ongoing evolution of the ABR2 Project. A summary of these responses is provided in Chapter 3, Volume 2, with full details included in Appendix 3-3 of the EIAR.

Following advice and a recommendation from the Commission during the consultation process, a virtual meeting was also held with the National Parks and Wildlife Service (NPWS). A summary of the matters discussed is provided in Chapter 3, Volume 2 of the EIAR.

3.4 Public Consultations

An extensive public consultation programme for the ABR2 Project was carried out between March and April 2026, supported by a dedicated project website. The website provided accessible project information and enabled public feedback. Awareness was raised through newspaper advertisements, social media campaigns, and engagement with local community groups, alongside posters in key local venues.

Three public information events were held in Clontarf, East Wall and Ringsend, attended by 42 members of the public, with DPC and technical advisors available to respond to queries. Online engagement included over 20,000 social media views and 505 website visits, resulting in one written submission.

A summary of engagement is provided in Chapter 3, Volume 3 of the EIAR.

3.5 Ongoing Consultation

Following the submission of the application for permission, DPC will provide updates on its website and social media channels confirming that the application has been submitted to the Commission for assessment."

3.6 Conclusions

The various pre-application submissions and comments received in relation to the ABR2 Project have been fully considered by the applicant and its consultants in the design of the proposed development, and in the preparation of the EIAR. All issues raised have been considered and, where practicable, incorporated into mitigation measures to minimise the environmental impacts of the ABR2 Project, in addition to those measures inherent within the project design.

4.0 Project Context

Pursuant to EU and Irish national policy, the designation of Dublin Port as a Core Port, the Dublin Port Masterplan 2012-2040 (published in 2012, and reviewed in 2018), identified a range of infrastructure development works necessary to provide sufficient capacity in Dublin Port for projected growth to 2040. The Masterplan demonstrated that Dublin Port could accommodate a doubling in volume to 60m gross tonnes per annum[15] over the period from 2010 to 2040, predicated upon an average annual growth rate of 2.5%.

Since the Masterplan was first published in 2012, there were changes in growth trends and several advances in policy which together refined DPC's view of the Port's future development.

In 2016, although the Port's volumes still remained behind the projections set out in the Dublin Port Masterplan 2012-2040, the high level of growth in recent years suggested that the actual growth trend would overtake the Masterplan's growth trajectory in 2019 and accelerate thereafter. Accordingly, DPC believed that the Dublin Port Masterplan 2012-2040 should be revised based on a 30-year average annual growth rate of 3.3% rather than the originally assumed 2.5%. This growth rate would see volumes rise to 77.2m gross tonnes per annum by 2040.

Assuming 77.2m gross tonnes per annum by 2040 is achieved, this would constitute the full potential capacity at Dublin Port on its current footprint. To reflect advances in policy, economic projections and ensure that no capacity constraints emerge in Dublin Port, DPC undertook a review of its Masterplan. This review was undertaken in order to:

- Plan for future sustainable growth and changes in facilitating seaborne trade in goods and passenger movements to and from Ireland and the Dublin region in particular.
- Provide an overall context for future investment decisions.
- Reflect and provide for current national and regional policies, local guidelines and initiatives.
- Ensure there is harmony and synergy between the plans for the Port and those for the Dublin Docklands Area, Dublin City and neighbouring counties within the Dublin Region.
- Give some certainty to customers about how the Port will develop in the future to meet their requirements.

The permitted ABR Project and its completion forms part of and is consistent with the review.

In 2020, the United Kingdom left the EU, resulting in the reallocation of lands in the North Port Estate to State authorities for customs checks as a consequence of Brexit. The impact of the loss of these lands for port purposes has led to an estimated reduction in 2040 capacity by 3.4m tonnes per annum, to produce a revised 2040 throughput of 73.8m tonnes per annum[16], 90% of which is accounted for by the 3.0 million trailers and containers in the unitised modes of Ro-Ro and Lo-Lo.

As the population and economy continue to expand (as envisaged by the National Planning Framework), so Ro-Ro and Lo-Lo volumes will grow. No other port in the Eastern & Midland Region handles Ro-Ro and Lo-Lo traffic. Over the period to 2040, therefore, Dublin Port's importance will continue to grow, and it is essential that the Port expands capacity continually to cater for the country's needs.

This places further emphasis on DPC fulfilling its objective to optimise lands that are available for port use. It is essential, therefore, that DPC continues to develop essential infrastructure to facilitate freight traffic.

[15] Five-year rolling average

[16] This equates to the Masterplan 2040 target of 77.2m tonnes but reduced by 3.4m tonnes to allow for the assumed permanent loss of 7ha of freight yards to State Brexit facilities. There are currently 14ha of land in use for such facilities, and it has been assumed that 50% of these lands will ultimately be returned for use as transit freight storage yards.

Policy to provide for improved port access to and from the national road network ensures that these developments can happen in tandem and on schedule and in time to keep pace with the growth in demand for port capacity.

Advances in policy are set out in **Table 4-1** below.

Table 4-1: Advances in Policy since 2012

Period	Advance
Jan 2012	Dublin Port Masterplan 2012-2040 charting the future development of Dublin Port.
Mar 2013	National Ports Policy confirming Dublin Port's Tier 1 National Port of Significance status.
May 2014	Publication of the Franchise Policy[17].
Jul 2015	10-year planning permission for the SID ABR Project granted (Case Ref. PL29N.PA0034).
Apr 2016	Publication by National Transport Authority (NTA) of its Transport Strategy for the Greater Dublin Area, 2016 to 2035 identifying the section of the Eastern By-pass route from the Dublin Port Tunnel to the south port area.
Aug 2016	DPC acquires 44ha in Fingal to accommodate non-core port-related activities and create Dublin Inland Port, implementing the Franchise Policy.
Oct 2016	Adoption of Dublin City Development Plan 2016-2022 supporting the development of Dublin Port and the Dublin Port Masterplan 2012-2040.
May 2018	Publication of National Planning Framework acknowledging National Ports Policy, the national hierarchy of tiering of ports and the role of Dublin Port.
Jul 2018	Revised Dublin Port Masterplan 2040 published charting the future development of Dublin Port.
Apr 2019	Approval of the Poolbeg West SDZ Planning Scheme by An Bord Pleanála. on lands south of the River Liffey, approximately half of which are owned by DPC.
Jun 2019	Publication of the Regional Spatial and Economic Strategy (RSES) for the East and Midland Region echoing national policies recognising Dublin Port as a critical national facility, a key economic driver for the region and an integral part of Dublin City (a Global Gateway).
Nov 2019	Government approves Marine Planning Policy Statement.
Jul 2020	15-year planning permission for the SID MP2 Project granted (Case Ref. PA29N.304888).
Jul 2021	The National Marine Planning Framework published which acknowledges that the redevelopment of the Alexandra Basin and associated infrastructure will ensure that Dublin Port continues to play a vitally important role in facilitating trade and tourism in our capital city, the wider hinterland, and across our national economy.
Oct 2021	National Development Plan 2021-2030 published which expressly refers to Dublin Port Masterplan 2040, Alexandra Basin Redevelopment Project and the 3FM Project and recognises the imperative of delivering port operations within a short timeframe as a matter of national policy.
Dec 2022	Adoption of Dublin City Development Plan 2022-2028 supporting the development of Dublin Port, the Dublin Port Masterplan 2040.

[17] https://www.dublinport.ie/wp-content/uploads/2019/06/Dublin-Port-Franchise-Policy-Doc.pdf

Period	Advance
Jan 2023	Publication by NTA of the Greater Dublin Area Transport Strategy 2022-2042 confirming that it is the responsibility of the NTA, through this Transport Strategy, to ensure that the landside transport network meets the requirements of international gateways.
Jun 2023	Irish Ports Capacity Study completed, which concluded that the demand versus capacity analysis for each of the ports confirms that Irish ports generally have sufficient capacity to accommodate current and forecasted demand until 2040. This analysis assumes Dublin Port Masterplan 2040 is implemented.
Oct 2023	The first phase of public consultation for the Review of the National Ports Policy. The Issues Paper on the Review of Ports Policy expressly recognises the need for all planned port projects to ensure that capacity is met, stating that failure to proceed with investment in capacity, infrastructure, equipment and hinterland connectivity poses serious risks to the future success of Ireland's ports and the national economy. In June 2025, it was stated that the revised policy was expected to be presented to Government in the first half of 2026.
Jul 2024	DPC submits an application for permission to An Bord Pleanála for the SID 3FM Project (Case Ref. PA29N.320250) which seeks to redevelop port lands on the Poolbeg Peninsula and deliver the Southern Port Access Route in order to facilitate port operations and access to the southern port lands from the M50.
Apr 2025	The first revision of the NPF is published with policies relating to Dublin Port unchanged, confirming the importance of the port to the economy as an international gateway.
Aug 2025	An Coimisiún Pleanála (the Commission), formerly An Bord Pleanála, approves amendments to development permitted under the ABR Project to omit works to North Wall Quay Extension (Case Ref. PM29N.322353).
Mar 2026	EMRA published an issues paper, the Pre-Draft Public Consultation Strategic Issues Paper (the Issues Paper), to inform the review of the RSES, which supports the implementation of the NPF and NMPF.
July 2026	The Draft National Ports Policy was published, and the next stage of public consultation was commenced. The draft states that Dublin Port will continue to be considered a Port of National Significance.

As set out in the updated Masterplan, DPC requires all lands within the Port Estate to be utilised to support the operational activities of Dublin Port.

As highlighted, the fundamental approach of the Masterplan to providing capacity in Dublin Port is to maximise the utilisation of brownfield lands rather than the need to resort to a significant infill/reclamation option further east. DPC envisages that the development of Dublin Port as set out in the Masterplan will be achieved without any diminution in the quantum of DPC's lands used to support port-related activities within the Port Estate. As already stated, since the Masterplan was revised, some lands have been allocated to State services as a result of the United Kingdom leaving the EU. This reallocation has ramifications on the level of capacity envisaged in 2040.

The key Masterplan developments comprise three large projects:

- **ABR Project:** permission was granted[18] for works at Alexandra Basin West, Area S, Area A_1, Area J_1, Area R and Area C (**Figure 4-1**), as well as the navigation channel. The consent was subsequently altered by the Commission[19] to omit the work permitted at Area S. While substantial elements of the permitted development were completed, planning permission for the ABR Project lapsed in July 2025, with works within Alexandra Basin West and elements

[18] Case Ref. PL29N.PA0034

[19] Case Ref. PM29N.322353

of the authorised basin infill and level-raising works in Area C remaining incomplete. The current ABR2 Project therefore seeks permission to complete the outstanding works, which are required to facilitate the full implementation of the subsequently permitted MP2 Project within Area C.

- **MP2 Project:** permission was granted in 2020[20] for port development works in Areas C and D (as illustrated in **Figure 4-1**), and construction commenced in 2023. While the MP2 Project permission authorises the operational port infrastructure and associated development within Area C, implementation of that permission is dependent on the completion of certain infill and level-raising works previously authorised as part of the ABR Project. As these enabling works were completed before the ABR Project permission lapsed, the ABR2 Project seeks permission to complete them, thereby allowing the permitted MP2 Project works within Area C to be fully delivered.
- **3FM Project:** A final strategic project, the proposed 3FM Project, includes the development of Areas K, L, N, O and north of M as illustrated on **Figure 4-1** and will also include the development of the Southern Port Access Route (SPAR) to provide connectivity between the Dublin Tunnel and the south port lands as envisaged in Greater Dublin Area Transport Strategy 2022 to 2042 published by the NTA and the adopted Dublin City Development Plan 2022-2028 and southern lands public realm. This project is currently being assessed by the Commission[21].

Figure 4-1 below illustrate the layout of the Dublin Port Masterplan 2040, reviewed 2018, as published.

[20] Case Ref. PA29N.304888

[21] Case Ref. PA29N.320350

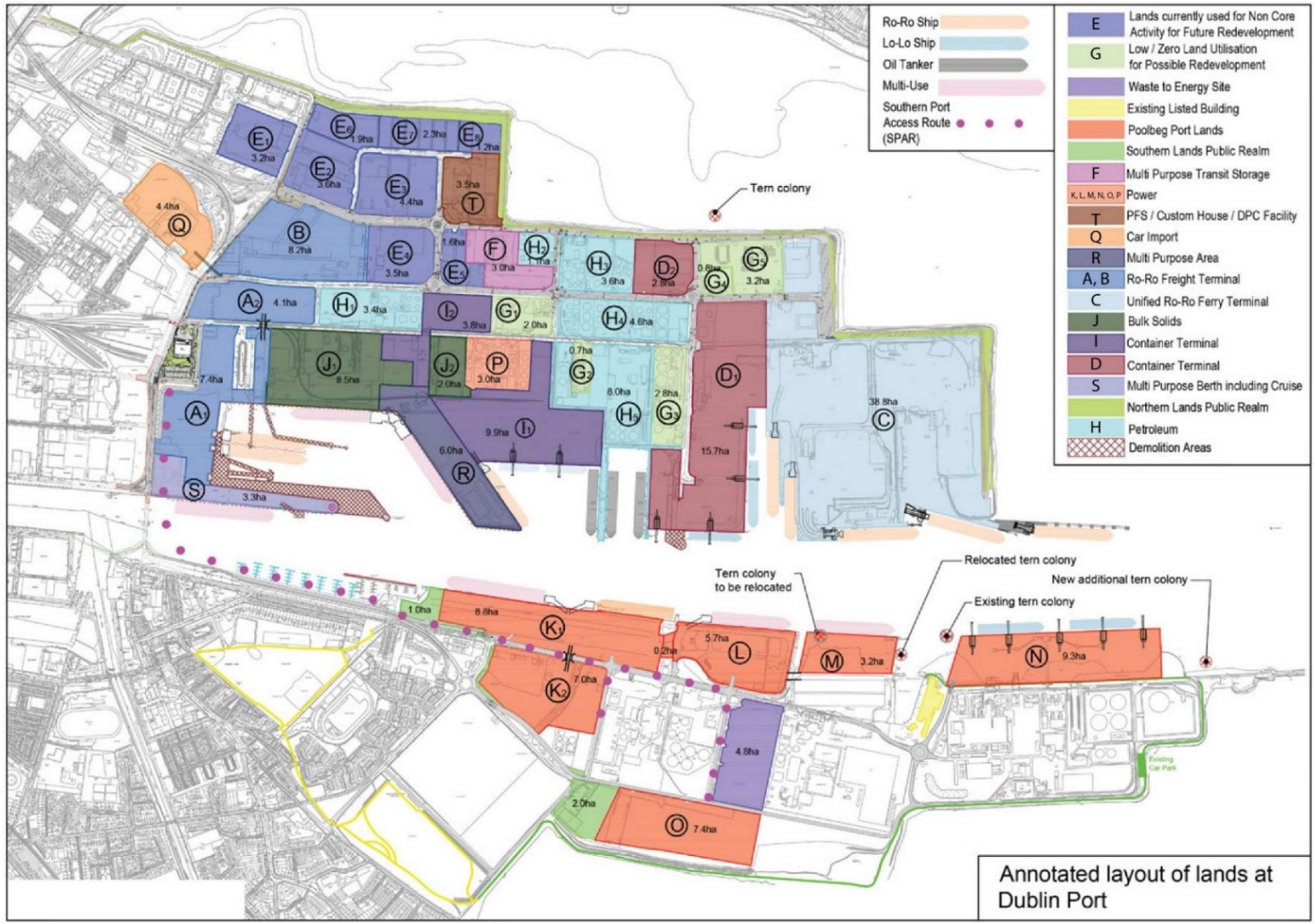


Figure 4-1: Dublin Port Masterplan 2012-2040 Reviewed 2018

Source: Based on Dublin Port Masterplan 2040, Reviewed 2018

4.1 Permission for the ABR Project

The ABR Project was the first phase of Dublin Port's Masterplan 2040. It aligns with the European Union TEN-T network for the North Sea-Mediterranean Corridor and Dublin Port's designation as a Core Port.

The ABR Project was designed to enable the Port to handle larger vessels within its existing footprint and to:

- Provide deeper berths;
- Reconfigure existing quays and berths to accommodate longer vessels;
- Enhanced quayside infrastructure; and
- Increase landside storage capacity for unitised cargo.

A 10-year planning permission for the ABR Project was granted by An Bord Pleanála on 8th July 2015 (Case Ref. PL29N.PA0034), subject to 16 no. conditions. In order to implement the permitted development, a number of additional consents were required and subsequently obtained, including:

- Foreshore Licence (granted September 2016) under Section 10 of the Foreshore Act 1993, as amended, which remains valid and extant;
- An Industrial Emissions Directive Licence granted by the EPA (November 2016); and;
- A Dumping at Sea Permit (S0024-01) granted by the EPA (September 2016).

Construction works commenced in Q4 2016.

4.2 Substantial Works Completed

Substantial elements of the ABR Project were completed, including:

- 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 (to facilitate 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
  - First phase of dredging of contaminated material within the redeveloped Alexandra Basin West 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 to a depth of -10m CD from a point 55m to the East of the East Link Bridge to a location in the vicinity of Dublin Bay, with a total distance of 10,320m.

Elements that were permitted and completed are illustrated on Drawing No. IBE02351-500 and contained in **Appendix B** to this Report for ease of reference.

4.3 Review of North Wall Quay Extension

In advance of implementing the permitted North Wall Quay Extension (including cruise berth provision), DPC undertook a comprehensive public consultation process between October 2019 and January 2020, which was informed by an economic cost-benefit analysis and research into cruise tourism expenditure. Following this review, DPC decided not to proceed with the North Wall Quay Extension as originally permitted. Instead, cruise capacity will continue to be accommodated at existing multi-purpose berths. DPC subsequently sought to amend the grant of permission under Section 146B of the PDA 2000 to omit these elements. The Commission approved the omission of permitted works to the North Wall Quay Extension. These elements are illustrated on Drawing No. IBE02304-001 submitted with that proposed amendment and is contained in **Appendix B** for ease of reference.

The Masterplan objective of Port–City integration is now being delivered through the Liffey Tolka Public Realm Project[22] which commenced construction in February 2026. This is summarised in **Section 5.4** of this Report.

4.4 Incomplete Works

Due to delays (consents, procurement, COVID-19, and coordination with other projects), the following permitted works were not completed within the duration of the ABR Project permission:

- Dredging and treatment of contaminated material within Alexandra Basin West;
- Terminal 5 basin infill and raising yard levels; and
- Excavation and restoration of Graving Dock No. 1.

A composite drawing of elements permitted, amended, completed and not completed is provided on Drawing No. IBE02351-500 and included in **Appendix B** to this Report for ease of reference.

4.5 Requirement for Application for Permission

The PDA 2000 does not provide for the possibility of an extension of the duration of a grant of permission where an EIA would have been required. Accordingly, a separate application is required to complete those elements of the ABR Project that were not substantially completed by July 2025 and which DPC intends to deliver.

Specifically, this application seeks permission for the following works:

- Dredging and treatment of contaminated material within Alexandra Basin West; and
- Terminal 5 basin infill and raising yard levels (to facilitate the delivery of the Unified Ferry Terminal as permitted under the MP2 Project).

Graving Dock No. 1 formed part of the original ABR Project conservation strategy with its excavation based on demolition proposals relating to the North Wall Quay Extension. Omission of the demolition of the North Wall Quay Extension, as permitted by amended permission ABP-322353 (granted on 18th July 2025), resulted in a net heritage gain, as such Graving Dock No. 1 will no

[22] Case Ref PL29N.312692

longer be excavated but will remain preserved and protected in situ. In the meantime, the hardstanding area on top of Graving Dock No. 1 at ground level close to the berth will continue to form an integral part of general port operations.

The development will be located on a site that currently operates under an Industrial Emissions (IE) Licence (P1022-02/B) under Part IV of the Environmental Protection Agency Act 1992 (as amended for the Protection of the Environment Act, 2003). The proposed development will also require an amendment to this licence[23]. The proposed development is illustrated on Drawing No. IBE02351-300 as part of the planning drawings submitted as part of this application and is contained in **Appendix B** to this Report for ease of reference.

The proposed ABR2 Project seeks to complete elements of the ABR Project relating to works to Alexandra Basin West and works to Berth 52 and 53 which will ultimately tie into the MP2 Project, enabling the completion of two of the major projects set out in the Dublin Port Masterplan.

A composite drawing of the proposed development with the permitted MP2 Project is illustrated on Drawing No. IBE02351-400 as part of the planning drawings submitted as part of this application and is contained in **Appendix B** to this Report for ease of reference.

[23] EPA Reg No: P1022-02/B

5.0 Application Site

5.1 Subject Site and Existing Operations

Dublin Port comprises some 265ha, with lands located to the north and south side of the river and 44ha at Dublin Inland Port in north County Dublin. The majority of the Port Estate, c. 207ha, is located on the north side of the river. Port lands located on the south side of the river comprise 58ha and are connected to the North Port Estate via the R131 (East Link Toll Bridge), although the proposed southern port access route (SPAR) will provide a direct link to the M50 Tunnel and will include a new bridge over the River Liffey. The North Port Estate is connected to the national road and freight rail network. Dublin Port's navigation channel and fairway are currently maintained at a standard depth of -7.8m CD. The main navigation channel and fairway have been deepened to a standard depth of -10.0m CD[24] to enable the safe passage of larger vessels bringing freight and passengers to and from the port. DPC is the authority with responsibility for the safe passage of all shipping entering and leaving Dublin Port. Further details relating to land use adjoining the development site are detailed in Chapter 5, Volume 2 of the EIAR. The location of Dublin Port in the context of Dublin City is illustrated in **Figure 5-1**.

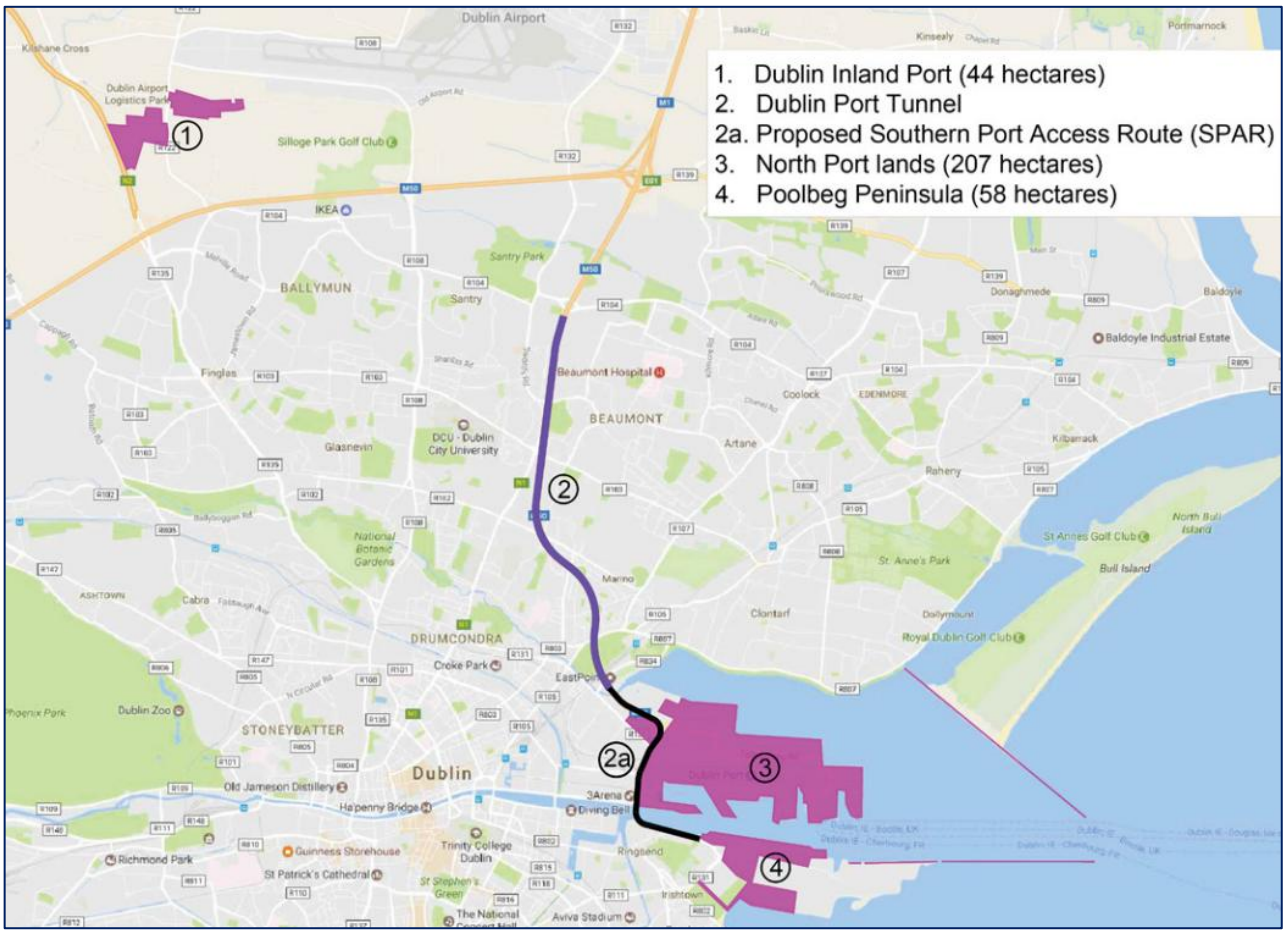


Figure 5-1: Dublin Port Estate

Source: Dublin Port Masterplan 2040, Reviewed 2018

The application site is defined by the red line as illustrated on the Site Location Map Drawing No. IBE02351-75, included as part of the application for permission. The site is located at the North Port Estate and includes Alexandra Basin West, Berth 52/53 Basin and associated Terminal 5 yards.

[24] ABR Project Case Ref. PL29N.PA0034 & MP2 Project Case Ref. PA29N.304888

The site is generally bounded by port uses and the Tolka River Estuary to the north, Dublin Bay to the east and River Liffey to the south. **Figure 5-2** illustrates, in general terms, the location of various land uses.

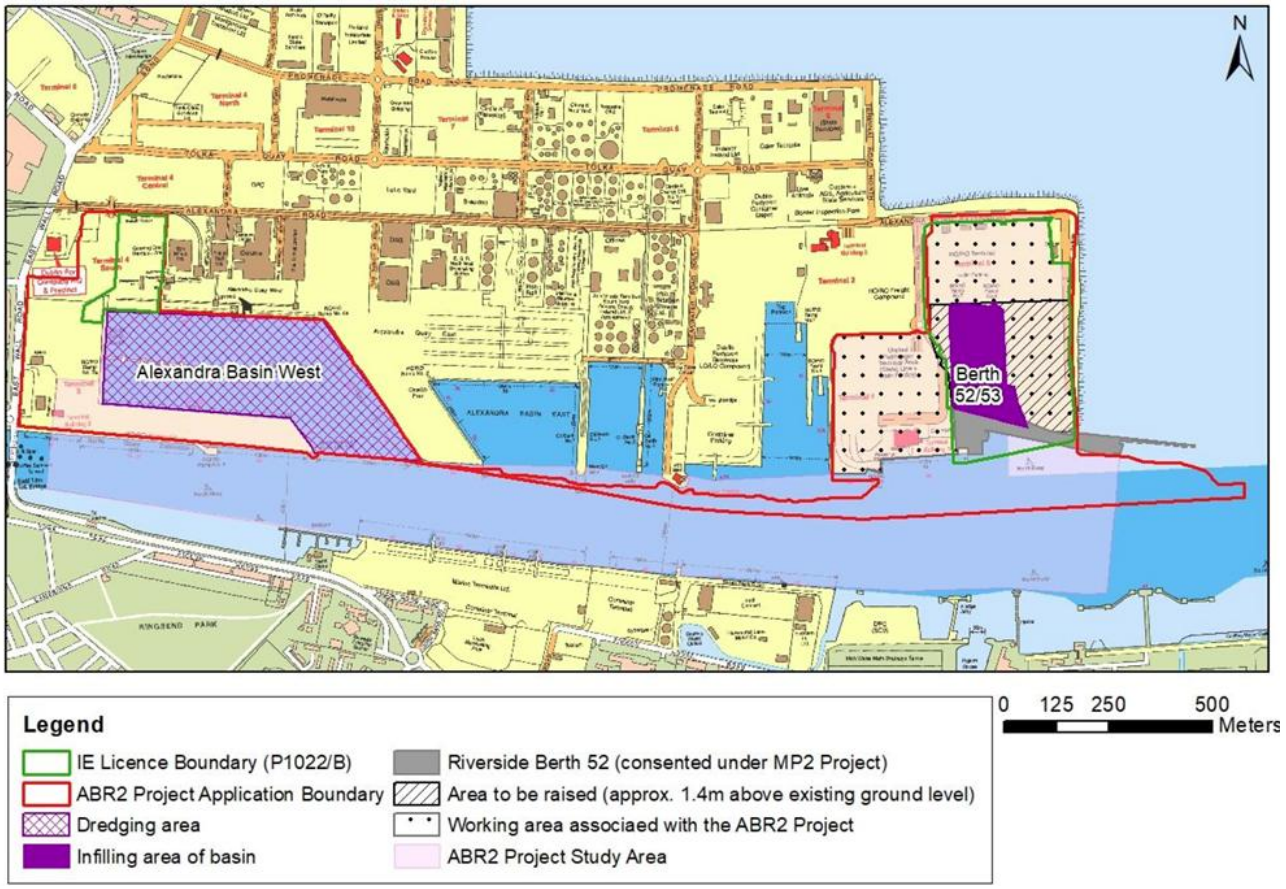


Figure 5-2:Proposed Development Areas

Source: ABR2 Project EIAR

5.2 Natural Heritage Designated Site

The relationship between the ABR2 Project and the European sites is described in detail and assessed in the AASR and NIS submitted as part of this application for permission.

In addition, the potential effects of the proposed development on other natural heritage designated sites and ecological receptors in general are described and assessed in Chapter 7, Volume 2 of the EIAR.

5.3 Cultural Heritage

Existing tangible cultural heritage assets reflect the development of the port area. Most cultural heritage features, including buildings and structures, are located on the South Port Estate. A small selection of relevant features are also located on the north side of the channel. The North Wall Quay Extension, a protected structure, directly interfaces with many of the existing operations.

Protected structures, recorded sites and features of cultural, archaeological, industrial and architectural heritage interest within the application site and the general vicinity are identified and assessed as part of the environmental impact assessment, set out in detail in Chapter 17, Volume 2 of the EIAR.

5.4 Relevant Planning History

A planning history search was undertaken in April 2026 (and updated in September 2026) for the lands within the application boundary. This is provided in **Appendix C** to this Report. It includes the planning applications that have been granted over the last 10 years. The information was gathered using databases from the list. The planning search was filtered to exclude all planning applications which were refused, invalidated, withdrawn, or considered using professional judgement to be not relevant to the proposed development.

5.4.1 Subject Site

Those planning applications of particular relevance to the implementation of the Dublin Port Masterplan and the ABR2 Project are summarised in the paragraphs that follow.

5.4.1.1 Dublin Gateway Project – Case Ref. PL 29N.PA0007

In August 2008, DPC sought permission under Case Ref. 29N.PA0007 for the *"Gateway Project"*, which consisted of an extension of 21ha of landfill to the east of the port to provide for additional open container storage, handling areas, new quayside facilities and a berth. The application was refused permission in 2010.

5.4.1.2 ABR Project – Case Ref. PL29N.PA0034

A 10-year planning permission was granted, subject to conditions, on 8th July 2015 for the Alexandra Basin Redevelopment Project under Section 37E of the PDA 2000. The permitted development may be broken into three parts: works to Alexandra Basin West, works to Berths 52 and 53, and dredging of the Liffey approach channel. The site layout plan is illustrated in **Figure 5-2**.

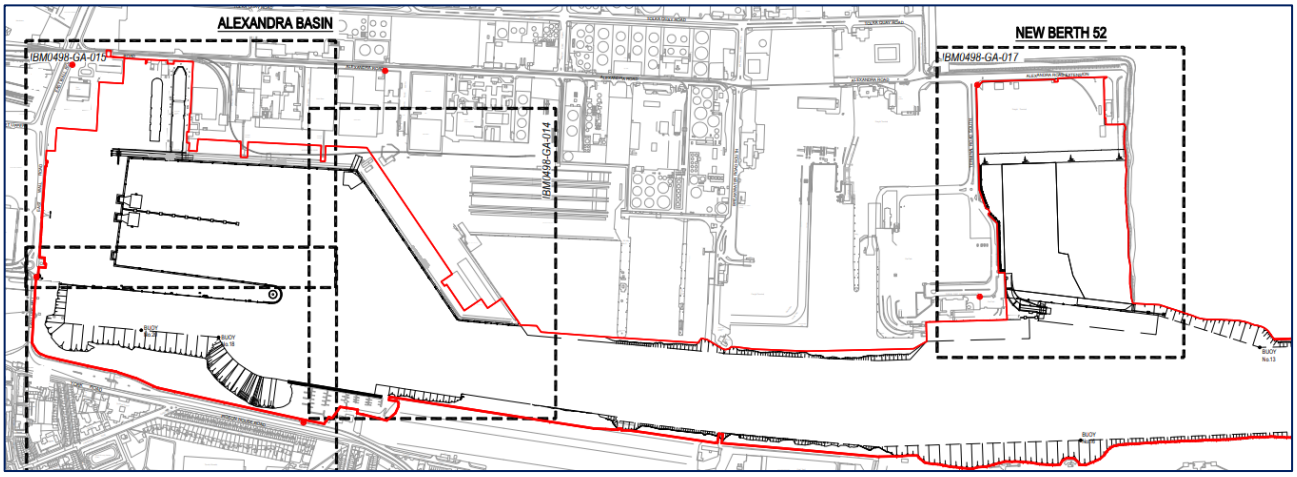


Figure 5-3: ABR Project – Case Ref. PL29N.PA0034

Source: Based on Case Ref. PL29N.PA0034 Drawing No. IBM0498-GA-017

DPC submitted an application to the Commission under the provisions of Section 146B of the PDA 2000 Act to amend the terms of the permission granted under Case Ref. PL29N.PA0034. The proposed alteration (PM29N.322353) 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 36sqm 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. 276,000sqm 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 21,700sqm.
- 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 granted the requested alterations to the planning permission in July 2025 under Commission Order ABP-322353-2025. These are illustrated on Drawing No. IBE02304-001 contained in **Appendix B** to this Report.

The ABR Project planning permission has now expired.

5.4.1.3 Dublin Port Internal Road Network – Reg. Ref. 3084/16

A 10-year planning permission was granted on 14th September 2016 for works to the Port's private internal road network, including works on public roads at East Wall Road, Bond Road and Alfie Byrne Road. The development includes the construction of new roads and enhancements to existing roads within the North Port Estate and *inter alia*;

- Construction of enhanced landscaping and amenity route along the northern boundary (now referred to as the Tolka Estuary Greenway); and
- Construction of new pedestrian and cycle overbridge and underpass at Promenade Road.

An amendment to this planning permission was granted under Reg. Ref. 2684/17 in July 2017. This development is being implemented by the DPC. The site location plan is illustrated in **Figure 5-4**. It is noted that some subsequent applications for permissions sought, which granted modifications to this network, such as the MP2 Project, the Liffey-Tolka Public Realm Project and the 3FM Project.

The works proposed as part of the ABR2 Project will not impact this development.

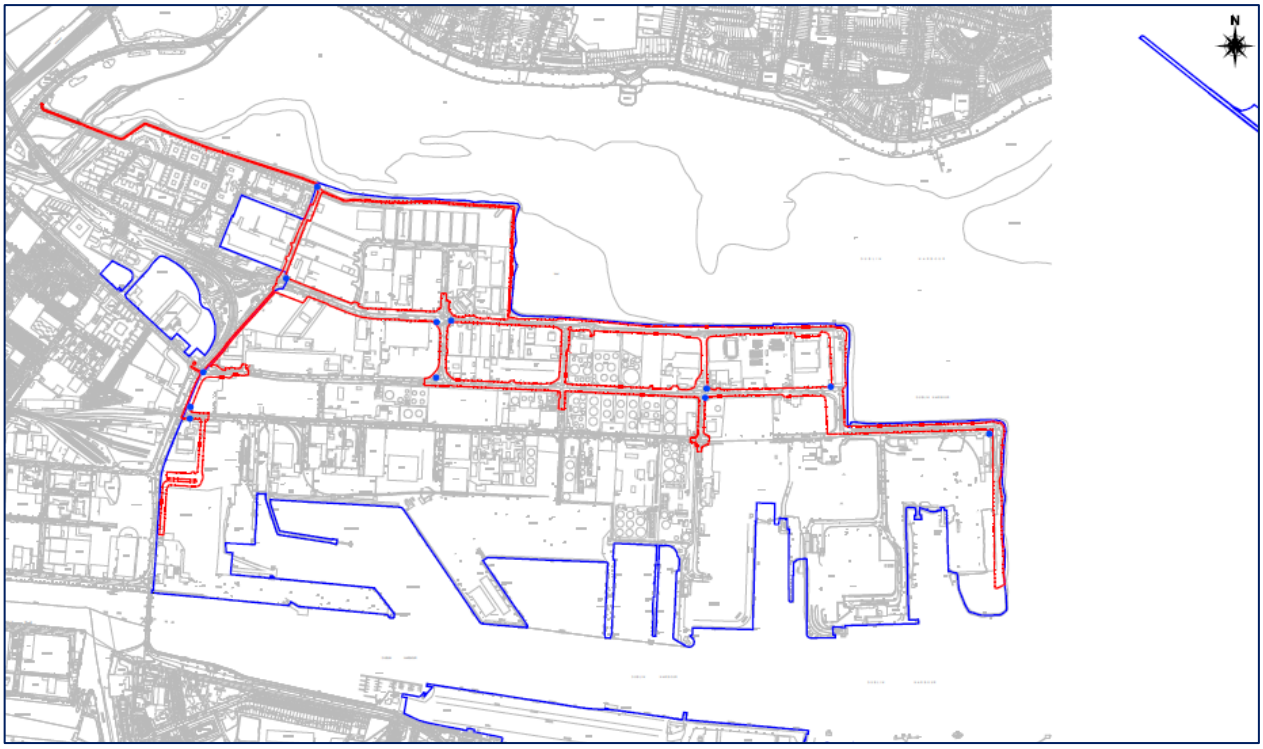


Figure 5-4: Permitted Dublin Port Internal Road Network

Source: Based on DCC Reg. Ref. 3084/16

5.4.1.4 MP2 Project – Case Ref. PA29N.308444

A 15-year planning permission was granted on 1st July 2020 for works at Oil Berth 3 and Oil Berth 4, Eastern Oil Jetty and at Berths 50A, 50N, 50S, 51, 51A, 49, 52, 53 and associated terminal yards to provide for various elements including *inter alia*:

- 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 SPA (004024).
- A reorientation of Berth 52 permitted under Case 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 futureproofing of Oil Berth 3 as a future deep-water container berth for the Container Freight Terminal. The futureproofing 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.

This SID is now being implemented by the DPC. The site layout plan is illustrated in **Figure 5-5**.

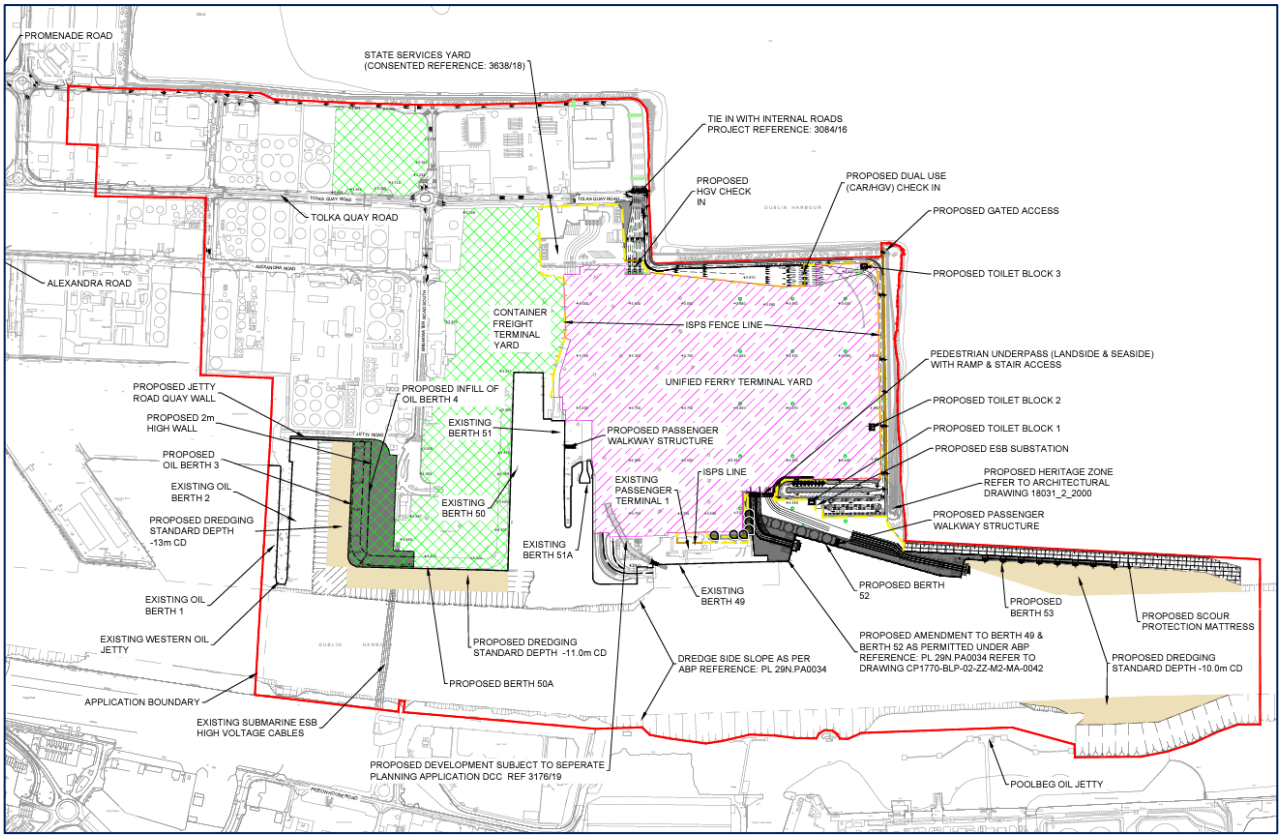


Figure 5-5: Permitted MP2 Project

Source: Based on Case Ref. PA29N.380444 Drawing No. CP1770-BLP-ZZ-ZZ-M2-MA-0005

The works proposed by the ABR2 Project are required to enable the completion of the MP2 Project, specifically the Unified Ferry Terminal.

5.4.1.5 Liffey-Tolka Public Realm – Case Ref. PL29N.312692

Planning permission was granted on 19th July 2023 for a new 1.4km pedestrian walkway and a 2-way cycle lane along East Wall Road and Bond Road from the River Liffey to the Tolka Estuary, which includes, *inter alia*, construction of a new boundary along sections of the Dublin Port western boundary along East Wall Road and Bond Road. The development consists of:

- Creation of a civic space adjacent to the River Liffey at North Wall Quay Extension (protected structure);
- Provision of a Dublin Port Irish language installation as part of the boundary treatment adjacent to the Crane 292 enclosure.
- Hard and soft landscaping including trees along the extent of the route, amenity, interpretation and wayfinding features including bins and seating;
- Pedestrian and cycle facilities to enable road crossing on the east side of East Wall Road to connect with permitted road crossings on East Wall Road by DCC.

Phase 1 of the development between the River Liffey and Alexandra Road is currently being implemented by DPC. The site layout plan is illustrated in **Figure 5-6**.

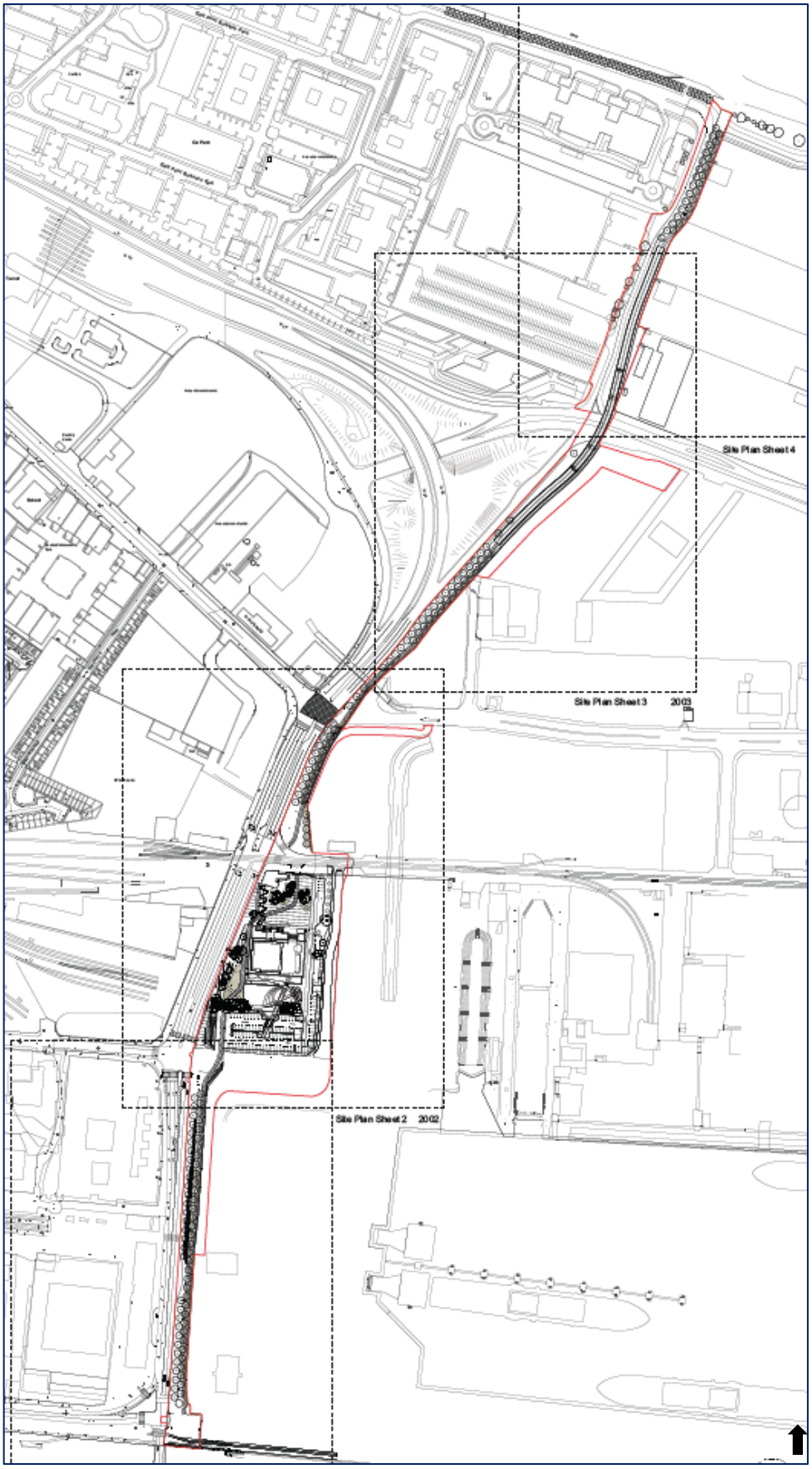


Figure 5-6: Permitted Liffey Tolka Public Realm Project

Source: Based on Reg. Ref. 3220/21 Drawing No. LTP-GRA-XX-00-DR-A-1001-S1

The works proposed as part of the ABR2 Project will not impact this development.

5.4.1.6 3FM Project – Case Ref. PA29N.320250

A 15-year planning application for development was submitted to the Commission on 23rd July 2024 for the third and final Masterplan project (the 3FM Project) needed to complete the development of Dublin Port and bring it to its ultimate and final capacity by 2040.

The 3FM Project is mainly located on the south side of the Port on the Poolbeg Peninsula and will provide, *inter alia,* the southern port access route (SPAR), providing a direct link to the M50 Tunnel and which will include a new bridge over the River Liffey; a new Ro-Ro terminal; a new container terminal; a vessel manoeuvring area; a marine village; a port park; port operations centre; and active travel facilities throughout the peninsula. It will also include for upgrading existing berths, quay walls and yards. This development is currently being assessed.

The proposed site layout plan is illustrated in **Figure 5-7**.

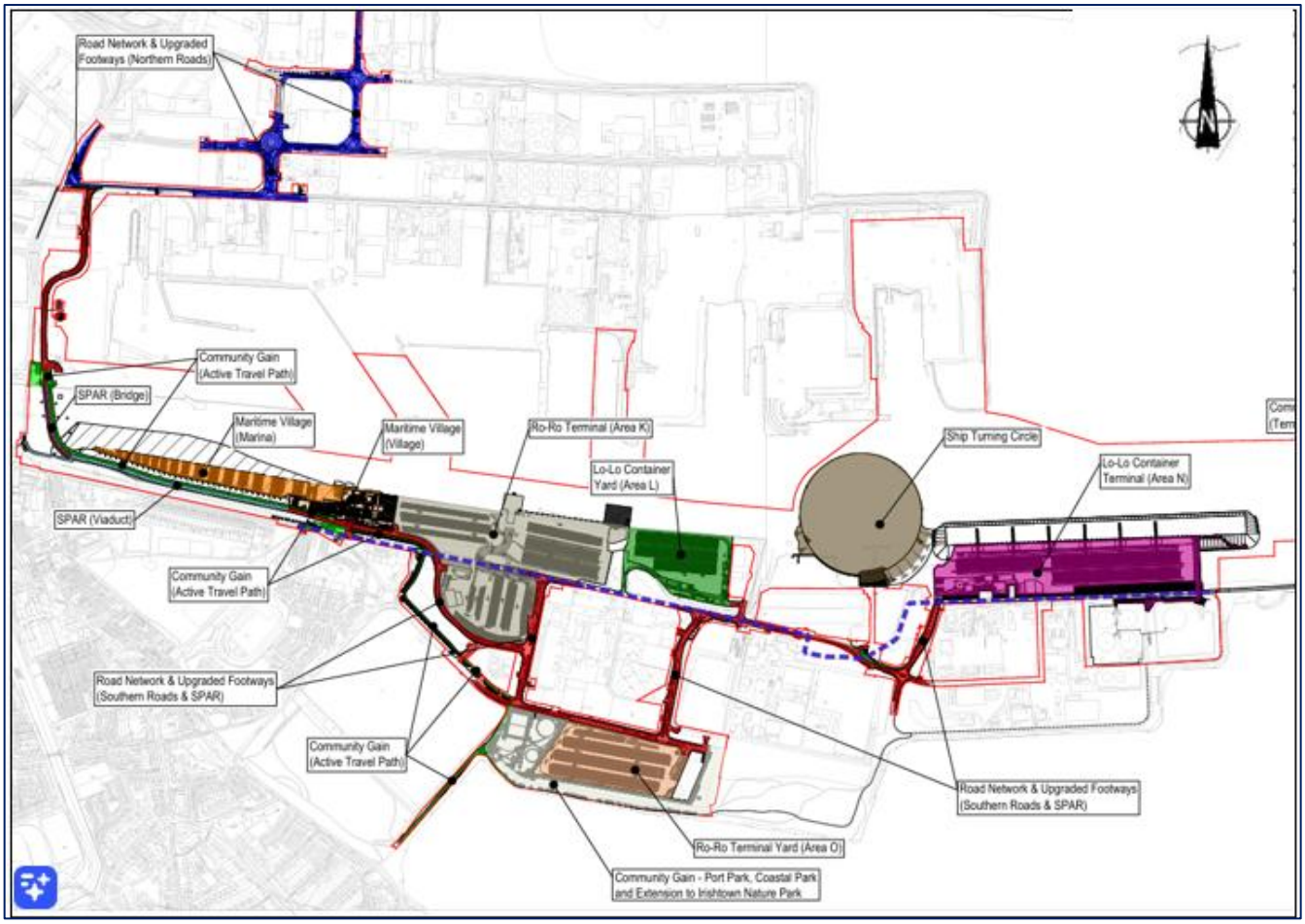


Figure 5-7: Proposed 3FM Project

Source: Based on Case Ref. PA29N.320250 Drawing No. CP1901-3FM-RPS_26-SGN-XX-DR-HE-1200-0001

The works proposed as part of the ABR2 Project will not impact this development.

5.4.2 Adjoining Areas

The planning history search is included in **Appendix C** to this report.

6.0 Proposed Development

6.1 Description of the Proposed Development

The proposed development seeks to complete the aspects of the ABR Project originally granted under an SID permission (Case Ref. PA29N.PA0034) but which were not completed prior to the expiration of the grant of permission in July 2025. As works were not completed within the lifespan of the permission, a new grant of permission is required to authorise the completion of those works. These works are required to enable the completion of the MP2 Project and the delivery of associated port infrastructure in accordance with the Dublin Port Masterplan 2040.

The ABR2 Project consists of two principal components:

Alexandra Basin West: Completion of dredging within Alexandra Basin West, to a depth of -10m chart datum (CD) across an area of c. 194,000cum, involving the removal of c. 334,000cum of contaminated material and its subsequent remediation.

Berth 52/53 Basin: Infilling of the Berth 52/53 (Terminal 5) basin of an area of c. 45,650sqm and the raising of adjoining lands (c. 95,000sqm) by c. 1.4m to facilitate the delivery of the Unified Ferry Terminal permitted under the MP2 Project.

The development includes associated transport, storage, treatment, recovery and reuse of dredged materials, demolition works and all ancillary infrastructure required for construction.

Figure 5-2 illustrates, in general terms, the location of various land uses. The proposed site layout is provided in Drawing No. IBE02351-300

A composite drawing showing the interface between these elements and the permitted MP2 Project and Liffey Tolka Public Realm Project is provided on Drawing No. IBE02351-400 and is also included in **Appendix B** to this Report, for ease of reference.

The proposed development is summarised in the paragraphs that follow. Chapter 5, Volume 2 of the EIAR provides a comprehensive description of the proposed development.

6.1.1 Alexandra Basin West

Alexandra Basin West will be dredged to a depth of c. -10.0m CD, enabling accommodation of deeper draught vessels.

Extensive sampling and environmental testing have confirmed that the dredged material is contaminated with heavy metals and organotin arising from historic port and industrial activities. Investigations have confirmed that the material is unsuitable for disposal at sea and will therefore require treatment prior to beneficial reuse or recovery.

Dredging will be carried out using environmental dredging techniques designed to minimise disturbance and sediment dispersion, including the use of enclosed buckets and silt curtains. The methodology for dredging contaminated material is outlined in Chapter 5, Volume 2 of the EIAR.

The dredged material from Alexandra Basin West will be transported to treatment facilities located at the North Wall Quay Extension, Berth 49 and / or Berth 52 West. These areas will serve as working zones and may also accommodate the receipt, treatment, processing and temporary storage of treated and untreated material during construction activities.

At these facilities, the material will undergo treatment through a combination of stabilisation / solidification and, where appropriate, soil washing and screening processes to improve its engineering properties and facilitate beneficial reuse or recovery. The management of material will follow a waste hierarchy prioritising recovery and reuse. Surplus material may be required to be exported off-site for recovery while suitable imported material may be required for surcharge and capping. Further details are provided in Chapter 5, Volume 2 of the EIAR.

6.1.2 Berth 52/53 Basin and Yard

The MP2 Project realigned permitted riverside Berth 52 to enable construction of a new Berth 53. Berth 53 is currently under construction. Once a riverside berth is completed, the basin can be closed from the main channel and existing basin berths decommissioned. This will allow infilling works under the ABR2 Project to proceed, necessary for the completion of the Unified Ferry Terminal permitted under the MP2 Project.

Infilling will take place once existing marine infrastructure has been removed, such as an open pile jetty at Berth 52 (c. 500sqm) and Ro-Ro Ramp No 7, and the basin has been sealed off from the main navigation channel as part of the riverside Berth 52 works.

Recovered material arising from the treatment and processing of dredged sediments form Alexandra Basin West, together with treated dredged material stockpiled from Phase 1 of the ABR Project, will be used to infill the Berth 52/53 basin. The infilled area (c. 45,650sqm) will be capped using an engineered barrier system and subject to surcharge loading to facilitate consolidation, following which ground levels across the adjoining yard (95,000sqm) will be raised by c.1.4m. The area will subsequently be surfaced using a combination of concrete slabs and bituminous surfacing or block paving for trafficked areas and trailer parking zones. This area will tie in with adjoining areas permitted as part of the MP2 Project. The methodology for development works is described in detail in Chapter 5, Volume 2 of the EIAR.

Upon completion, the infilled area and adjoining yard will provide open storage and marshalling space to accommodate the Unified Ferry Terminal, as permitted under the MP2 Project.

6.1.3 Temporary Works

The port will remain fully operational throughout the construction phases, and temporary works will be required to ensure continuous landside access to and egress from the berths. It is also noted that the proposed development will be undertaken in tandem with the delivery of the MP2 Project and other ongoing projects within the port.

To facilitate the construction process for this phase of works a range of temporary infrastructure will be required at various locations. Temporary infrastructure, plant and works will be located at the North Wall Quay Extension (Protected Structure), on lands generally adjacent to Berths 49 and 52 West and in the vicinity of Berth 52/53 basin and will include storage of treated dredge material pending recovery and reuse, storage and stockpiling areas for untreated dredge material, wastewater treatment plants, treatment and processing facilities for dredge material (such as soil and sediment washing plant, stabilisation/solidification treatment plant, screening and waste quarantine area), pumping equipment / pipelines, and dewatering infrastructure; associated ancillary plant and works, services, lighting, fencing, fuel storage, and site compounds (to typically include site offices, welfare facilities, storage areas, canteen and laboratory), access/egress roadworks arrangements to facilitate works and ongoing access to port facilities and decommissioning of all temporary works / plant on completion.

The temporary works, processes and facilities required are described in detail in Chapter 5, Volume 2 of the EIAR with indicative layouts illustrated in the temporary works drawings accompanying the application.

6.2 Construction Methodology

The ABR2 Project construction works will be undertaken in compliance with a Construction Environmental Management Plan (CEMP) which has been submitted with the application for permission and includes all relevant mitigation measures brought forward from the environmental assessments undertaken during the preparation of the EIAR and NIS. The CEMP will be finalised after any grant of permission, so as to include any additional measures required pursuant to planning conditions.

Similar to the now expired permission in respect of the ABR Project[25] and MP2 Project[26] under construction, it is anticipated that regular ongoing liaison meetings will be maintained between DCC and DPC during the construction phases, providing updates and engagement on the construction of the project and ongoing environmental monitoring recording and results as the development is implemented.

6.2.1 Construction Programme

The construction period provides for the proposed development to be undertaken over a 10-year period in a programmed sequential manner as dictated by:

- the work itself,
- the requirements of the operational port and other stakeholders, and
- the relevant environmental constraints.

Phasing may be subject to adjustment as a result of external influences such as avoidance activity within certain periods close to sensitive habitats.

Based on its experience with respect to the delivery of the ABR Project and the MP2 Project, DPC estimate that once other consents and permits are obtained (e.g. Industrial Emissions Licence review), and procurement is completed, and pre-development compliance agreements in place, a 12–18-month period will be required before construction works can commence following receipt of planning permission.

As Dublin Port is an operational port, the sequencing of the phases will in the majority of instances be undertaken sequentially rather than in tandem. The objective of the construction programme is to enable Dublin Port to continue to operate at optimum levels at minimum disruption to port operators and adjoining land uses. It is highlighted that the construction programme illustrates the necessity for a 10-year permission, given the scale and complexity of the project.

The construction sequence has been designed to enable the construction works to proceed without significant disruption to existing port operations and to enable the use of Berths 49 and 53. The proposed project phasing programme is described in Chapter 5, Volume 2 of the EIAR.

Details with regard to the construction impacts and the details of mitigation measures prescribed are set out within each section of the EIAR, as appropriate, and the NIS, where necessary. An overall listing of mitigation measures proposed is provided in Chapter 22, Volume 2 of the EIAR and within the Schedule of the Mitigation Measures and NIS prepared by Tetra Tech enclosed as part of the application documentation.

[25] PLN29.PA0034

[26] PA29N.304888

7.0 Planning Policy Context

7.1 EU Policy

7.1 Trans-European Transport Network (TEN-T) Policy

The EU's Trans-European Transport Network (TEN-T) policy develops a Europe-wide network of railway lines, roads, inland waterways, maritime shipping routes, ports, airports and railroad terminals. The ultimate objective is to close gaps, remove bottlenecks and technical barriers, as well as to strengthen social, economic and territorial cohesion in the EU while creating integrated and intermodal long-distance, high-speed corridors.

In 2024, the European Commission (EC) revised the Trans-European Network policy for transport[27] (TEN-T) from the previously published 2014 policy, based on Regulation (EU) 2024/1679 (the 2024 Regulation). The TEN-T policy is described by the EC as a key instrument to plan and develop *"a coherent, efficient, multimodal, and high-quality transport infrastructure across the EU"*. With respect to water-based transport, TEN-T covers inland waterways and short sea shipping routes, along with land-based infrastructure that links urban nodes, maritime and inland ports, airports and terminals. The 2024 revision increases the focus of the policy on reducing the environmental and climate impact of transport and increasing the safety and resilience of the network.

The network is made up of the Comprehensive Network and a subset of infrastructure designated as the Core Network. The Core Network is the most strategically critical part of the system. Transport infrastructure in the Core Network is required to be completed to the standard set out in the TEN-T Regulation by 2030 at the latest. The Comprehensive Network is a wider chain of infrastructure which the TEN-T Regulation requires to be completed by 2050.

As set out in the current regulation, the TEN-T Policy consists of two layers, the core and the comprehensive network. Dublin Port is identified as a core port in the network and is part of both the Atlantic and the North Sea to Rhine Mediterranean Core Network Corridors, as illustrated by **Figure 7-1 Core Network Corridors** below.

[27] Trans-European Transport Network (TEN-T) - Mobility and Transport

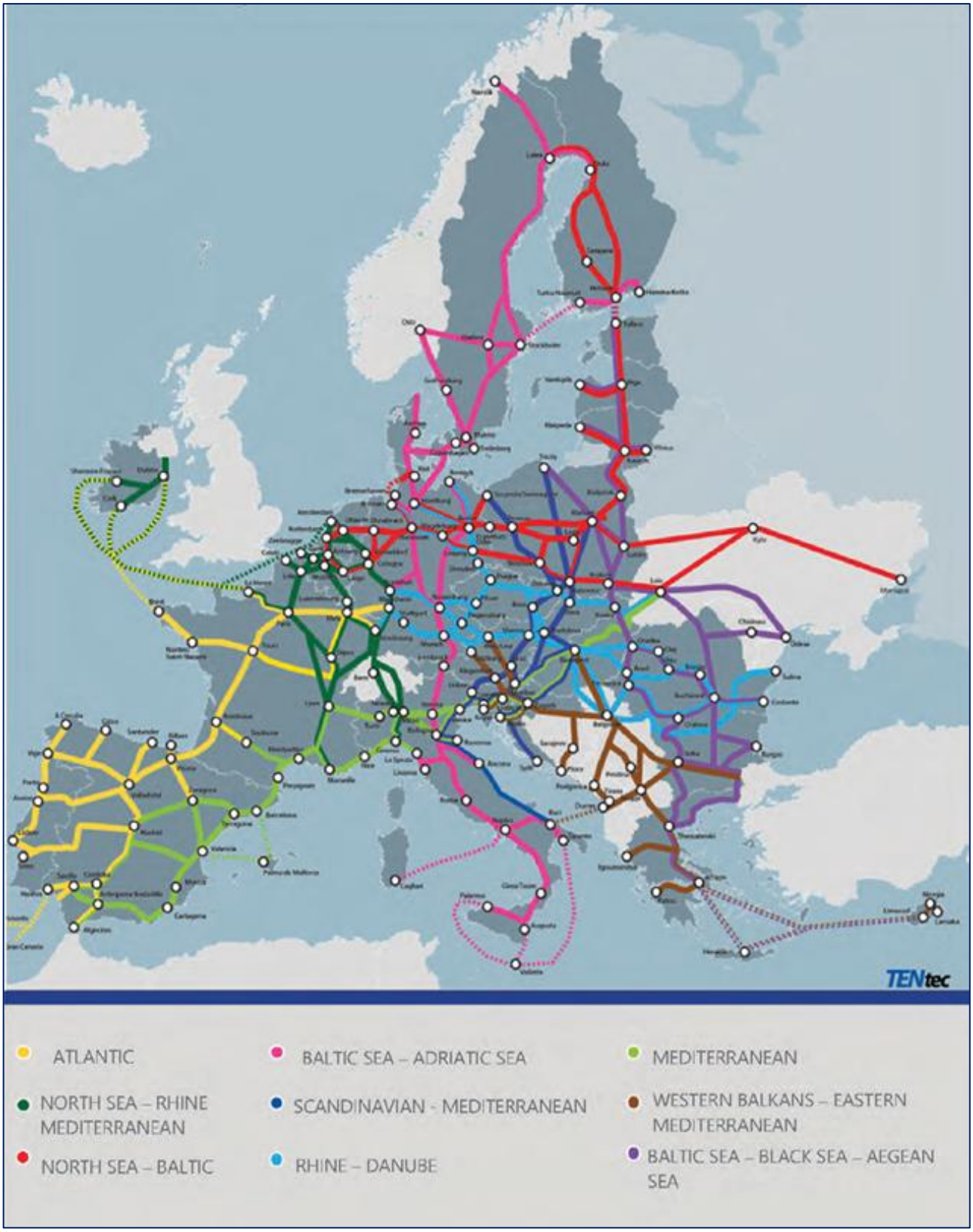


Figure 7-1: Core Networks Corridors

Source: *Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) No 1315/2013T.*

Implementation of TEN-T will ensure the development of more sustainable, competitive transport forms; assist in the reduction of emissions from transport; and provide infrastructure that is resilient against the impacts of climate change. Improved multimodality is promoted. With specific reference to freight, the requirements include an expansion in the number and capacity of transhipment terminals to meet traffic demands.

The 2024 Regulation seeks to achieve a sustainable, smart, seamless and resilient European Maritime Space[28]. The land-side infrastructure is to integrate with the maritime dimension of TEN-T. The 2024 Regulation states:

> *"Being the entry and exit points for the land infrastructure of the trans-European transport network, maritime ports play an important geostrategic role as cross-border multimodal nodes… Short-sea shipping can make a substantial contribution to the decarbonisation of transport by carrying more freight and passengers on sea, inter alia as to reduce road congestion on the Union's territory and to improve access to peripheral and island regions and states. There is however a need to better integrate short-sea shipping links, constituting the maritime dimension of the trans-European transport network, with the landside network and to put stronger emphasis on the entire transport and logistic chain, both to sea and hinterland. The new overarching concept of the European Maritime Space should be promoted by creating or upgrading short-sea shipping routes and by developing maritime ports and their hinterland connections as to provide an efficient and sustainable integration with other modes of transport."* (para 55)

Article 28 of the 2024 Regulation identifies that construction or upgrading of basic port infrastructure is among the priorities for maritime infrastructure development and the European Maritime Space. Article 44 relates to sustainable freight transport and its contribution to the reduction of greenhouse gas emissions, air and noise pollution; this promotes short-sea shipping routes and multi-modal transport service operations.

As Dublin Port is designated a Core Network port on the Atlantic and North Sea–Rhine–Mediterranean Corridors, the project contributes directly to infrastructure of strategic EU importance required to meet TEN-T standards by 2030.

The ABR2 Project supports the removal of capacity constraints and operational bottlenecks within the port, improving efficiency and facilitating smoother freight movements. It enhances Dublin Port's role as a multimodal node by strengthening integration between maritime and landside transport networks, in line with TEN-T objectives for seamless connectivity. It also contributes to sustainable transport goals by enabling greater use of short-sea shipping, supporting modal shift away from road transport and reducing greenhouse gas emissions, congestion, and environmental impacts. In doing so, it supports the development of the European Maritime Space and improved hinterland connections.

Furthermore, the project enhances the resilience, safety, and efficiency of critical port infrastructure while supporting economic and territorial cohesion, particularly for Ireland as a peripheral EU Member State.

The ABR2 Project forms part of targeted investment in infrastructure required to fulfil Dublin Port's confirmed function as part of the EU TEN-T core network.

7.2 EU Ports Strategy 2026

The EU Ports Strategy (the Strategy), adopted in March 2026[29], is a framework that seeks to boost the competitiveness, security and sustainability of European Union ports.

[28] The term 'Motorways of the Sea' has been replaced since the preceding 2014 Regulation with European Maritime Space which includes inter alia short-sea shipping routes and maritime transport infrastructure such as ports, basins, quay walls, berths etc including hinterland connectivity.

[29] An Industrial Maritime Strategy has also been adopted during 2026 which supports this Strategy.

The Strategy confirms that ports handle c.74% of the EU's external trade and c.30% of intra-EU freight, which involves the handling of c.3.4 billion tonnes of goods, and c.395 million passengers annually; the EU's ports therefore being essential to Europe's economy and supply chains. It is noted that in 2022, the economic footprint of the EU's ports reached a turnover of c.€90 billion and provided approximately 423,000 direct jobs.

The Strategy recognises that ports are industrial, multimodal hubs which are critical for trade logistics and manufacturing; are energy gateways for electricity connections, offshore renewables, liquid natural gas and hydrogen; and comprise of critical infrastructure for defence, civil protection and supply chain resilience.

The Strategy includes 5 core pillars which seek to:

- Strengthen competitiveness, innovation and digitalisation
- Advance energy transition, sustainability and clean industries
- Protect and secure ports
- Access to finance and investment
- Social cohesion, skills and quality jobs.

The Strategy recognises that maritime connectivity for islands and peripheral regions is fundamental for territorial cohesion, economic resilience and affordability, which should be reflected across EU ports and transport policy.

One of the actions arising relates to a planned European Maritime work plan which is to prioritise inter alia the development of sustainable and green short sea shipping hubs and links, and the upgrade of maritime infrastructure.

Figure 7-2 shows Dublin Port as one of 327 maritime ports in the EU identified in the Strategy.

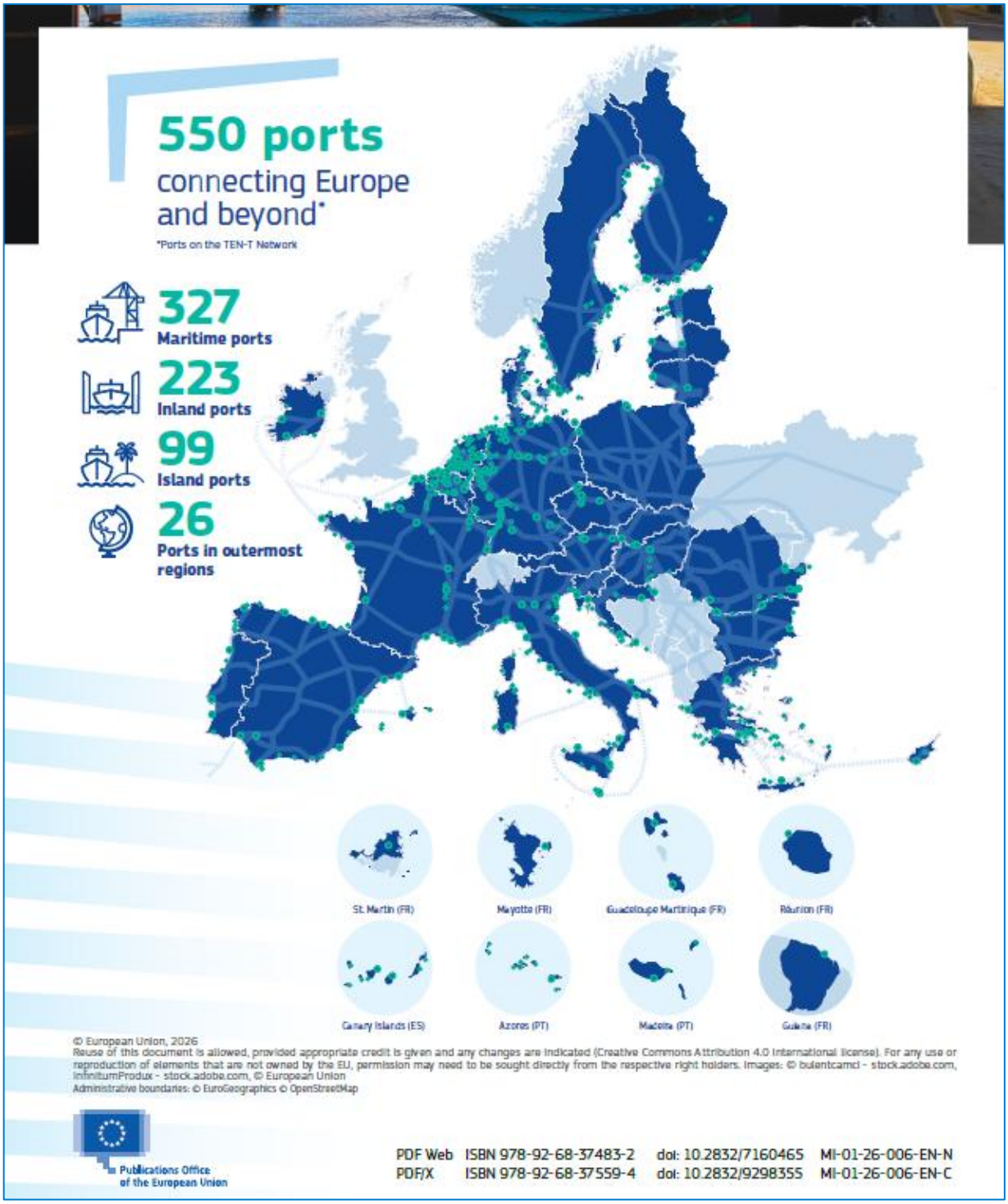


Figure 7-2 EU Ports[30]

The ABR2 Project forms part of targeted investment in upgraded maritime infrastructure to support Dublin Port's capacity, competitiveness and sustainability within the network of EU ports and its short sea shipping routes.

[30] ba92abe8-0665-4999-b736-50d68cda7483_en

7.2 National Policy

7.2.1 National Ports Policy

The National Ports Policy 2013 is the statement of national policy underpinning the development and operation of Ireland's ports.

Ports are divided into Ports of National Significance (Tier 1), Ports of National Significance (Tier 2) and Ports of Regional Significance. Within the Irish Ports Policy, Dublin Port is a Port of National Significance (Tier 1). Tier 1 ports are designated as such where they are responsible for 15% to 20% of overall tonnage through Irish ports and they have clear potential to lead the development of future port capacity in the medium and long term, when and as required.

Three ports are included in the TEN-T core network: Dublin, Cork and Shannon Foynes. These ports are also identified in National Ports Policy as Ports of National Significance (Tier 1). The policy document states:

> *"The continued commercial development of these three Ports of National Significance (Tier 1) is a key objective of National Ports Policy."* (page 25)

The policy recognises Dublin Port's published Masterplan, which sets out a vision of development over 30 years from 2012-2040. The plan represents a comprehensive framework for the long-term development of the port and is underpinned by three core principles:

- Maximisation of usage of existing port lands.
- Reintegration of the port with the city.
- Development of the port to the highest environmental standards.

The National Ports Policy recognises that

> *"the location of Dublin Port Company inevitably gives the port competitive advantage over other ports and will give rise to competition concerns. However, a continuation and strengthening of the landlord model of operation in the port's estate will allow for continued intra-port competition between the privately operated port terminals within the port estate."*

Referring specifically to the Dublin Port Masterplan, the National Ports Policy states:

> *"The Government endorses the core principles underpinning the company's Masterplan and the continued commercial development of Dublin Port Company is a key strategic objective of National Ports Policy".* (page 25)

The National Ports Policy highlights that the

> *"sustainable development of the port sector depends to a large extent on the relationship and interaction between the sector and the planning system. Ports act as international gateways, generate large volumes of traffic, and are key centres of economic activity. They are located at a unique interface between land and sea, in many cases in or near to major conurbations"* (page 43)

The National Ports Policy states that:

> *"The provision of adequate and efficient capacity into the future is a crucial Government strategic objective."* (page 43)

A shift by global shipping lines toward larger vessels requiring access to deeper water and the reduced availability of vessels to use smaller ports is a challenge which faces the port sector. The planning, financing and development of largescale infrastructure projects, such as major port capacity proposals, requires significant organisational, operational and financial resources. It is important that, in the State commercial ports sector, bodies bringing forward significant port capacity developments have the resources required to ensure that the State's and the public's interests are

protected and enhanced. Therefore, Government expects the Ports of National Significance (Tier 1) to lead the response of the State commercial ports sector to future national port capacity requirements.

It is Government's policy, as expressed in the National Ports Policy, that those ports considered to be of national significance must be capable of the type of port capacity required to ensure continued access to both regional and global markets for our trading economy.

The National Ports Policy recognises the desirability of the port master planning process for the long-term planning of all Ports of National Significance (Tier 1 and 2). The policy directs port companies to engage with the relevant planning authorities to ensure that port masterplans and relevant planning and development strategies are complementary and consistent.

The National Ports Policy states that:

> *"National and Regional Planning Guidelines should also recognise the importance of the three categories of ports and allow for their continued development. To this end, the Department contributes as necessary to the development of Regional Planning Guidelines in order to ensure that the goals of National Ports Policy are recognised in the planning hierarchy."* (page 45)

The National Port Policy acknowledges that the relationship between a port and its city is constantly changing. It continues that:

> *"The location of most major port facilities has shifted downstream over time, allowing redevelopment of previously port-related lands for other commercial, residential or recreational uses. However, redevelopment proposals must take account of the need for sufficient replacement port capacity within the region. Any development proposal requires careful consideration by all relevant stakeholders, in particular the planning authorities, local communities, port authorities and port users."* (page 46)

The National Port Policy points to ports across the European Union, where there is widespread recognition of the benefits to be gained from reintegration of a port's relationship with its city and community stating that:

> *"In many port cities a growing spatial separation between ports and their communities has arisen in recent decades due to a multitude of factors, including the need for increased port security and the relocation of port facilities away from city centres. While the important role of ports in facilitating economic activity is frequently overlooked, their social role in shaping a city's development and indeed its history is often completely overshadowed by the seemingly conflicting demands of a port's development and the development of the city."* (page 46)

The National Ports Policy therefore encourages ports and local authorities to collaborate on issues of mutual benefit and work together to maximise the potential afforded by their natural, as well as manmade, environment.

It is clear from the National Ports Policy that any future development of new facilities on the east coast of Ireland will be predicated on Dublin Port first reaching its capacity limits in its current location and any subsequent development of new facilities would only be developed subsequently to provide additional port capacity. Upon the delivery of the Masterplan, Dublin Port will reach its capacity limits.

7.2.2 Review of National Ports Policy

A review of the National Ports Policy 2013 is being progressed by the Department of Transport ("the Department").

As part of the review process, the Irish Ports Capacity Study was prepared for the Irish Marine Development Office (IMDO) in June 2023. To determine the capacity of Irish ports to handle

forecasted demand to 2040, a demand forecast model was developed to assess the likely throughput of trade goods over the period. The study states:

> *"Whilst the demand forecast model focuses on how GDP drives trade, the reverse is also likely to be true. This means that any failure to maintain sufficient port capacity could have a major negative impact on the economy, starving it of the materials it needs to continue strong growth. The same is true for exports, as failure to export would lead to reductions in foreign earnings and loss of trading opportunities for Irish exporters."* (Chapter 8-5)

The study specifically addresses unitised modes in Dublin Port.

The analysis of the current capacity as set out in the Study in Dublin Port was based on the existing infrastructure, current vessel types and call schedule, and infrastructure developments that were currently being implemented which are scheduled to be completed in the short-term as outlined in the Dublin Port Company (DPC) Masterplan 2040. This included the ABR Project, which this application seeks permission to complete.

On Ro-Ro, the study noted that demand in Dublin is likely to increase over time, with Dublin Port requiring approximately two million units per year in Ro-Ro freight capacity. On Lo-Lo, the study noted that Dublin Port has the greatest Lo-Lo throughput nationally and that this is unlikely to change, which requires Dublin Port to increase its Lo-Lo capacity by 2027.

A first public consultation ran from 19 October 2023 to 15 January 2024. Submissions were invited from all interested parties including ports, shipping operators, industry stakeholders involved in the broader logistics and supply chain sectors, academics, and the general public on a thematic Issues Paper to help inform the review of the National Ports Policy. This first public consultation was also informed by the *Irish Ports Capacity Study* 2023.

The Issues Paper on the Review of Ports Policy is supportive of DPC and specifically recognises the need for all planned port projects to ensure that capacity is met, stating:

> *"It must be stressed that failure to proceed with investment in capacity, infrastructure, equipment and hinterland connectivity poses serious risks to the future success of Ireland's ports and the national economy."* (page 18)

In July 2026, a Draft National Ports Policy was published, and the next stage of public consultation was commenced. The revised National Ports Policy provides the overarching policy framework for the governance and future development of Ireland's State-owned commercial port network. The responsiveness and competitiveness of Ireland's maritime transport industry are underpinned by National Ports Policy. The principal provisions of the Draft National Ports Policy which are relevant to the development of Dublin Port (including the ABR2 Project) are:

- Dublin Port will be considered a 'Port of National Significance' along with other ports. The Government will retain the option to invest in the capital infrastructure of such ports, in tandem with the ports' business plans. The Government may consider cross-governmental Exchequer funding and/or borrowing streams where such funding would have a clear link to Government policy and, where required, comply with European Union State Aid rules.
- With regard to post-2040 capacity a renewed focus is required by all commercial State ports on maximizing the utilisation of existing port assets and planning for the continued growth of all commercial State ports' assets which will require revised master planning to drive regional growth, support development of offshore renewable energy developments, and capture the additional growth in post-2040 trade, particularly on the east coast (See Policy Objective 6).
- With respect to the location of Dublin Port, "a simultaneous relocation of Dublin Port, and all of the land-based infrastructure that serves the port, along with the significant expansion of national port capacity required to facilitate trade post-2040 would be both implausible and impractical";

- Policy Objective 12 supports the establishment of a Green Shipping Corridor with the UK by 2030. The feasibility of green shipping lanes between Dublin and Holyhead are being examined;
- Rail freight connectivity, shoreside electricity at ports and adaptation measures to mitigate sea level rise are all supported, along with resilience testing of all ports of national significance (including cyber).

7.2.3 ABR2 Project alignment with National Ports Policy

The ABR2 Project directly supports the policy goal of ensuring adequate and efficient capacity to meet growing demand. Forecasts indicate increasing Ro-Ro and Lo-Lo traffic, and failure to expand capacity would pose risks to Ireland's economy and trade. It addresses these pressures by enabling increased throughput and accommodating larger vessels, ensuring continued access to international markets. Furthermore, the project reinforces Dublin Port's role as a key economic gateway, supporting trade, competitiveness, and economic growth. Overall, ABR2 Project delivers on core National Ports Policy priorities by facilitating capacity expansion, operational efficiency, and long-term resilience. Policy clearly endorses and supports the proposed development contained in the ABR2 Project, as it recognises the need for expanded capacity to support regional, national and globe trade. This capacity has been identified as a crucial Government strategic objective.

7.2.4 Project Ireland 2040

The National Planning Framework (NPF) and the National Development Plan 2021-2030 (NDP) combine to form Project Ireland 2040, which is accompanied by the National Marine Planning Framework (NMPF), a maritime equivalent to the NPF. The NPF sets out the Government's vision and strategy for the development of Ireland to 2040. The NMPF delivers a clear policy context for managing Ireland's territorial waters. The NDP provides the enabling investment and capital expenditure projections to implement these strategies. Both the NPF and the NMPF reference significant alignment with the Sustainable Development Goals as provided by the UN Agenda 2030 for Sustainable Development[31] (which include good health and wellbeing, decent work and economic growth, sustainable cities and communities, climate action, life below water, life on land and partnership and goals).

In combination, the NPF, NMPF and NDP form Project Ireland 2040, which, when executed, will bring about improvements and growth to support a growing country.

7.2.4.1 National Planning Framework

The NPF[32], first published in July 2018, and which has undergone its first revision, is the primary articulation of spatial, planning and land use policy in Ireland. It is the uppermost policy in the Irish planning hierarchy, from which subsequent policies and frameworks are derived.

The preferred approach to planning the future spatial strategy is promoting compact development that focuses on reusing previously developed, *'brownfield'* land, building up infill sites, which may not have been built on before, and either reusing or redeveloping existing sites and buildings.

The goals of the NPF are set out as National Strategic Outcomes (NSOs). The most relevant to the ABR2 Project is NSO 4 - High Quality International Connectivity, which is considered

> *"crucial for overall international competitiveness, this will be achieved through key investments in our ports and airports in line with sectoral priorities already defined though National Ports Policy and National Aviation Policy and signature projects such as the Port of Cork – Ringaskiddy Development and planned investments at Dublin Airport, Dublin Port and Shannon Foynes".* (page 6)

[31] https://sdgs.un.org/2030agenda

[32] npf.ie/wp-content/uploads/National-Planning-Framework-First-Revision-April-2025-1.pdf

In terms of the implementation of NSO 4 with respect to ports and shipping, the NPF acknowledges the long-term international trend towards increased consolidation of resources to achieve optimum efficiencies of scale. It goes on to state:

> *"This effects [sic] vessel size, the depths of water required at ports and the type and scale of transport connections to serve ports and their hinterlands".* (page 160)

The very large proportion of national port freight traffic accommodated by the Tier 1 ports is noted. The role of these ports will be considered in tandem with long-term infrastructural requirements as part of the Regional Spatial and Economic Strategy and Metropolitan Area Strategic Plan processes. Nationally, several infrastructure objectives have been identified, including a need to facilitate the growth of Dublin Port and innovative land use models.

Chapter 7 of the NPF *'Realising our Island and Marine Potential'* provides further context on the role and development of ports, and advises that:

> *"the strategic importance of Ireland's port and shipping services in underpinning international trade and enabling economic growth cannot be overstated, with approximately 90% of our international trade moving by sea"* (page 100).

This strategic importance of Ireland's ports is linked to Ireland's position as an island nation, reliant upon high-quality, efficient ports to a much greater extent than many of our trading partners. The role of ports as key logistics and distribution hubs is noted, and the ability of the port and shipping sector to demonstrate agility and resilience through new route development to continental Europe following Brexit is acknowledged. The NPF states that:

> *"As a small open economy with a strong focus on international trade and export-led growth, we must be capable of delivering additional port capacity in a timely and predictable manner. National ports policy indicates that the three Tier 1 Ports of National Significance (Dublin, Cork and Shannon Foynes) have clear potential to lead the development of future port capacity in the medium and long term, when and as required".* (page 100)

The recent significant investment to position Ireland's ports for future growth and resultant significant improvements both in terms of capacity and capability is acknowledged, as is the fact that our ports are largely guided by individual long-term plans and strategic visions, ensuring a plan-led approach.

The NPF notes that port infrastructure requires development and associated activities on both land and within the nearshore, which often occurs close to environmentally sensitive areas.

The NPF states that:

> *"strategic plans for relevant Tier 1 and 2 ports and corresponding city growth strategies should align and be consistent with the broader aims and policies for the effective growth and sustainable development of the city regions".* (page 101)

With respect to Dublin City, while the NPF places a strong emphasis on development in the regions, Dublin will continue to play a key role for its region as a major centre of population and will be supported as the country's leading global city of scale. One of the key future growth enablers for Dublin as set out in the NPF is as follows:

> *"Facilitating the growth of Dublin Port through greater efficiency, including improved rail freight transfer options, automation and technology updates, limited expansion into Dublin Harbour and improved road access, particularly to/from the southern port area;"* (page 33)

The NPF contains several National Policy Objectives (NPOs) related to marine development (referenced within the National Marine Planning Framework 2021 as discussed below[33] including:

- *"NPO – 48: Regional, metropolitan and local development plans will take account of and integrate relevant maritime spatial planning issues…*
- *NPO – 49: Support the sustainable growth and development of the maritime economy and continue to invest in the seafood sector and our Fishery Harbour Centres, particularly in remote rural coastal communities and islands…*
- *NPO – 50: Ensure that the strategic development requirements of Tier 1 and Tier 2 Ports, ports of regional significance State Fishing Harbours and smaller harbours are addressed as part of the Regional Spatial and Economic Strategies, and plans at local level to ensure the effective growth and sustainable development of the city regions and regional and rural areas, in accordance with National Ports Policy…*
- *NPO – 51: Support the sustainable delivery of port and harbour infrastructure to facilitate the development, maintenance and operation of off-shore renewable electricity generating developments...*
- *NPO – 52: Ensure that Ireland's coastal resource is managed to sustain its physical character and environmental quality…*
- *NPO – 53: In line with the collective aims of national policy regarding climate adaptation and the associated legislative provisions, to take account of the effects of sea level changes and coastal erosion in planning and development management and to support the implementation of adaptation responses to limit risks to communities and coastal ecosystems from the impacts of coastal change…*
- *NPO – 54: Support the development of coastal change management plans to address the likely effects of sea level changes and coastal erosion and to support the implementation of adaptation responses…*
- *NPO – 55: To support, the progressive development of Ireland's offshore renewable energy potential, the sustainable development of enabling onshore and offshore infrastructure including domestic and international grid connectivity enhancements, non-grid transmission infrastructure, as well as port infrastructure for the marshalling and assembly of wind turbines and for the operation and maintenance of offshore renewable energy projects."*

  (pages 99-105)

The proposed development comprised within the ABR2 Project strongly aligns with the objectives and policies contained within the NPF, particularly as it relates to maintaining economic growth through port expansion to deliver additional port capacity. To this extent, the growth of Dublin Port is directly supported by the NPF under NSO 4 and NPO 50. The proposed development facilitates the concentration of port activities on existing port lands to deliver the additional port capacity required to support future economic development. In line with the principles of compact growth, Dublin Port is to maximise the utilisation of brownfield lands rather than the need to resort to significant infill/reclamation options further east into Dublin Bay. The ABR2 Project is aligned with this principle and is consistent with national planning policy.

[33] The National Planning Framework (NPF) recognises the importance of integration between land and marine planning (Chapter 7), and the many shared aims and overlapping areas of co-ordination and activity across the two regimes. The NPF contains six national planning objectives that are specific to the marine sector.

7.2.4.2 National Marine Planning Framework

Marine Spatial Planning (MSP) in Ireland is underpinned at the highest level by the European Marine Spatial Planning Directive (Directive 2014/89/EU) (MSPD). Ireland's first marine spatial plan, National Marine Planning Framework[34] (NMPF), published in June 2021, serves as a parallel to the NPF, and enables the Government to set a clear direction for managing Irish seas, clarify objectives and priorities and direct decision makers, users and stakeholders towards strategic, plan-led, and efficient use of marine resources. The NMPF has been prepared with an ecosystem-based approach and has been informed by the best available knowledge.

The NMPF includes several overarching objectives for our marine environment. Underlying policies are then provided to assist in the achievement of each objective. The overarching objectives are organised under key themes as follows:

Environmental – Ocean Health:

> *"Comprehensive, integrated management of human activities-based on the best available scientific knowledge about the ecosystem and its dynamics, in order to identify and take action on influences which are critical to the health, diversity and productivity of marine ecosystems, thereby achieving sustainable use of ecosystem goods and services and the maintenance of ecosystem integrity. This objective is derived from the description of the ecosystem approach set out by OSPAR. It will be achieved through specific environmental policies that are aligned to Ireland's achievement and maintenance of Good Environmental Status (GES)."* (page 29)

Economic – Thriving Ocean Economy:

- *"Promote the sustainable development of a thriving ocean economy.*
- *Promote the development of vibrant, accessible and sustainable rural coastal and island communities.*
- *Help realise the potential of marine resources in an integrated fashion and deal with interaction between different interests in a fair, balanced and transparent manner, including those who are employed in the marine sector."* (page 76)

Co-existence

> *"To encourage effective use of space to support existing and future sustainable economic activity through co-existence, mitigation of conflicts and minimisation of the footprint of proposals."* (page 80)

Social – Engagement with the Sea

- *"Establish robust governance, policy and planning frameworks to enable and promote the development of vibrant, accessible, resilient and sustainable coastal and island communities.*
- *To promote the preservation and enjoyment of marine-related cultural and heritage assets.*
- *To strengthen our maritime identity and increase awareness of the value, opportunities and social benefits of engaging with the sea.*
- *Establish policy and planning frameworks to enable sustainable utilisation of our marine resources, with an emphasis on ensuring effective and meaningful public and stakeholder participation in planning processes.*

[34] https://www.gov.ie/pdf/?file=https://assets.gov.ie/139100/f0984c45-5d63-4378-ab65-d7e8c3c34016.pdf#page=null

- *Address land and sea interactions and promote integration, co-ordination and coherence between land and marine planning systems".* (page 84)

Many of the planning policies specify a requirement that proposals must demonstrate that they will, in order of preference: a) avoid, b) minimise, or c) mitigate significant adverse impacts on the subject matter of the policy. To comply with this requirement, proposals must demonstrate how avoidance of significant adverse impacts is considered as the preferred option. If the proposal demonstrates that significant adverse impacts cannot be avoided, the proposal must then proceed to consider minimising significant adverse impacts. If the proposal demonstrates that significant adverse impacts cannot be avoided or minimised, the proposal must then proceed to consider mitigating significant adverse impacts.

Appendix D of this Report demonstrates the manner in which the ABR2 Project will avoid, minimise and mitigate potential impacts, with respect to the policies set out in the NMPF, including but not limited to those relating to Ports, Harbour and Shipping.

The policies addressed within **Appendix D** comprise of overarching marine policies on sub-topics within the key themes discussed above:

- Environmental – Ocean Health (including Biodiversity, Protected Marine Sites, Non-indigenous Species, Water Quality, Sea-floor and Water Column Integrity, Marine Litter, Underwater Noise, Air Quality and Climate Change policies).
- Economic – Thriving Maritime Economy (including Co-existence and Infrastructure policies).
- Social – Engagement with the Sea (including Access, Employment, Heritage, Rural Coastal and Island Communities, Seascape and Landscape, Social Benefits and Transboundary policies).

Appendix D considers each overarching marine policy individually and demonstrates how the ABR2 Project is consistent with these policies. It also considers each of the sectoral marine policies set out within the NPMF and systematically demonstrates, where these are pertinent to the ABR2 Project, how it is consistent with that policy. Where specific sectoral policies are not of relevance to the ABR2 Project, these policies are included for completeness, and a statement to that effect is provided for the avoidance of doubt. The sectoral policies relate to:

- Aquaculture
- Defence and Security
- Natural Gas Storage
- Offshore Renewable Energy
- Petroleum
- Transmission
- Fisheries
- Mineral Exploration and Mining
- Ports, Harbours and Shipping
- Safety at Sea
- Seaweed Harvesting
- Sports and Recreation
- Telecommunications
- Tourism

- Wastewater Treatment and Disposal.

Where appropriate, references to appropriate sections of the EIAR for the ABR2 Project have been provided to further explain how the proposed development aligns with relevant policies.

The NMPF discusses '*Key Issues for Marine Planning'* and, with respect to ports, states as follows:

> *"Ports and shipping are the country's trading lifeline. Safeguarding access to ports, harbours and navigation channels is vital to the national economy. The safety and security of shipping and ports must be taken into consideration when considering all other applications for activity or development in the vicinity of ports or shipping channels…*
>
> *Brexit has brought into renewed focus the importance of Ireland's ports as nodes in the logistics chain and in keeping Ireland connected internationally. As the economy grows, the ability of our ports to respond by adding capacity and adjusting to new environmental and technological demands is imperative to ensure the sustainability of our economic success. Marine development should not be permitted where it would restrict access to, or future expansion of, commercial ports or the development of new ports, which may be needed in the future."* (page 154)

The NMPF recognises that all Tier 1 ports are currently engaged in significant phases of infrastructure investment in relation to their masterplans, and states:

> *"Dredging is essential to maintain channels and deepen berths especially as the sector is moving to ever-larger ships with greater capacity. Dredged material may be disposed of at marine sites licensed by the EPA or, if possible, used for alternative purposes such as land reclamation or beach nourishment to minimise disposal at sea. Locations of disposal sites may change over time for a variety of reasons, for example the exhaustion of site capacity, monitoring requirements, or the need for new sites in additional locations. Designated areas are required to dispose dredged material to ensure that ports subject to silting can be kept operational and maintain their depths, especially when urgent dredging is required after storm activity. Identification of new dredge disposal sites should be supported by robust feasibility and site selection and should include a review of existing sites in the context of climate adaptation."* (page 155)

In terms of growth, the NMPF states:

> *"Freight volumes are expected to continue to increase over the coming decades, while vessel sizes are also predicted to grow and vessel types set to further diversify. In this context accessibility, capacity and navigational safety will be significant challenges for all players and port development will trend seawards. Allocation of sufficient space for future growth, the strategic identification of long-term port locations and development of existing ports all need to be factored into long-term economic and spatial planning (terrestrial and marine)."* (page 155)

With respect to interactions with other activities, the NMPF notes that all marine sectors rely on ports and shipping activities.

The NMPF seeks to ensure that all activities and required infrastructure and maintenance efforts are supported and uninterrupted by other maritime development, owing to the national strategic importance of Irish ports, especially Dublin Port, given that it accounts for almost 50% of all trade in the State.

The ABR2 Project has been considered in the context of the NMPF and represents the final phase toward ensuring that Dublin Port fulfils and carries out its function as a Tier 1 port within the EU and National port hierarchies.

7.2.4.3 National Development Plan

The implementation of the NPF will be fully supported by the Government's investment strategy for public capital investment. The National Development Plan 2021-2030[35] (NDP) identifies the strategic priorities for public capital investment in order to underpin the implementation of the NPF and NMPF.

The NDP identifies strategic priorities for public capital investment in order to underpin the implementation of the NPF and NMPF.

NSO 6 *"High-Quality International Connectivity"* seeks to target continued investment in port and airport connections to the UK, EU and the rest of the world.

The NDP notes that major capital infrastructure programmes are currently ongoing in Tier 1 Ports, namely Dublin, Cork and Shannon Foynes. These will enhance national and international connectivity, provide for future increases in trade and national port capacity requirements by facilitating more vessels, larger sized vessels and increased tonnage and throughput. The NDP adds that none of these projects receive exchequer funding. However, strengthening access routes to Ireland's ports through investment to upgrade and enhance the transport network to improve journey times is and remains a Government priority.

One of the projects discussed within the NDP is the redevelopment of Alexandra Basin, including dredging works, which is now proposed to be completed under ABR2. The NDP states that this investment:

> *"will help future-proof the port in terms of being able to facilitate larger sized vessels into the future (in terms of both length and draft) and provide for increased capacity."* (page 110)

As noted in the NDP, major capital infrastructure programmes do not receive exchequer funding; however, the ABR2 Project will contribute towards the achievement of NSO 6 *"High-Quality International Connectivity"* which is central to the delivery of the NPF.

The ABR2 Project aligns strongly with the objectives which underpin the NPF, NMPF and NDP. Together, these frameworks emphasise sustainable growth, enhanced international connectivity, and the provision of critical infrastructure to support Ireland's expanding population and economy.

The ABR2 Project directly supports NSO 4 and NSO 6 (High-Quality International Connectivity) by facilitating the continued growth and efficiency of Dublin Port, a key national and international gateway handling a significant proportion of Ireland's trade. In line with the NPF, the ABR2 Project contributes to increased port capacity, enabling the accommodation of larger vessels and rising freight volumes, thereby safeguarding Ireland's competitiveness as an island economy. The ABR2 Project is also consistent with the NPF's focus on compact growth, maximising the use of existing brownfield lands within Dublin Port rather than requiring significant expansion into Dublin Bay.

From a marine planning perspective, the project supports NMPF objectives by safeguarding port access, enhancing capacity, and ensuring sustainable use of marine resources.

Furthermore, it aligns with the NDP's investment priorities by contributing to nationally significant port infrastructure that will future-proof capacity and support long-term economic growth.

7.2.5 National Adaptation Framework 2024

The National Adaptation Framework 2024 (NAF)[36] was published following a statutory review of the first NAF 2018. The initial NAF was required to comply with the Climate Action and Low Carbon Development Act of 2015 (the Climate Act), subsequently amended in 2021. It seeks to create a unified approach involving both government and society to adapt to climate change, outlining how various sectors and local authorities can implement adaptation measures to minimise Ireland's

[35] https://www.gov.ie/pdf/?file=https://assets.gov.ie/200358/a36dd274-736c-4d04-8879-b158e8b95029.pdf#page=null

[36] national-adaptation-framework-2024-0fa761a3-84e5-4bcf-ac40-0f91f6431ae8.pdf

vulnerability to the adverse effects of climate change and take advantage of any beneficial impacts. Adaptation strategies are to be integrated into policymaking, infrastructure development and local planning.

The 2022 review identified evolving policies, increased knowledge about climate change, and a noticeable increase in the frequency and severity of climate impacts. With respect to implementation, the NAF confirms that it *"does not provide consent or establish a framework for granting consent and will not be binding on any decisions relating to the granting of consent"*. The NAF sits alongside statutory documents that form the framework for future development consent of projects.

The NAF requires the preparation of Sectoral Adaptation Plans (SAPS), including one for the transport sector, which are to align with local authority Climate Action Plans where practicable. The current Transport Sectoral Adaptation Plan 2025 (T-SAP-II)[37] was published on 14th November 2025. It comprises of a strategic document to promote long-term resilience to climate change impacts (occurring already and predicted in future) in Ireland's transport system (e.g. floods, storms, heatwaves, sea-level rise and other climate-related impacts) to protect against journey disruption and infrastructural damage.

The sectoral overview of maritime transport reiterates the importance of Ireland's maritime sector, with respect to the transport of traded goods. Dublin Port is highlighted due to the proportion of national throughput of freight and passengers it facilitates. Irish ports processed 51,063 tonnes of goods in 2024, a 7% increase from 2023, according to the T-SAP-II.

Challenges for ports identified in the T-SAP-II are ongoing logistical difficulties and costs requirement for dredging; spatial constraints such as limited land availability; and regulatory and planning barriers, all of which can hinder port expansion. Despite this, the significant investments made by ports such as Shannon Foynes, Cork, Dublin, and Rosslare Europort to increase overall capacity, as well as to support development and maintenance of offshore renewable energy (ORE) wind turbine installation and operation are noted. The T-SAP-II identifies key infrastructure developments for ports as including:

- Dublin Port 3FM Project – Designed in accordance with the Dublin Port Masterplan 2040, the project has multiple elements to deliver, ensuring that port capacity remains ahead of demand;
- Dublin Port MP2 Project – Awarded €73.8 million in funding from the EU's Connecting Europe Facility for Transport, it will increase the capacity of Dublin Port through the construction of new berths and installation of shore-to-ship power. The ABR2 Project needs to be completed to enable the MP2 Project to operate.

Port infrastructure will need to be more resilient in future in the context of climate-related weather impacts to ensure resilience of sea connectivity. Impacts such as storm damage to berths, increased sand movements and sedimentation and cancellation of vessels with shallow drafts are noted as impacts from Storm Brendan on Dublin Port (as a case study). Outside of this framework, it is noted that DPC has recently undertaken urgent repair works at the Great South Wall Roundhead. Further medium- to long-term works will be required to enhance the structure's resilience to future storm-related impacts.

Cascading risks to other sectors such as tourism are identified, whereby ferry cancellation for example results in reduced visitor numbers and loss of economic activity.

Adaptation measures to climate risks to ports are to be incorporated into the port masterplans by 2030.

The ABR2 Project aligns with the NAF by integrating climate resilience into critical port infrastructure at Dublin Port. It addresses key risks identified in the Transport Sectoral Adaptation Plan 2025,

[37] Transport_Sectoral_Adaptational_Plan_T-SAP_II.pdf

including storms, sea-level rise, and sedimentation, through upgrades such as dredging and berth improvements. The project supports continued port operation and capacity under changing climate conditions, while enabling related developments and safeguarding national connectivity. In doing so, it reduces the risk of disruption to trade and economic activity. Overall, ABR2 Project contributes to a more resilient and sustainable maritime transport system, consistent with national climate adaptation objectives.

7.2.6 Climate Action Plan 2025

The Climate Action Plan 2025 (CAP25)[38] is the fifth overall and the third to be prepared under the Climate Act. It sets out a plan for (remains in force pending the finalisation of CAP26) to prepare for the challenges of Ireland's second carbon budget period 2026-2030.

The focus for maritime transport is on maximising rail freight and decarbonising fuel. The anticipated revised NPP will be aligned with CAP25, the NAF 2025 and the T-SAP-II, and will endeavour to follow the Climate Change Advisory Council's recommendation on prioritising measures for the strengthening of Irish Ports' climate resilience. Furthermore, according to CAP25, the anticipated revised NPP will recognise and facilitate the role of ports in enabling energy transitions in the future (including the decarbonisation of shipping and the wider logistics chain).

With respect to the marine environment, CAP25 acknowledges developments including movement on the Marine Protected Areas Bill[39] which will enable the designation and management of Marine Protected Areas (MPAs); completion of ecological sensitivity analyses of the Irish Sea which identifies suitable areas for future MPAs; and the publication of a draft Marine Strategy Part 1, an in-depth assessment of Ireland's marine environment. By 2030 it is envisaged that 30% coverage of the Irish maritime area by MPAs will be achieved. It is also planned that there will be statutory ocean environment policy statement in future, setting out government objectives and targets for the marine environment. Increases in the areas classified to be designated as Special Protection Areas for marine birds have also occurred.

Work in developing indicators for the monitoring and assessment of climate change on the marine environment, and on data collection and research in this field is also noted.

The annex of actions of CAP25 includes actions for the transport sector and for the marine environment. These include:

- TR/25/13: Review of the NPP to set a policy framework to contribute to the decarbonisation of maritime transport and the wider logistics chain and to support the development of Offshore Renewable Energy, and
- MA/25/1: Prepare Ministerial Guidelines for Competent Authorities on Designated Maritime Area Plans (DMAPs).

As outlined above, the review of the NPP is currently underway[40]. The guidance on preparation of DMAPs has not yet been published at the time of writing and there is currently no DMAP as yet for the east coast. An assessment of the ABR2 Project with respect to climate is provided within Chapter 11, Volume 2 of the EIAR.

7.2.7 National Biodiversity Action Plan 2023-2030

Ireland's National Biodiversity Action Plan 2023-2030 (NBAP)[41] sets out five objectives to assist in the protection and conservation of biodiversity in Ireland. These are set out in **Table 7-1** below.

[38] DECC_Climate_Action_Plan_2025_Main_Report_-_Final_Web.pdf

[39] A General Scheme for the Maritime Area Planning (Marine Protected Areas) (Amendment) Bill was approved by government in November 2025.

[40] Revision_National_Ports_Policy_Consultation_version.pdf

[41] 4th-national-biodiversity-action-plan.pdf

Table 7-1: The Five Objectives of Ireland's National Biodiversity Action Plan

The Five Objects of Ireland's National Biodiversity Action Plan
Adopt a Whole-of-Government, Whole-of-Society Approach to Biodiversity
Meet Urgent Conservation and Restoration Needs
Secure Nature's Contribution to People
Enhance the Evidence Base for Action on Biodiversity
Strengthen Ireland's Contribution to International Biodiversity Initiatives

Source: Ireland's National Biodiversity Action Plan 2023-2030

Targets included within the NBAP include that by the end of 2026, all local authorities will have a Biodiversity Action Plan; that there will be enhanced implementation of the Birds and Habitats Directive; that by 2027 Ireland's rivers, lakes and coastal water bodies are restored to at least good ecological status; and that by 2026 Ireland is meeting all requirements for its transitional, coastal and marine environment under the Water Framework Directive and the Marine Strategy Framework Directive, and achieving and maintaining High or Good Ecological Status and Good Ecological Status, respectively.

In respect of the Marine Strategy Framework Directive, it is intended that the marine environmental standards shall be integrated into the planning, consenting and operational systems for human activities in the maritime area. This objective is to ensure that resources are used sustainably, and marine biodiversity and ecosystem services are conserved and restored. Attaining these actions involves the implementation of the NMPF.

The ABR2 Project aligns with the NBAP by integrating biodiversity considerations into its planning and design. It supports conservation objectives by applying measures to avoid, minimise, and mitigate impacts on marine habitats, in line with EU environmental directives. The project contributes to sustainable use of marine resources, helping to maintain ecosystem services while supporting economic activity. It also strengthens the evidence base through environmental assessment and supports Ireland's wider biodiversity commitments. Overall, the ABR2 Project is consistent with NBAP objectives by promoting sustainable port development while protecting marine and coastal biodiversity.

7.2.8 Draft National Nature Restoration Plan 2026

Following a consultation process, Ireland was to submit its first Draft National Nature Restoration Plan (DNNRP) to the European Commission by 1 September 2026 to comply with the EU Nature Restoration Law Regulation of 2024 and the subsequent Commission Implementing Regulation of 2025.

In terms of the diversity of our natural environment, our DNNRP recognises that *"As an island nation, Ireland relies heavily on the marine area for employment, energy, food and associated resources, leisure, wellbeing and tourism, transport, communications, education, and research. A significant level of culture and heritage is integrally embedded within the national relationship with the marine environment. The transboundary nature of the marine environment requires a coordinated approach to monitoring and management across territorial boundaries …."*

With respect to socio-economic impacts and foreseeable benefits of restoration, the DNNRP recognises the important roles of coastal and marine ecosystems in protecting water quality, biodiversity and assisting in efforts to address climate change; providing the basis for essential Irish economic activities such as fisheries, water quality and tourism; and providing direct benefits through recreation, social connection, and well-being.

The DNNRP notes that while inter alia transport infrastructure can place pressure on habitats, avoidance of sensitive sites where possible, nature inclusive design and compensatory restoration can ensure that biodiversity objectives and development targets are achieved together.

With respect to other measures, as discussed above under CAP25 with respect to MPAs, the aim of expanding Ireland's network of to reach a target of 30% coverage of the maritime area by 2030 is included under the Marine Protected Areas LIFE project, of which the core goal is to *"make a major contribution to protecting, conserving and enabling the recovery of Ireland's marine ecosystems"*. The Marine Strategy Framework Directive Marine Strategy Part III: Programme of Measures (PoM) is also identified whereby it forms a central element of Ireland's commitment to ensuring Europe's marine waters are *"clean healthy, biologically diverse and sustainably used"*; actions within the PoM include those relating to Nature-Based Solutions in coastal and marine systems, to protect biodiversity, improve resilience to climate change and reduce the impact of pollution and guidance on reducing underwater noise pollution to protect marine mammals. Environmental Targets include addressing both existing and emerging pressures, implementing measures to restore ecosystems, and enhancing the condition of the marine environment. The mapping of Ireland's marine ecosystems is also an important measure.

The ABR2 project avoids sensitive habitats, includes for the removal and treatment of contaminants from sediments within the marine environment and thus will align with the DNNRP.

7.3 Regional Policy

7.3.1 Regional, Spatial and Economic Strategy for the Eastern and Midland Region

The Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region, including the Metropolitan Area Spatial Plan (MASP) for Dublin, was adopted in January 2020 by the Eastern and Midland Region Assembly (EMRA). The RSES is a strategic plan and investment framework to shape the future development of the region to 2031 and beyond. A key challenge facing the Eastern and Midland Region, along with all other regions, is the transition to a low-carbon society. For the RSES, this means five primary areas of transition which are at the core of the Strategy:

- *"sustainable development patterns which promote compact growth, reduce transport demand and encourage low carbon transport modes;*
- *sustainable transport systems (people and freight);*
- *carbon storing and sequestering land uses;*
- *energy efficient buildings and industry; and*
- *renewable energy".* (page 23)

The RSES provides for strategies including, inter alia, an investment framework to prioritise the delivery of key enabling infrastructure and services by government and state agencies and a climate action strategy to accelerate climate action, ensure a clean and healthy environment and to promote sustainable transport and strategic green infrastructure.

The RSES, prepared in accordance with the NPF, sets the context for each local authority within the Region to develop county and city development plans in a manner that will ensure national, regional and local plans align. It is guided by a vision statement that reads:

> *"To create a sustainable and competitive Region that supports the health and wellbeing of our people and places, from urban to rural, with access to quality housing, travel and employment opportunities for all."* (page 6)

The RSES provides the basis for the integration of land use and transport planning in the Region, informing the preparation and implementation of plans, programmes and projects at all levels. To achieve this, guiding principles are to be applied in statutory land use plans, taking into consideration the requirements of both urban and rural areas across the Region. These include:

- **A Spatial Strategy** – to manage future growth and ensure the creation of healthy and attractive places to live, work, study, visit and invest in.
- **An Economic Strategy** – that builds on our strengths to sustain a strong economy and support the creation of quality jobs that ensure a good living standard for all.
- **Metropolitan Plan** – to ensure a supply of strategic development areas for the sustainable growth and continued success and competitiveness of the Dublin Metropolitan Area.
- **Investment Framework** – to prioritise the delivery of key enabling infrastructure and services by government and state agencies.
- **Climate Action Strategy** – to accelerate climate action, ensure a clean and healthy environment and to promote sustainable transport and strategic green infrastructure.

Regional Policy Objectives (RPOs) of the RSES include RPO 8.5 on freight transport:

> *"To support the preparation of a regional strategy for freight transport in collaboration with the relevant transport agencies and the other Assemblies".* (page 188)

With respect to the profile of the region, the RSES notes that the Dublin region is the main global gateway to Ireland, and that there is continued growth both in the volume of imported and exported goods through Dublin Port.

The RSES defines the Dublin - Belfast Economic Corridor, which is contained within the Eastern Corridor (one of three strategic corridors identified), as the largest economic agglomeration in Ireland with Belfast Harbour and Dublin Port among the transport facilities identified therein. The RSES supports the development of the Dublin - Belfast Economic Corridor through targeted investment in transport infrastructure and services complementing and maintaining its function as part of the EU TEN-T core network.

The RSES notes that the Dublin City and Metropolitan Area accounts for about half of the Region's population or a quarter of the national population, as well as being the largest economic contributor in the state. As Ireland's only international city of scale, Dublin acts as the global gateway to Ireland and its influence extends well beyond its administrative boundaries. Growth Enablers for Dublin City and Metropolitan Area include:

> *"Protect and improve access to the global gateways of Dublin Airport and Dublin Port for the Region and to serve the Nation, and safeguard and improve regional accessibility and service by rail, road and communication, with a key focus on the Dublin-Belfast Economic Corridor."* (page 34)

The RSES recognises that Ireland's port and shipping services play an important role as enablers of economic growth, noting that the Region is home to the largest seaport in the country, Dublin Port. The RSES states that given the nature and function of ports, combined with the location interfacing with the marine environment, there is potential for environmental conflict with the existing ecosystem. It continues that this sensitivity is further increased by the proximity of most of the Region's ports to designated sites.

To minimise potential impacts on EU protected habitats, the RSES advocates that brownfield port developments which maximise the capacity of existing port sites should be prioritised over greenfield developments.

It continues that the approach to port development in the region shall adhere to the European Commission guidelines on the Implementation of the Birds and Habitats Directives in Estuaries and Coastal Zones. The commissioning of the National Ports Capacity Study to assess the capacity of the national port network is referenced.

In terms of port facilities, the RSES acknowledges that the NPP and the national hierarchy or tiering of ports recognises the long-term international trend in ports and shipping towards increased consolidation of resources to achieve optimum efficiencies of scale. It notes that this has knock-on

effects in terms of vessel size, the depths of water required at ports and the type and scale of port hinterland transport connections. As noted, the RSES acknowledges that the NPP seeks to ensure that the strategic development requirements of Tier 1 Ports and other ports and harbours are addressed to ensure their effective growth and sustainable development at a national and regional level.

With specific regard to Dublin Port, the RSES notes that it is the largest port in the Country handling almost 50% of all trade in Ireland and that it has seen trade volumes grow by 35.7% over the previous five years. Dublin Port is recognised in this RSES as a critical national facility; a key economic driver for the Region, the nation and an integral part of Dublin City, in line with the Dublin Port Masterplan 2040, as reviewed in 2018.

Regional Policy Objectives (RPOs) guiding the development of ports and specifically Dublin Port within the RSES state:

> *"RPO 8.21: The EMRA will support the role of Dublin Port as a Port of National Significance (Tier 1 Port) and its continued commercial development, including limited expansion and improved road access...*
>
> *RPO 8.23: The EMRA supports the protection of the marine related functions of ports in the Region in order to ensure the future role of ports as strategic marine related assets is protected from inappropriate uses, whilst supporting complimentary economic uses including the potential for facilitating offshore renewable energy development at ports.*
>
> *RPO 8.24: The EMRA supports the undertaking of feasibility studies to determine the carrying capacity of ports in relation to potential for likely significant effects on associated European sites including SPAs and SACs."* (page 190)

To achieve the vision, the Dublin Metropolitan Area Strategic Plan (MASP) identifies several Guiding Principles for the sustainable development of the Dublin Metropolitan Area. With respect to Dublin Port, these include:

> *"Dublin as a Global Gateway – In recognition of the international role of Dublin, to support and facilitate the continued growth of Dublin Airport and Dublin Port, to protect and improve existing access and support related access improvements."* (page 95)

In March 2026, the EMRA published an issues paper, the Pre-Draft Public Consultation Strategic Issues Paper (the Issues Paper)[42] to inform the review of the RSES. This Issues Paper confirms that the Eastern and Midland Region has the highest and fastest growing population in Ireland; over 2.5 million people live in the smallest land area of the three regions. 1.5 million of these live in the Dublin Metropolitan Area. The region is described as the national economic engine, whith more than 1.3 million jobs and half of the National Domestic Product (NDP) provided here. The importance of the Dublin-Belfast Economic Corridor is highlighted as the largest economic agglomeration on the island of Ireland and forming part of the TEN-T network. The Issues Paper notes that international trade and economic activity that involves moving Irish goods by sea is underpinned by Dublin Port, which is a key logisitics and distribution hub. From an environmental perspective the recognition by UNESCO of Dublin Bay (North Bull Island) as a Biosphere for rare and internatinoally important wildlife and habitats is noted.

The Issues Paper discusses the matters to be considered within the next revision of the RSES under a number of themes; those most relevant to the proposed development are:

- Connectivity and Infrastructure
- Climate and Environment

[42] Pre-DRAFT RSES Public Consultation - Strategic Issues Paper | Eastern and Midland Regional Assembly's Consultation Portal

- Marine Spatial Planning and Coastal Zone Management
- Dublin Metropolitan Area Strategic Plan.

The key issues for Connectivity and Infrastructure for the region include reference to Dublin Port as the largest in the county, handling 80% of cargo freight in the State, and comprising of an international gateway which is key for economic competitiveness in the TEN-T network. In keeping with the provisions of the NPF, the Issues Paper advises that the RSES will:

> *"support the strategic roles of Dublin Airport and Dublin Port and safeguard these assets as the State's primary international gateways….the review of the RSES provides an opportunity to reflect on how the wider systems of national and international connectivity operates across different transport modes."* (page 24)

For Climate and Environment, it is acknowledged that the new RSES must make provision for marine and coastal matters, facilitating the co-ordination of land-sea interactions and coastal zone management, and responding to sea-level change in a manner that is consistent with the NMPF. Key issues under this theme include the maintenance of water quality, and proactive measures via plan-led adaptation responses to address sea-level rise, coastal flooding and erosion.

Marine Spatial Planning and Coastal Zone Management is an important theme for the region which contains more than 270km of coastline; the coastal and maritime area of the region is described as thriving and bustling. The Issues Paper states that:

> *"The RSES shall make provision for:*
>
> - *A strategy relating to marine and coastal matters that facilitates the coordination of land-sea interactions for coastal planning authorities within the region, and*
> - *Coastal zone management as a consequence of sea level change, including the identification of strategic infrastructure". (page 31)*

Further, it states that:

> *"The RSES will support the implementation of the NMPF, the National Marine Policy Statement and the NPF."* (page 31)

Integrated land and marine planning are considered necessary to implement sustainable development goals, protect the coast (including the 'Good' environmental status in the marine and coastal environment), support coastal communities and improve their well-being and quality of life, and support the coastal and maritime economy.

Key issues under this theme are identified as including:

- Sustainable Use and Management of Coastal and Maritime Areas
- Climate Resilience (mitigation and adaptation measures will need to be incorporates into the RSES to account for a one metre sea level rise this century; nature-based solutions will be promoted).
- Designated Maritime Area Plans – aligning and supporting the preparation of DMAPs, and the designation of MPAs by 2030.
- Sustaining Coastal Communities and Economies – including supporting necessary infrastructure, the maritime economy and smart specialisation building on strengths.
- Port and Port Infrastructure – *"The RSES will promote the role, function and long-term infrastructural requirements of strategic ports particularly Tier 1 & 2 ports (as per the National Ports Policy) linked with the effective growth and sustainable development of the Dublin City Region. The RSES will emphasise the role of ports and port infrastructure in facilitating Offshore Renewable Energy (ORE), its development, maintenance and operation, while ensuring protection of biodiversity."* (page 32)

- Electricity Transmission Grid – the need to upgrade and extend onshore, offshore and non-grid infrastructure to enable connections including support for the development of a national sub-sea interconnector around Ireland to allow connection to the European transmission grid.
- Interjurisdictional Coordination and Cooperation - to be supported within the region, on the island, transboundary / with the UK or the EU so that there is coherent planning of the shared sea basin.
- Implementing an Integrated Land and Marine Planning Approach.
- Protecting the Marine Environment – noting the emphasis within the NMPF on avoiding, minimising or mitigating significant adverse impacts on the marine environment.

With respect the review of the Dublin MASP, measures to be included to secure effective implementation and monitoring are listed, which include:

- Indicating priorities for infrastructure of scale, including transportation infrastructure and providing an order of priority for its provision.
- Identifying the investment and actions for different sector which are necessary to deliver the planned growth and development.

Key issues identified include the provision of enabling in and transportation with an undertaking to support Dublin Port as a vital national entry point and logistics hub. The Dublin Bay Biosphere is to be protected and the targets of 'no net loss' with respect to biodiversity are supported.

The RSES recognises that Dublin Port is one of five major ports classified as Tier 1 / Tier 2 ports in the National Port Policy and categorised as a core port in the EU's TEN-T network. Dublin Port is recognised in this RSES as a critical national facility; a key economic driver for the region and the nation and an integral part of Dublin City.

The ABR2 Project seeks to redevelop lands which have an existing port use. The completion of the ABR2 Project is critical to facilitating the throughput of passengers and freight in the most efficient manner allowable on the Port's current footprint. Planned increases in port capacity up to 2040 must be implemented to ensure that the Port has the necessary infrastructure to meet developments in shipping internationally where larger ships are becoming the industry norm.

The ABR2 Project is consistent with the principles of sustainable development as set out in the RSES in that it optimises otherwise underutilised land and is further consistent with regional infrastructure policy and objectives.

7.3.2 Transport Strategy for the Greater Dublin Area, 2022 - 2041

The Transport Strategy for the Greater Dublin Area, 2022 to 2042[43], prepared by the NTA sets out the manner in which transport will be developed across the Greater Dublin Region (covering Dublin, Meath, Wicklow and Kildare) up to 2042 (GDA Transport Strategy).

The strategy has been developed to be consistent with the spatial planning policies and objectives set out in the RSES. These objectives in turn are consistent with the NPF and the NDP as set out in Project Ireland. This strategy is also based on national policies on sustainability as set out in climate action and low carbon legislation, and in climate action plans.

The strategy highlights that Dublin Airport and Dublin Port are two of the most important economic assets in the State. It acknowledges that it is the responsibility of the NTA, through this strategy, to ensure that the landside transport network meets the requirements of these international gateways. In relation to Dublin Port, while the volumes of passenger trips generated are significantly lower than those generated by Dublin Airport, port-related passenger trips are also of primary economic

[43] nationaltransport.ie/wp-content/uploads/2023/01/Greater-Dublin-Area-Transport-Strategy-2022-42-1.pdf

importance. The location of the Port is also a factor which places additional emphasis on the need to cater appropriately for goods vehicles. This strategy incorporates additional road access, protection of the national road network, public transport, HGV management and demand management measures across the city-region which will facilitate more efficient operations of Dublin Port, in tandem with the requirements of the wider city. Additionally, there is a requirement for Dublin Port to be fully integrated into the regional transport system to facilitate passengers who wish to travel by ferry without the use of a private car. Measure INT2 - International Gateways states:

> *"It is the intention of the NTA, in conjunction with public transport operators, TII, and the local authorities, to serve the international gateways with the landside transport infrastructure and services which will facilitate their sustainable operation.*
>
> *Throughout the lifetime of the strategy, the NTA will continue to work with Dublin Port Company, other port and harbour operators and DAA in respect of Dublin Airport, in monitoring, assessing and delivering these transport requirements."* (page 75)

In line with RPO 8.5 of the RSES the NTA supports the development of a strategy for freight transport in recognition of the need to reduce the carbon-intensity of freight movements and be cognisant of the inter-regional nature of freight movements, driven in particular by the scale and strategic importance of Dublin Port and Dublin Airport, along with the high concentration of logistics and industrial activity within the GDA.

It is a key objective of the NPF under NSO 4 - High Quality International Connectivity and the RSES to safeguard and improve access to Dublin Port and Dublin Airport, as two primary national gateways. Measure FREIGHT2 - Strategy for Sustainable Freight Distribution states:

> *"It is the intention of the NTA, in collaboration with other authorities, including TII and Irish Rail, and stakeholders to prepare a Strategy for Sustainable Freight Distribution for the Greater Dublin Area – to inter alia, support the decarbonisation of the freight sector, to seek to further integrate smart technologies in logistics management and to reinforce the important role that the strategic road and rail network play in the efficient movement of freight."* (page 198)

In this regard, the Sustainable Freight Distribution Framework: Greater Dublin Area (GDA) Sprint Report was since been published (July 2021). This framework was created to guide the process of producing the Sustainable Freight Distribution Framework for the Greater Dublin Area, which itself was published in November 2022.

Underpinning the GDA Transport Strategy's measures relating to freight, delivery and servicing, there is an associated requirement by planning authorities in the GDA for the clear identification in development plans, of appropriate locations for freight intensive developments, and the implementation of Distribution and Servicing Plans for such developments as part of the planning process. Measure FREIGHT3 – Planning Policy and Freight states:

> *"It is recommended that local authorities in the GDA, with the input of the NTA and TII, identify appropriate locations for freight-intensive developments in their Development Plans."* (page 199)

The strategy advises that HGV management proposals may include following in plans:

> *"Ensure that the Dublin Tunnel continues to perform its primary function of providing access to Dublin Port for freight traffic.*
>
> *Provision for appropriate Mobility management planning at key freight intensive locations such as Dublin Port, Dublin Airport and Dublin City Centre."* (page 199/200)

With respect to the move of freight by rail, Measure FREIGHT5 – Rail Freight commits to supporting the implementation of the outcomes of the Rail Freight 2040 Strategy.

The ABR2 Project will contribute towards Dublin Port facilitating additional growth in capacity. The need to facilitate the expansion of activity at Dublin Port into the future is fully recognised by the

strategy. Importantly, the ABR2 Project will enable the completion of the ABR Project and the MP2 Project.

7.4 Local Planning Policy

7.4.1 Dublin City Development Plan 2022-2028

The Dublin City Development Plan 2022-2028[44] (the Development Plan) is the primary statutory land-use planning policy document guiding development within Dublin City. Dublin Port is wholly situated within the boundaries of Dublin City. The Development Plan is supportive of the role that Dublin Port plays in the city and the country.

7.4.1.1 Dublin Port and Masterplan

Chapter 4 – Shape and Structure of the City under Section 4.5.1 (Approach to the Inner City and Docklands) of the Development Plan recognises and outlines general support for the activities of Dublin Port:

> *"Dublin City Council fully supports and recognises the important national and regional role of Dublin Port in the economic life of the region and the consequent need in economic competitiveness and employment terms to facilitate port activities. Dublin Port will have a significant role to play in the future development and growth of the city and it is considered prudent to plan the structure of this part of the city, including the proposed public transport network, to fully integrate with the developing city structure and character, while having regard to the Dublin Port Company Masterplan 2012-2040."* (page 113)

The Development Plan states that it is the policy of DCC:

> *"SC7: To support and recognise the important national and regional role of Dublin Port in the economic life of the city and region and to facilitate port activities and development, having regard to the Dublin Port Masterplan 2040."* (page 115)

In Chapter 6, which sets out policy for the City Economic and Enterprise, the Development Plan acknowledges that *"Dublin Port continues to modernise and consolidate its operations with the company making considerable infrastructural investment at the port to facilitate larger vessels and provide for increased capacity"* (page178) and *"is a major transport and logistics hub with Dublin Port providing a direct trading route to the UK and Continental Europe"* (page189).

The Development Plan acknowledges that, as Ireland is an export-driven economy on the periphery of Europe, the transport and logistics sector is a significant and growing sector in Dublin, noting that logistics and storage is expected to be the fastest-growing employment sector in Dublin over the coming decade. In this regard, Dublin Port is accepted as being a particularly important element of the city's transportation and logistics infrastructure and continues to play a significant role in the economy of the city, handling almost half of all trade in the Republic of Ireland and is a key strategic access point for Ireland and the Dublin area.

The Development Plan notes the DPC Masterplan 2040 and the important role that Dublin Port will continue to play in the future development and growth of the City. The Development Plan notes the key objective in the Masterplan 2040 to reintegrate the Port with the City and to create a unique fusion between the working port and the living city through the creation of high-quality spaces. This is confirmed by Policy CEE35, which states:

> *"To recognise that Dublin Port is a key economic resource and to have regard to the policies and objectives of the Dublin Port Masterplan 2040 including the reintegration of the Port with the City."* (page 199)

[44] https://www.dublincity.ie/sites/default/files/2023-02/Final%20Vol%201%20Written%20Statement.pdf

The ABR2 Project aligns closely with the Development Plan, which supports the strategic role of Dublin Port in economic growth and regional connectivity for Dublin City. Policy SC7 explicitly endorses the continued development of the port, and ABR2 contributes by enabling infrastructure upgrades that increase capacity and operational efficiency. The project reinforces Dublin Port's role supporting international trade and underpinning employment in the growing transport and logistics sector. By accommodating larger vessels and increasing throughput, the ABR2 Project supports the city's competitiveness and economic resilience. The project is also consistent with Policy CEE35, particularly the focus on modernisation and the integration of port functions with the wider city. By concentrating development within existing port lands, the ABR2 Project supports coordinated urban planning and sustainable development. To this end, the ABR2 Project supports the Development Plan's objectives for economic growth, connectivity, and integration of port infrastructure within Dublin's evolving urban structure.

7.4.1.2 Freight

The Development Plan policies relating to freight transport are contained in SMT23, which states:

> "*SMT23: The Rail Network and Freight Transport….*
>
> *i. To facilitate and support the needs of freight transport in accordance with the NTA's Transport Strategy for the Greater Dublin Area 2022 – 2042 and enhance the capacity on existing rail lines and services to provide improved facilities promoting the principles of sustainable transport to cater for the movement of freight by rail.*
>
> *ii. To support the outcomes of the Iarnród Éireann/Irish Rail Rail Freight 2040 Strategy."* (page 253)

Dublin Port is the country's largest port and one of only two major ports with an operational rail freight connection. While rail freight currently accounts for less than 1% of total port traffic, the existing rail facilities enable container services between Dublin Port and Ballina, together with the movement of lead and zinc ore concentrates from Tara Mines, demonstrating the important role rail can play in supporting sustainable freight transport and contributing to national modal shift and decarbonisation objectives.

The expansion of rail freight is a strategic objective of DPC and is expressly supported by the Dublin Port Masterplan 2040, which seeks to maximise the movement of goods by rail. DPC remains committed to growing rail freight activity to the port and enhancing the role of rail within Ireland's wider freight and logistics network.

In furtherance of this objective, DPC has engaged extensively with Iarnród Éireann regarding opportunities to increase rail freight capacity and connectivity. In conjunction with Iarnród Éireann, DPC has made significant investment in developing a dedicated rail freight interchange yard at the North Wall Freight Depot and DPC continue to support a proposed direct connection between Dublin Port and the North Wall Freight Depot across East Wall Road. The delivery of this infrastructure has and will support future growth in rail-based container traffic and strengthen the integration of Dublin Port with the national rail freight network.

DPC will continue to work collaboratively with Iarnród Éireann and other stakeholders to promote, safeguard and enhance rail freight connectivity, recognising its important role in supporting the long-term sustainable development of the port and the national transport system.

7.4.1.3 Climate

Climate Neutral Dublin 2030 (CND2030)[45] is the second local authority climate action plan prepared by DCC. It sets out actions to be taken to prepare Dublin city and its population for the known impacts of climate change, including flooding, sea level rise, and extreme weather events. Primarily,

[45] Final CAP 2024 - 2029

the actions relate to mitigating greenhouse gas emissions and contributing towards a global effort to limit warming to below 1.5 degrees.

CND2030 has three interdependent targets which include a 51% reduction in greenhouse gas emissions by 2030, striving for neutrality before 2050; having a Climate Resilient City prepared for the known and unknown impacts of climate change and ensuring a Just Transition so as actions taken do not cause harm.

The actions identified will be implemented by DCC with support from other stakeholders as appropriate. There are no specific actions identified in the area of the proposed development; the most relevant to DPC being the inclusion of other areas of Dublin Port (south of the Liffey) within the Ringsend-Poolbeg Decarbonisation Zone.

An assessment of the project with respect to climate is provided within Chapter 11, Volume 2 of the EIAR.

7.4.1.4 Biodiversity

The Development Plan states that biodiversity is essential not only for its intrinsic value but also for the ecosystem services and social benefits it provides, including improvements to health, wellbeing, and the city's economic and social fabric. It forms the foundation of Dublin's green infrastructure, with healthy natural habitats (such as water and soil systems) being crucial for climate resilience. However, biodiversity in the city faces ongoing threats from urban development, habitat loss, climate change, pollution, and invasive species

The policies and objectives of the Development Plan relating to biodiversity, ecological protection, and green infrastructure have been fully considered in the preparation of the ABR2 Project. The proposed development has been designed and assessed with regard to the protection of designated sites, habitats, and species in accordance with Policies GI9–GI13, ensuring compliance with relevant EU and national legislation. Measures to avoid, minimise, and mitigate potential impacts on ecological features, including Natura 2000 sites and ecological corridors, have been incorporated, consistent with Policies GI14 and GI15. Opportunities to support biodiversity, including habitat protection and enhancement, have also been considered in line with Policies GI16 and GI17. The project has further taken account of potential impacts from noise and lighting, in accordance with Policy GI18. In addition, the objectives of supporting national and local biodiversity plans and addressing invasive species have been integrated into the assessment process. Overall, the application demonstrates a robust and policy-aligned approach to safeguarding biodiversity.

7.4.1.5 Land Use Zoning

The strategic approach to zoning of the Development Plan includes the following principle:

> *"To ensure that land is appropriately zoned in order to accommodate the expected growth needs of Dublin City within the lifetime of the plan and to ensure the protection of community and social infrastructure, and critical ecosystems services, through the application of appropriate land-use zoning designations in order to provide adequate facilities and amenities to meet the growing needs of the city".* (page 527)

Map F of the Development Plan indicates the land use zoning objectives pertaining to the development site. The Development Plan clarifies that certain small areas of land within the city are unzoned or not covered by a specific zoning objective. These lands are illustrated in white on the zoning maps accompanying the plan and usually correspond with the location of the city's roads, bridges, train lines, or other key infrastructure installations. Development proposals in respect of these unzoned lands will be considered in accordance with the policies and objectives of the plan. Regard will also be had to their compatibility with adjacent land uses and zoning.

Z7 – Employment (Heavy)

Land shaded in purple on Maps E and F (shown in **Figure 7-2** are related to the land-uses zoning Z7 – Employment (Heavy). The zoning objective for Z7 is *"To provide for the protection and*

creation of industrial uses, and facilitate opportunities for employment creation including Port Related Activities" (page 537).

With respect to lands zoned Z7 Employment (Heavy), the Development Plan states:

> *"The majority of these lands are located in the Port area. The primary uses in these areas are those that can result in a standard of amenity that would not be acceptable in other areas. They can sometimes lead to disamenities which would need to be managed through the planning process to safeguard residential amenity when necessary. Activities include industry (other than light industry), manufacturing repairs, open storage, waste material treatment, utility operations, and transport operation services".* (page 537)

Land uses which are permitted in principle include:

> *"Café/tearoom, chemical processing and storage, childcare facility, civic and amenity/recycling centre, cruise shipping and marine services (in port area and ancillary services), data centre, delicatessen, enterprise centre, garage (motor repair/service), general industrial uses, heavy vehicle park, household fuel depot, industry (light), office, open space, outdoor poster advertising, park and ride facility, petrol station, port-related industries and facilities, public service installation, science and technology-based industry, scrap yard, shop (local), storage depot (open), transfer station, transport depot, warehousing."* (page 538)

Land uses which are open for consideration include:

> *"Advertisement and advertising structures, amusement/leisure complex, betting office, boarding kennel, buildings for the health, safety and welfare of the public, car park, car trading, community facility, crematorium, cultural/recreational building and uses, creative and artistic enterprises and uses, media-associated uses, public house, restaurant, shop (factory shop), take-away, training centre."* (page 538)

Z9 – Amenity/Open Space Lands/Green Network

Land shaded in green on Maps E and F (shown in **Figure 7-2**) are related to the land uses zoning Z9 – Amenity/Open Space Lands/Green Network. The zoning objective for Z9 is "*To preserve, provide and improve recreational amenity, open space and ecosystem services."* (page 539).

With respect to lands zoned Z9 – Amenity/Open Space Lands/Green Network, the Development Plan states:

> *"Z9 lands are multi-functional and central to healthy place-making, providing for amenity open space together with a range of ecosystem services. They include all amenity, open space and park lands, which can be divided into three broad categories of green infrastructure as follows: public open space; private open space; and, sports facilities.*
>
> *The provision of public open space is essential to the development of a strategic green infrastructure network…*
>
> *The role of Z9 lands in providing ecosystem services, such as improved biodiversity and ecological connectivity, nature-based surface water management, flood attenuation, river corridor restoration and climatic resilience, is also increasingly being recognised."* (pages 539 and 540)

Land uses which are permitted in principle include:

> *"Allotments, cemetery, club house associated with the primary Z9 objective, municipal golf course, open space, public service installation."* (page 540)

Land uses which are open for consideration include:

> *"Boarding kennel, café/ tearoom, caravan park/camp site (holiday), car park for recreational purposes, childcare facility, civic and amenity/recycling centre, community facility, craft centre/craft shop, crematorium, cultural/recreational building and uses, garden centre/ plant nursery, golf course and clubhouse, place of public worship, restaurant, shop (local), sports facility and recreational uses, water-based recreational activities."* (page 540)



Figure 7-2: Based on Map E and F Extract

Source: Dublin City Development Plan

Consistency of the proposed development with the land use zoning objectives is further set out in **Section 8** of this Planning Report.

Other symbols shown on **Figure 7-2** above include red dots which indicate COMAH establishments (Seveso establishments) and red asterisks which indicate the presence of a structure on the Record of Protected Structures. These are discussed in the sections that follow.

7.4.1.6 Built Heritage

The Development Plan highlights that there are several issues facing the city regarding built heritage, such as the need to balance competing demands between the needs of a modern city in terms of growth and the protection of the city's character. Policy BHA33 of the Plan states:

> *"Dublin Port Heritage Quarter: To support the vision of the Dublin Port Company for the Flour Mill and surrounding heritage assets of the port to deliver a new cultural heritage quarter and maritime museum for the city, that documents Dublin's rich maritime history and the social history of the Dock workers."* (page 376)

The Development Plan states that works to a protected structure must be of the highest standard and demolition of a protected structure, including structures within its curtilage, is only permissible *"in exceptional circumstances"*. Structures included on the Record of Protected Structures are identified on Maps E and F of the Development as red asterisk. The Record of Protected Structures is included as Volume 4 of the Development Plan. The North Wall Quay Extension is included as part of the Record of Protected Structures.

The Development Plan also includes policies and the listings on the Record of Monuments and Places (RMP) as established under Section 12 of the National Monuments (Amendment) Act 1994, these are indicated on Maps E and F as a dashed grey line and castle symbol.

The ABR2 Project has been developed with full regard to the built and cultural heritage policies set out in the Development Plan. The design approach prioritises the protection of heritage assets, including the North Wall Quay Extension, which is listed on the Record of Protected Structures. In

line with policy, the project avoids demolition or alteration of protected structures except in exceptional circumstances, and no such impacts are proposed.

Where temporary construction activities are required near heritage features, these have been carefully planned to avoid adverse effects. For example, at the North Wall Quay Extension, protective separation measures will be installed between the existing structure and any temporary works to ensure no damage occurs.

The project has also considered requirements relating to the Record of Monuments and Places and the Dublin City Industrial Heritage Record. Overall, the ABR2 Project demonstrates a sensitive and policy-compliant approach, balancing essential port infrastructure development with the protection and preservation of Dublin's architectural and cultural heritage.

7.4.1.7 COMAH (Seveso) Establishments

Map E and F of the Development Plan identify the locations of 'Seveso' designated sites (see **Figure 7-2**). Appendix 8 of the Development Plan provides a list of Seveso sites in the city, including their respective consultation zone. Activities are listed in an 'Upper Tier' and others in a 'Lower Tier'. Those closest to the development site include:

Upper Tier

- Upper Tier: Calor Teoranta and Indaver Ireland Ltd on the Tolka Quay Road, Valero Energy Ireland on Alexandra Road and Circle K Ireland Holdings Ltd and Tedcastles Oil Products on the Promenade Road (all Dublin Port).

Lower Tier

- Lower Tier: Iarnród Éireann on Alexandra Road

There are also Upper Tier establishments listed as located on the South Port Estate which are the National Oil Reserves Agency Ltd./ NORA, at Shellybanks Road, Ringsend and the associated tank farm, Poolbeg Tankfarm, at Pigeon House Road; and a Lower Tier establishment, Synergen Ltd. t/a ESB Dublin Bay Power, at Pigeon House Road.

Policy SI44 of DCC states:

> *"COMAH Establishments/SEVESO*
>
> *To have regard to the provisions of the SEVESO III Directive (2012/18/EU) relating to the control of major accident hazards involving dangerous substances and its objectives 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, COMAH establishments in accordance with Guidance on Technical Land-use Planning Advice: for planning authorities and operators of COMAH establishments (2021)."* (page 294)

The site comprises of an establishment to which the Chemicals Act (Control of Major Accident Hazards Involving Dangerous Substances) Regulations 2015 (S.I.209 of 2015) applies. Byrne Ó'Cléirigh Consulting Engineers conducted a COMAH land use planning assessment for the ABR2 Project, the purpose of which was to examine the development in the context of the Health and Safety Authority's COMAH land use planning guidance and update, and to identify the types of development that may be compatible with the COMAH risk zones applicable establishments. This assessment forms part of this application. Chapter 6, Volume 2 of the EIAR also assesses the proposed development with respect to the risk of major accidents, which concludes that the potential direct and indirect major accident and disaster risks arising from the proposed development satisfy the Health and Safety Authority's COMAH current land use planning guidance.

7.4.1.8 Flood Risk

Policy SI15 of the Development Plan provides that a Site-Specific Flood Risk Assessment (SSFRA) shall demonstrate compliance with the Planning System and Flood Risk Management, Guidelines for Planning Authorities and the Strategic Flood Risk Assessment (SFRA) prepared by the development plan. Chapter 9, Volume 2 of the EIAR sets out that a Strategic Flood Risk Assessment (SFRA) in support of the Masterplan 2040 was prepared to highlight potential development areas that require more detailed assessment on a site-specific level. The SFRA also provides guidance for appropriate types of development within areas at potential risk of flooding and suitable mitigation measures to ensure resilience to the predicted effects of climate change. The SFRA provided the framework as to how all subsequent developments within the port should manage flood risk and identified the need to undertake a site-specific flood risk assessment for all sites identified as being at risk from flooding. Chapter 9, Volume 2 of the EIAR provides the equivalent to a site-specific flood risk assessment and has been prepared in accordance with The Planning System and Flood Risk Management Guidelines. The assessment concludes that there are no operational activities or infrastructure associated with the ABR2 Project that are at risk from an extreme tidal event; therefore, the overall residual risk is considered to be low.

7.4.1.9 Contamination

The Development Plan includes policies and objectives with respect to the management of contaminated land and material, some of which have arisen due to a history of heavy industrial uses. Policy SI33 requires that potentially contaminated sites are to be remediated to internationally accepted standards. This predominantly relates to brownfield lands that are to be redeveloped. It is noted that contaminants will need remediation measures that may require a licence from the Environmental Protection Agency. Objective SIO20 seeks to proactively manage contamination risk from existing infrastructure by encouraging upgrades or replacement and remediation of affected sites, where appropriate.

As noted, some (Phase 1) dredging took place within Alexandra Basin West, which included contaminated material. This material was treated onshore under an IE Licence and used to infill Graving Dock No. 2. The surplus treated material is being stored in a capped, bunded, lined storage area near Berth 53.

The completion of work includes capital dredging at Alexandra Basin West, which will deepen the basin to -10m CD, enabling it to accommodate larger, deeper-draught vessels and support future port activity. The works will also further address legacy contamination issues that currently prevent routine maintenance dredging in the basin, ensuring these berths can be included in future maintenance programmes. Sediment sampling has confirmed that materials above -10m CD are contaminated with heavy metals and man-made chemical compounds from historic port activities. As a result, all dredged material from this area is unsuitable for disposal at sea and requires appropriate on-land management solutions. This material will be treated in accordance with the IE Licence. Further details are set out in Chapter 5, Volume 2 of the EIAR.

7.4.1.10 Development Management Standards

Planning applications must include sufficient analysis and documentation to justify the proposed design. Requirements typically include assessments such as noise studies, flood risk assessments, site investigations for contamination, and ecological impact assessments, along with any necessary environmental or appropriate assessments. Projects generating significant construction and demolition waste must also submit a Construction Management Plan, addressing traffic, waste, noise, air quality, vibration, and other environmental impacts. Where possible, excavated materials should be reused on site in line with Development Plan objectives. The documentation submitted with this application for permission addresses such matters.

The development management guidelines specific to Dublin Port outline a number of considerations with which the planning authority examines during the assessment of proposals within Dublin Port, and include:

- *"Recognition of the important role of Dublin Port in the economic life of the city and the region and the consequent need in economic and employment terms to facilitate port development*
- *The periphery of the port area facing residential areas shall be designed and landscaped to minimise the impact of its industrial character*
- *The impact on nature conservation, recreation and amenity use, and other environmental considerations, including having regard to the designation of Dublin Bay as a UNESCO biosphere and other environmental designations such as Special Area of Conservation (SAC) and Special Protection Area (SPA)*
- *The protection of the amenities of residential and commercial uses in adjoining areas*
- *Design criteria including appropriate landscaping, finishes, signage, boundary treatments and site layout where development adjoins residential and commercial uses" (page 650)*

The manner in which the proposed development addresses these considerations is set out in **Section 8** of this Planning Report.

In summary, it is noted that the Development Plan is the substantive planning policy document in terms of assessing whether the proposed development is consistent with the proper planning and sustainable development of the area in which it is proposed to be located. The key strategic policies and objectives of DCC considered relevant to this proposed development relate to endorsing the improvement of port infrastructure in order to facilitate economic growth, and policies relating to the protection of the natural and built environment.

The Development Plan strongly supports the works proposed within the ABR2 Project, widely across many different aspects. Broadly, the Development Plan supports the activities in and the development of Dublin Port, as outlined in policy SC7 and CEE35. The proposed development will see the consolidation of port-related activities, generally within the existing envelope of port lands.

DPC has embraced policies set out in the Development Plan with respect to its development of port lands and in this regard the proposed development is both plan and environment-led. The proposed ABR2 Project through mitigation-by-design endeavours to ensure environment effects are minimised by its implementation and operation, this approach has been successfully borne out through the ABR Project and the MP2 Project.

As demonstrated in the documents submitted with the application the ABR2 Project is wholly consistent with these policies and objectives.

7.4.2 Dublin Port Masterplan 2040

The Masterplan is a non-statutory plan which has been framed within the context of EU, national, regional and local development plan policies and is explicitly endorsed (or is expressly recognised) in the NPP, NMPF, NDP, RSES for the Eastern and Midland Region, and the Dublin City Development Plan 2022-2028.

The Masterplan presents a vision for future operations at the port and critically examines how the existing land use at Dublin Port can be optimised for trade and passenger volumes throughout (including cruise ships). The Masterplan was prepared by DPC in order to:

- *"Plan for future sustainable growth and changes in seaborne trade in goods and passenger movements to and from Ireland and the Dublin Region in particular.*
- *Provide an overall context for future investment decisions.*
- *Reflect and provide for current National and Regional Guidelines and initiatives.*

- *Ensure there is harmony and synergy between the plans for the Port and those for Dublin City, the Dublin Docklands Area and neighbouring counties within the Dublin Region.*
- *Give some certainty to customers about how the Port will develop in the future to meet those requirements"* (page 14)

Since the Masterplan was published in 2012, Dublin Port has experienced particularly high rates of trading growth and traffic growth, with volumes of traffic increasing by 30.1% in the five years to 2017. In light of the high level of growth a review of the Masterplan took place in 2017-2018. The review concluded that:

- *An eastern expansion of Dublin Port into Dublin Bay is no longer viable and is not being pursued as an option.*
- *To meet anticipated capacity requirements Dublin Port needs to be developed on the basis of an average annual volume growth of 3.3% over the 30 years from 2010 to 2040 rather than the 2.5% originally assumed in 2012.*

The Dublin Port Masterplan 2040, reviewed in 2018 and published in July 2018, sets out options for the development of Dublin Port which will meet these requirements and objectives. These options are shown in **Figure 7-4**.

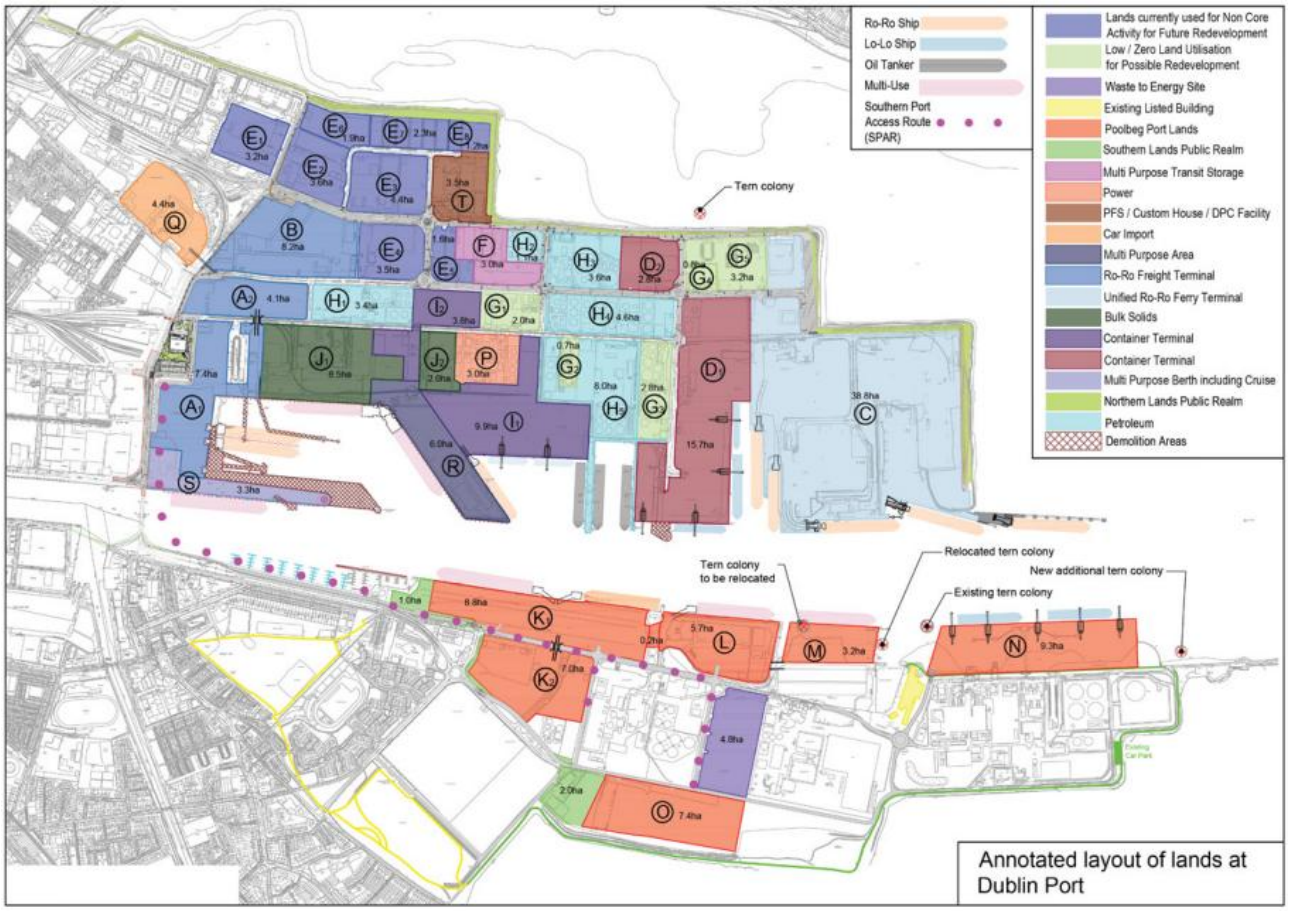


Figure 7-3: Dublin Port Masterplan 2040 Map Extract

Source: Dublin Port Masterplan 2040 Reviewed 2018

The ABR2 Project subject site generally includes Area C and Alexandra Basin, which is bounded by Areas S, A, J and R.

- C: Unified Ro-Ro Ferry Terminal:

"It is proposed to create a Unified Ferry Terminal which would incorporate the existing Terminals 1, 2 and 5. In doing this:

- *Existing internal roadways would be eliminated and existing buildings would be removed to create an additional three hectares of usable terminal area.*
- *A new single set of in-gates would be provided north of the existing terminal areas accessed from the new Promenade Road Extension to be built as part of the project to redevelop the Port's internal road network.*
- *A new jetty would be built at the eastern end of the Port to provide a fifth Ro-Ro berth*
- *A new ferry terminal building would be provided to the north overlooking the Tolka Estuary.*
- *In developing the new Unified Ferry Terminal, necessary State facilities would be provided for border controls by a range of State agencies". (page 48)*

The infill of the basin and raising of levels at Terminal 5 were permitted as part of the ABR Project but was not completed. Infill works and raising of levels forms part of the ABR2 Project. This development will facilitate the completion and efficient operation of the Unified Ferry Terminal as permitted as part of the MP2 Project

- S: Multi-Purpose Berth including cruise[46]:

  "This area is being redeveloped as part of the ABR Project to provide multi-purpose facilities for cruise ships, trade vehicle imports, project cargoes and lay-by berths". (page 50)

  The provision of multi-purpose facilities was omitted from the planning permission. The dredging of Alexandra Basin West was not completed and forms part of the ABR2 Project.

- A: Ro-Ro Freight Terminal:

  *"This area is the redeveloped and expanded Terminal 4 which is being constructed as part of the ABR Project and which will provide capacity primarily for unaccompanied Ro-Ro freight on services between Dublin and Liverpool"***.** (page 48)

  This element was completed as part of the ABR Project.

- J: Bulk Solids:

  *"The use of lands in this area for Bulk Solid cargoes will be kept under review. In general, the Bulk Solid commodities shipped through Dublin Port are ex-growth. Some specific commodities may, over the remaining period of the Masterplan, decline to zero. With the possible exception of imported biomass for power generation, DPC will not seek to replace declining bulk commodities with other bulk commodities and will instead look for opportunities to redevelop bulk facilities to provide additional land area for unitised trades (Ro-Ro and Lo-Lo)"***.** (page 49)

  A multipurpose berth was completed as part of the ABR Project. The dredging of Alexandra Basin West was not completed and forms part of the ABR2 Project.

- R: Multi-Purpose Area:

  "This area is being redeveloped as part of the ABR Project to provide multi-purpose facilities for unitised trade (both Ro-Ro and Lo-Lo), for other cargo modes (including bulk solid and project cargoes) and for other uses (including cruise ships and lay-by berths)". (page 50)

[46] Cruise traffic facility no longer included.

This element was completed as part of the ABR Project. The dredging of Alexandra Basin West was not completed and forms part of the ABR2 Project.

The ABR2 Project is the means by which a number of the critical elements envisaged for each of the areas set out in the Masterplan will be delivered.

8.0 Planning Appraisal

This section of the Planning Report addresses key areas of consideration of the proposed development to be undertaken by the Commission from the perspective of proper planning and sustainable development. These include:

- Need for the Proposed Development
- Nature and Scope of the Proposed Development
- Sustainable Nature of the Proposed Development
- Principle of the Development
- Consideration of Alternatives
- Other Consents
- Community Gain
- Duration of Permission
- Environmental Impact Assessment Report
- Natura Impact Statement

8.1 Need for the Proposed Development

In order to maintain national competitiveness, improve operational efficiencies, and fulfil its designated role and function, DPC must plan for the provision of infrastructure capable of accommodating increasing volumes of goods and larger vessels at Dublin Port. The Irish Ports Capacity Study highlights that any failure to maintain sufficient port capacity could have a significant adverse impact on the national economy by restricting access to essential materials required to sustain economic growth. The study further emphasises that Ireland can achieve adequate capacity across all cargo modes, provided that planned infrastructure developments are delivered in a timely manner. Similarly, the Issues Paper published at the commencement of the review of the NPP references the Irish Ports Capacity Study and explicitly notes that a failure to progress currently proposed port infrastructure projects presents serious risks to the national economy.

An overall cumulative average annual growth rate of 3.3% is projected across all cargo modes to 2040, with the following mode-specific growth profiles:

- Ro-Ro (Roll-on/Roll-off) traffic is forecast to increase from 16.4m gross tonnes per annum in 2010 to 54.3m gross tonnes per annum by 2040, representing annual growth of 4.1%. This includes a significant increase in unaccompanied Ro-Ro, which requires additional landside capacity for handling containers transferred by tractors to and from vessels.
- Lo-Lo (Load-on/Load-off) traffic is expected to grow from 6.3m to 15.3m gross tonnes per annum over the same period, equating to annual growth of 3.0%.
- Bulk liquid volumes are expected to remain relatively stable at approximately 4.0m gross tonnes per annum.
- Bulk solid cargo is projected to increase 2.1m to 3.5m gross tonnes per annum, representing annual growth of 1.8%.
- Break bulk cargo is anticipated to increase marginally from 0.096m gross to 0.1m gross tonnes per annum, equating to growth of 0.1% per annum.
- Passenger volumes, including both ferry and cruise traffic, are also expected to continue growing to 2040.

In response to these projections, DPC has developed a comprehensive strategy to ensure that future demand can be met. This strategy includes:

- Providing appropriate infrastructure, facilities and services for ships, goods, and passengers, while ensuring the safe and sustainable operation of the port and its approach channel.
- Optimising the use of lands within the Port Estate by rationalising the spatial distribution of activities such as Ro-Ro, Lo-Lo, ferry operations, cruise services, bulk handling, and storage, and reconfiguring service facilities where necessary.
- Recovering underutilised lands within the Port for critical operational uses.
- Leveraging new and emerging technologies to maximise throughput efficiency.
- Identifying configurations for extending berthage and storage capacity that minimise impacts on environmentally sensitive and designated areas.
- Providing adequate water depths to accommodate larger and deeper-draught vessels, in accordance with environmental and licensing requirements.
- Enhancing connectivity through the provision of a direct transport link between the southern port lands and the M50/Dublin Tunnel.

To deliver this strategy, the Masterplan identifies a number of key infrastructure requirements:

- **Relocation of non-core port-related activities** to free up land for cargo storage and handling. This is being implemented through the development of Dublin Inland Port, located approximately 14 km from Dublin Port, with direct access to the M2, M50, and the Dublin Tunnel.
- **Development of a Unified Ferry Terminal**, consolidating three existing terminals to maximise land efficiency. This forms part of the already permitted MP2 Project, which has commenced construction but which requires the infilling of the basin and raising of levels as previously permitted under the now-expired ABR Project in order to become operational.
- **Expansion and enhancement of container terminals**, including the provision of deeper and longer berths and further channel deepening to maximise throughput capacity. While channel deepening was completed under the ABR Project, other elements, such as deepening within Alexandra Basin West, remain outstanding.
- **Development of port infrastructure on the Poolbeg Peninsula** to expand Ro-Ro and Lo-Lo capacity using port-owned lands. This is proposed under the 3FM Project, which is currently under consideration by the Commission.

The completion of the ABR Project through ABR2 is essential in order to:

- Accommodate projected growth in cargo and passenger volumes;
- Reconfigure port operations to optimise capacity within existing port boundaries without requiring additional infill;
- Address legacy contamination issues in Alexandra Basin West, which currently constrain routine and essential maintenance dredging;
- Prepare for increasing vessel sizes and evolving operational requirements within the shipping sector;
- Renew and replace ageing infrastructure nearing the end of its operational lifespan; and;
- Enable the construction of the permitted MP2 Project.

Upon completion of the ABR2 Project if permitted, including infilling of basin berths and delivery of new riverside Berths 52 and 53, alongside the Unified Ferry Terminal as permitted under the MP2

Project, the Port will be capable of accommodating an additional 14.6m gross tonnes per annum within Areas C and D, as identified in the Dublin Port Masterplan (refer to **Figure 4-1**).

8.2 Nature and Scope of the Proposed Development

The Dublin Port Masterplan 2040 assumes that, by 2040, the number of trailers and containers handled through Dublin Port in the Ro-Ro and Lo-Lo modes will reach approximately 3.2m units. When adjusting to account for the loss of 7ha of land in the North Port Estate to accommodate Brexit-related facilities, this figure is reduced to 3.0m units.

Completion of the ABR Project is a prerequisite to the delivery of the MP2 Project, which will provide additional capacity for both the Ro-Ro and Lo-Lo operations. Once the basin berths are infilled and yard levels raised, the focus of the MP2 Project will be on the development of the single unified Ro-Ro ferry terminal. This facility is intended to accommodate a mix of traffic types on multi-purpose ferries operated on routes to ports in Britain and, increasingly, to ports in France.

The proposed development as illustrated on **Figure 1-2**, provides for the completion of those elements of the parent ABR Project that were previously permitted but not substantially completed prior to the expiry of the grant of planning permission in July 2025. Another grant of permission is therefore required to authorise these remaining works.

The ABR2 Project comprises the delivery of works within Area C, together with the completion of remaining works within Alexandra Basin West, which is bounded by Areas S, A, J and R, as identified in the Dublin Port Masterplan. Elements include:

Alexandra Basin West: Completion of dredging within Alexandra Basin West, to a depth of -10m chart datum (CD) across an area of c. 194,000cum, involving the removal of c. 334,000cum of contaminated material and its subsequent remediation.

Berth 52/53 Basin: Infilling of the Berth 52/53 (Terminal 5) basin of an area of c. 45,650sqm and the raising of adjoining lands (c. 95,000sqm) by c. 1.4m to facilitate the delivery of the Unified Ferry Terminal permitted under the MP2 Project.

The works required to implement these elements are described in detail in Chapter 5, Volume 2 of the EIAR.

8.3 Sustainable Nature of the Proposed Development

A core principle underpinning the Dublin Port Masterplan 2040 is the optimisation of the Port's existing brownfield lands in order to accommodate future growth in capacity. The Masterplan adopts a strategy that prioritises the intensification and more efficient use of established port lands, rather than relying on large-scale reclamation or the development of new port facilities on greenfield sites.

The completion of both the ABR Project (including ABR2) and the MP2 Project represents a critical component in delivering this strategy. These projects will collectively enable the Port to expand operational capacity, improve efficiency of cargo handling, and accommodate projected future demand, while largely remaining within its existing spatial footprint.

This approach is consistent with established principles of proper planning and sustainable development, which promote:

- The reuse and regeneration of previously developed (brownfield) lands,
- The intensification of underutilised sites, and
- The minimisation of environmental impacts associated with unnecessary land take or expansion into undeveloped areas.

In this regard, the proposed development aligns with national and regional policy objectives that seek to maximise the sustainable use of existing infrastructure and land resources, while supporting economic growth and resilience within key strategic infrastructure such as Dublin Port.

8.4 Principle of the Development

Dublin Port forms a critical component of the national port system, and DPC is committed to ensuring that it continues to fulfil its role in providing essential national port capacity for the movement of goods and facilitating international trade. The completion of the outstanding elements of the ABR Project, as originally permitted but not completed prior to the expiration of permission in July 2025, will contribute significantly to facilitating the projected growth of Dublin Port to 2040, as set out in the Dublin Port Masterplan.

Project Ireland 2040 recognises the strategic importance of ports in providing additional capacity in a timely and predictable manner. It highlights that port and shipping services are key enablers of economic growth and critical infrastructure for international trade, with over 90% of Ireland's trade by volume transported by sea. Ports and airports are identified as vital to the State's economic resilience, competitiveness and future development.

The NPF acknowledges the designation of Dublin Port under the NPP as a Tier 1 Port of National Significance. The NPF emphasises that the strategic development requirements of such ports—particularly Dublin Port—must be reflected in RSES, metropolitan area plans and development plans.

Similarly, the NMPF recognises that Tier 1 ports are currently engaged in significant phases of infrastructure investment in line with their masterplans. It includes objectives to safeguard the operation of ports as key contributors to the State's economic wellbeing through the provision of safe, sustainable maritime transport, the full implementation of the NPP, and the delivery of sufficient capacity to meet current and future demand, including adapting to the impacts of climate change.

The NDP further emphasises that sustained investment in ports and airports is essential to safeguarding and enhancing Ireland's international connectivity. This connectivity is fundamental to national competitiveness, trade performance in goods and services, and the State's attractiveness for foreign direct investment. The NDP also underscores the heightened importance of this objective in the context of the United Kingdom's withdrawal from the European Union in 2019, which has altered established trade patterns and reinforced the need for direct connectivity with continental Europe.

Dublin Port is recognised in this RSES as a critical national facility; a key economic driver for the region and the nation and an integral part of Dublin City.

In this context, the proposed development is fully consistent in principle with national and regional infrastructure policy and strategic objectives for Dublin Port. The project supports:

- The continued strategic development of Dublin Port as a Tier 1 Port,
- The delivery of planned capacity enhancements identified in the Masterplan, and
- The broader national objective of strengthening Ireland's economic resilience, connectivity and trade infrastructure.

Accordingly, the proposed development accords with the policy framework, set out under Project Ireland 2040 (including the NPF, NMPF, NDP) the NPP and the RSES, and provides a sound basis for the granting of consent.

8.4.1 Dublin City Development Plan

8.4.1.1 Compliance with the Dublin City Development Plan's Core Strategy

The Dublin City Development Plan has been prepared to be consistent with national and regional policy. The proposed development demonstrates compliance with the Core Strategy of the Dublin City Development Plan, the overarching intent of which is to realise the vision for the city in a manner consistent with national and regional guidance, strategies and policy frameworks. The Core Strategy seeks to guide the spatial distribution of future development and regeneration across Dublin in accordance with the principles of compact growth.

Since its review in 2018, the Dublin Port Masterplan has been aligned with this development model, focusing on the optimisation and intensification of lands within the Port Estate. The implementation of DPC's Franchise Policy has further supported this approach by facilitating the rationalisation of land uses and the release of underutilised lands for core port activities. The completion of the ABR2 Project will make a significant contribution towards enabling DPC to accommodate projected throughput growth to 2040, largely within the existing port footprint.

As Ireland's capital city, Dublin acts as a Global Gateway for international trade and investment and is the focal point of national economic activity. Its connectivity, supported by extensive road and rail infrastructure, makes it the preferred location for shipping service providers. In this context, Dublin Port must continue to prepare for increases in vessel size and evolving operational requirements within the shipping sector.

To meet these challenges, it is necessary to reconfigure port operations to optimise capacity in a manner consistent with the principles of compact growth, including the redevelopment of underutilised lands. In addition, existing port infrastructure is approaching the end of its operational life and must be renewed or replaced to accommodate advancements in cargo handling and modern shipping practices.

In this regard, the proposed development represents an efficient and sustainable use of appropriately zoned lands. The completion of the ABR2 Project, in conjunction with the MP2 Project, will enable Dublin Port to accommodate an additional 14.6 million gross tonnes per annum, as identified in the Dublin Port Masterplan.

These strategic infrastructural improvements will strengthen Dublin's role in attracting foreign direct investment and reinforce its position as Ireland's principal maritime gateway and economic hub. In doing so, they will support the city's continued competitiveness at both a European and global level.

8.4.1.2 Compliance with the Dublin City Development Plan's Zoning Objectives

The proposed development is located on lands that are predominantly zoned Z7, with a small portion falling within Z9, as defined in the Dublin City Development Plan. A limited extent of the application area within the landside area also traverses lands shown as unzoned (white) on the Development Plan zoning maps, typically corresponding to strategic infrastructure corridors. The application boundary (indicative) in the context of these zoning objectives is illustrated in **Figure 8-1**.



Figure 8-1: Land Use Zoning Map

Source: Based on Dublin City Development Plan and Tetra Tech Drawing No. IBE02351-300

Zone Z7

The primary zoning objective for the subject lands is Z7, which seeks:

> *"To provide for the protection and creation of industrial uses, and facilitate opportunities for employment creation including Port Related Activities."*

This zoning objective explicitly recognises the strategic importance of facilitating port-related activities and industrial uses that support employment generation.

The Development Plan identifies *"port-related industries and facilities"* as uses that are permitted in principle within the Z7 zoning.

Having regard to the nature of the proposed development, which comprises the completion of the ABR works and the enabling of enhanced port operational capacity, it is evident that the project falls within the definition of port-related development, and directly supports the strategic function of Dublin Port as national infrastructure. Accordingly, the proposed development is fully compliant with, and strongly supported by, the Z7 zoning objective.

Zone Z9

A small portion of the application area is located within lands zoned **Z9**, where the zoning objective is:

> *"To preserve, provide and improve recreational amenity and open space and green networks."*

The Development Plan notes that Z9 lands comprise public open space, private open space, and sports facilities in private ownership.

It further states that:

> *"Generally, the only new development allowed in these areas, other than the amenity/recreational uses, are those associated with the open space use…"* (Development Plan, p. 246).

Importantly, no works are proposed within lands zoned Z9 as part of the current application. This area is being developed in accordance with the permission granted for the MP2 Project. As such the function of these amenity and open space lands as permitted remains unchanged

Unzoned Land

Certain small areas of land within the city are unzoned or not covered by a specific zoning objective. These lands are illustrated in white on the zoning maps accompanying the Development Plan and

generally correspond with the location of the city's roads, bridges, train lines, or other key infrastructure installations. The Development Plan states that development proposals in respect of these unzoned lands will be considered in accordance with the policies and objectives of the plan. Regard will also be had to their compatibility with adjacent land-uses and zonings (page 528).

In this context, the proposed development is directly associated with and ancillary to the established port use, aligns with the adjoining Z7 industrial/port zoning, and supports the delivery of critical national infrastructure. It is therefore submitted that the proposals affecting areas shown as unzoned are appropriate, compatible, and fully compliant with the Development Plan

8.4.1.3 Compliance with the Development Plan's Policies specific to Dublin Port

As outlined in **Section 7.0** of this Planning Report, DCC fully supports and recognises the important national and regional role of Dublin Port in the economic life of the city and wider region. The Development Plan acknowledges the consequential need, in terms of economic competitiveness and employment generation, to facilitate and support port-related activities and development.

This strategic support is clearly expressed through Development Plan policies SC7 and CEE35, which state:

> *"To support and recognise the important national and regional role of Dublin Port in the economic life of the city and region and to facilitate port activities and development, having regard to the Dublin Port Masterplan 2040."*

Policy CEE35 further provides:

> *"To recognise that Dublin Port is a key economic resource and to have regard to the policies and objectives of the Dublin Port Masterplan 2040 including the reintegration of the Port with the City."* (p. 199)

These policies provide strong and explicit support for the continued development of Dublin Port in accordance with the Dublin Port Masterplan 2040, recognising both its role as critical national infrastructure, and its function as a driver of economic activity and employment at both regional and national levels.

The proposed development forms an integral component of the implementation of the Masterplan, specifically through the completion of the Alexandra Basin Redevelopment works and the provision of infrastructure necessary to support future port capacity.

In this regard, the development:

- Directly aligns with the policy objectives of the Development Plan,
- Supports the ongoing evolution and optimisation of Dublin Port operations, and
- Contributes to the delivery of strategic infrastructure identified at both local and national levels.

Accordingly, the proposed development is consistent with, and strongly supported by, the relevant policies of the Dublin City Development Plan.

8.4.1.4 Compliance with the Development Plan's Policies & Standards Specific to Dublin Port

The Development Plan sets out development management standards for various types of development in order to provide guidance to prospective applicants and developments. Section 15.19 deals specifically with development within Dublin Port and identifies a number of criteria which will be rigorously assessed by the Planning Authority. In accordance with Section 15.19, the relevant assessment criteria are set out below (in bold italics), together with an evaluation of the manner in which the proposed development responds to each.

Recognition of the important role of Dublin Port in the economic life of the city and the region and the consequent need in economic and employment terms to facilitate port development.

As set out in **Section 7.4.1** of this Planning Report, the Dublin City Development Plan recognises the important national and regional role of Dublin Port in the economic life of the region and the consequent need in economic competitiveness and employment terms to facilitate port activities. This is confirmed in Development Plan policy SC7 and CEE3, which affirm the strategic importance of Dublin Port and its continued development in accordance with the Dublin Port Masterplan 2040.

The proposed development forms a key component of the Masterplan and contributes directly to the delivery of essential port capacity and infrastructure. In this regard, the proposal is fully aligned with the Development Plan strategy and is strongly supported in principle**.**

The periphery of the port area facing residential areas shall be designed to minimise the impact of its industrial character.

The primary uses within the Port are recognised in the Development Plan as being capable of generating a standard of amenity that would not be considered acceptable in other areas. In this context, DPC has sought to ensure that appropriate measures are implemented to safeguard the amenity of adjoining uses through its strategic objectives, namely *'Integrating with the City'*, *'Soft Values Projects'*, and its ongoing heritage programmes.

DPC has secured planning permission for a new internal road network (Reg. Ref. 3084/16), which incorporates an approximately 4km pedestrian and cycle route along the northern and eastern edges of the Port Estate. This route is currently under construction and aligns with Policy GI2[47] of the Development Plan. Additional measures to enhance amenity were also incorporated into the MP2 Project.

Furthermore, the applicant has delivered significant landscaping upgrades at the interface between Port Centre and the city (Reg. Ref. 3452/15), which are now complete. DPC's commitment to celebrating port heritage is further evidenced by the sensitive repurposing of a former substation (a protected structure) at the corner of East Wall Road and Alexandra Road, permitted under Reg. Ref. 2681/20 and now open to the public. In addition, works to upgrade Port Centre (Reg. Ref. 4144/24) are ongoing. These initiatives, together with the Port Centre Precinct, will be further enhanced through the delivery of the Liffey Tolka Public Realm Project (Case Ref. PL29N.312692). DPC has also proposed an extensive suite of measures as part of the 3FM Project which are predominantly located on the South Port Estate, currently before the Commission. Collectively, these developments have significantly transformed the profile of the port and its interface with the city.

In this regard, it is submitted that DPC has demonstrated its commitment to deliver high-quality Port–City integration projects and boundary softening measures in a phased manner at appropriate locations around the port's periphery. These interventions safeguard amenity while enhancing the port's interface with neighbouring uses. Illustrative images of these projects are provided below.

[47] GI2 It is the Policy of DCC to develop an interconnected green infrastructure network of strategic natural and semi-natural areas with other environmental features, including green spaces, rivers, canals, the coastal and marine area and other physical features, including streets and civic spaces, that supports ecological, wildlife, and social connectivity.

Figure 8-2: Port Heritage Integration



Source: Dublin Port Company

The impact on nature conservation, recreation and amenity use, and other environmental considerations, including having regard to the designation of Dublin Bay as a UNESCO biosphere and other environmental designations such as Special Area of Conservation (SAC) and Special Protection Area (SPA).

The spatial configuration of Natura 2000 sites and other environmental designations and their relationship with the proposed development are presented and assessed in Chapter 7, Volume 2 of the EIAR and the separate AASR and NIS submitted with this application for permission.

The protection of the amenities of residential and commercial uses in adjoining areas

Residential and commercial areas in closest proximity to the port are generally located to the north (Clontarf, Dollymount, Sutton and Howth), to the east (Fairview, East Wall and North Lotts), and to the south (Sandymount, Ringsend and emerging areas within Poolbeg West).

Large-scale infrastructure within the port includes primary and secondary handling equipment such as rail-mounted gantry cranes, dock mobile cranes and reach stackers, which are essential for the transfer of cargo between vessels, quayside and onward transport. Ferries, cruise ships, container vessels and tankers are a regular feature and are significant in scale, particularly when berthed between eastern end of the port and North Wall Quay Extension.

The proposed development site is located at Alexandra Basin West and at the eastern extent of the port at Terminal 5 and seeks to upgrade and consolidate lands currently in active port use and already permitted for such activities. The proposed works are limited to dredging, infill and ground level surfacing. No new structures are proposed. This is illustrated in the submitted application drawings and assessed in the Landscape and Visual Impact Assessment (LVIA), as set out in Chapter 18, Volume 2 of the EIAR.

The EIAR submitted with the application sets out a range of mitigation measures to be implemented as part of the proposed development to minimise potential impacts on surrounding receptors. Subject to the implementation of these measures, it is submitted that the proposed development will not result in any significant adverse effects on the amenity of residential or commercial areas in proximity to the port.

Design criteria including appropriate landscaping, finishes, signage, boundary treatments and site layout where development adjoins residential and commercial uses.

The design and finish proposed to terminal yard is required to tie in with the permitted MP2 Project. The details of these are set out in the Chapter 5, Volume 2 of the EIAR. Elements relating to boundary treatment are permitted as part of the MP2 Project and include security fencing and measures relating to the Port Greenway. No further boundary treatment is proposed.

8.4.1.5 Compliance with Development Plan's Objectives Relating to Built Heritage

An overriding objective is to ensure that Dublin Port as a deep-sea port is retained. This function would be compromised if the port were to lose its capacity to accommodate larger vessels. While DPC acknowledges that the conservation of historic and significant features is an important planning consideration, the context within the Port differs from historic patterns of development. Previously, the port expanded eastwards into Dublin Bay, leaving former quayside structures to be absorbed into the urban fabric. In contrast to today, the Port must now re-engineer and optimise existing operational lands.

Accordingly, DPC cannot simply abandon redundant infrastructure but must instead repair, reconfigure, or adapt it as operational requirements evolve. This approach has informed all recent port development projects and aligns with the Dublin Port Masterplan.

The consideration of key heritage assets has been integral to the engineering design of the proposed development. A detailed assessment of potential impacts is set out in Chapter 17, Volume 2 of the EIAR. DPC will continue to apply best practice in conservation across the site, ensuring the cultural significance of Dublin Port as a historic deep-water port is retained. Archaeological monitoring will be undertaken in respect of all ground and seabed disturbance works, thereby

ensuring that a comprehensive record is maintained and that any discoveries are appropriately addressed.

In line with the principles of compact growth, Dublin Port seeks to maximise the use of brownfield lands, reducing the need for significant infill or land reclamation further east into Dublin Bay. The proposed development is consistent with this approach and accords with national planning policy.

8.4.1.6 Compliance with Development Plan's Objectives Relating to Seveso

The proposed development is within the vicinity of several establishments that fall within the scope of the Chemicals Act (Control of Major Accident Hazards Involving Dangerous Substances) Regulations 2015 (the COMAH Regulations). Map F of the Development Plan identifies the locations of 'Seveso' designated sites.

Byrne Ó'Cléirigh Consulting Engineers conducted a COMAH Land Use Planning Assessment, the purpose of which was to examine the development in the context of the Health and Safety Authority's COMAH land use planning guidance, and to identify the types of development that may be compatible with the COMAH risk zones applicable establishments. This report concludes that the potential direct and indirect major accident and disaster risks arising the proposed development satisfy the HSA's COMAH current land use planning guidance.

8.5 Consideration of Alternatives

As set out in **Section 7** of this Planning Report, Dublin Port is designated under the NPP as a Tier 1 Port of National Significance, a status recognised by the NPF. Existing infrastructure within the port is approaching the end of its operational lifespan and requires renewal and/or replacement to maintain capacity and functionality.

A core principle of the NPF is to promote more compact forms of development, with an emphasis on the reuse of previously developed ('brownfield') lands, the consolidation of underutilised sites, and the redevelopment or intensification of existing sites and buildings. The Dublin Port Masterplan 2040, which was subject to Strategic Environmental Assessment (SEA) and a (Strategic Natura Impact Statement Report) NIR, is underpinned by this approach, seeking to optimise the use of lands within the port estate. DPC's Franchise Policy has also supported the delivery of this strategy.

The proposed development will make a significant contribution towards enabling DPC to meet projected growth in throughput to 2040 within its existing landholding. In this regard, the location and nature of the development within Dublin Port are fully aligned with, and supported by, national spatial and port policy.

The design solution has been informed by a comprehensive and iterative EIA process. This iterative approach has ensured that environmental considerations were integrated at each stage of the design process, potential impacts were identified, assessed and mitigated at source, and the final scheme represents a balanced and optimised solution, having regard to both operational requirements and environmental protection.

Particular attention has been given to the treatment, handling and reuse of dredged material, arising from the completion of works within Alexandra Basin West. Careful consideration has been applied to the characterisation and remediation of dredged materials, and the placement of suitable material within the Berth 52/53 Basin and adjoining yard areas

This approach ensures that the selected methodology is fit for purpose from an engineering and operational perspective and responds appropriately to environmental constraints and best practice standards.

An assessment of reasonable alternatives has been undertaken as part of the EIA process. An overview of the alternatives examined, together with the rationale for the selection of the preferred option, having regard to potential environmental effects, is set out in Chapter 4, Volume 2 of the EIAR.

8.6 Industrial Emissions Licence

An Industrial Emissions (IE) Licence was granted by the EPA to DPC in 2016 (P1022-01) to regulate the treatment of contaminated dredged material within Dublin Port. This licence was subsequently reviewed and a revised licence issued in February 2019 (P1022-02), with a technical amendment issued in November 2024 (P1022-02/B).

Waste storage is managed through a Waste Materials and Storage Plan, implemented via a Construction Environmental Management Plan (CEMP) in consultation with DCC.

The licence permits the treatment and recovery of up to 1,262,800 tonnes of dredged sediment over the lifetime of the activity. All works will be carried out in accordance with P1022-02/B, or any subsequent amendments agreed with the EPA to reflect the requirements of the proposed development.

Further detail is presented in Chapter 20, Volume 2 of the EIAR.

8.7 Community Gain

Under Section 293(7)(n) of the PDA 2000, the Commission may attach conditions to a permission requiring the provision or funding of facilities or services that would deliver a substantial gain to the community.

A condition of the original ABR Project permission required the implementation of a Community Gain Proposal, as set out in the Planning Report and accompanying appendix submitted with that application. This condition included both specific measures and associated financial commitments, with provision for referral back to An Bord Pleanála in the event of dispute.

The Community Gain Proposal comprised the following key elements:

- The transfer of approximately 10.5 ha of lands on Bull Island from Dublin Port Company (DPC) to DCC, to ensure unified ownership and facilitate effective long-term management, while retaining access rights for maintenance of the North Bull Wall
- A contribution of €200,000 towards a study and masterplan for a proposed International Visitor Centre at Bull Island
- A further contribution of €1,000,000 towards the delivery of services or facilities identified through the study and masterplan, to be agreed with the City Council within a defined timeframe

It is confirmed that all community gain measures and financial contributions associated with the original permission have been fully implemented.

Having regard to the nature of the current proposal, which relates solely to the completion of previously permitted works, no additional or new community gain measures are considered to arise.

Notwithstanding this, it is submitted that the delivery of the ABR Project to date has resulted in significant and tangible benefits to local communities and to Dublin City as a whole, through both the Community Gain Proposal and wider port-city integration initiatives.

8.8 Duration of Permission

This application seeks permission for a duration of 10 years in order to facilitate the delivery of the proposed development under a single, comprehensive consent.

The rationale for this extended duration is driven by the overriding requirement to maintain the continuous and effective operation of Dublin Port throughout the construction process. As the Port constitutes critical national infrastructure, it is essential that all existing terminals remain fully operational at all times, thereby avoiding any disruption to established services. Consequently, the construction programme must be carefully managed and phased, such that works are

predominantly undertaken on a sequential basis, with limited scope for concurrent activities. In particular, works within active terminal areas must be delivered in stages, as dependencies between elements and operational constraints preclude large-scale simultaneous construction.

The proposed development forms part of the wider Dublin Port Masterplan 2040, and will complete the previously permitted ABR Project, the permitted MP2 Project, and the proposed 3FM Project. These projects have been conceived as components of a coordinated and integrated programme of development, which has had regard to potential cumulative environmental effects. As part of this approach, mitigation measures have been embedded within the programme, including the careful scheduling of construction activities to avoid overlap during environmentally sensitive periods, particularly in relation to designated sites in proximity to the Port. This integrated approach ensures that cumulative impacts are appropriately managed and minimised.

Drawing on DPC's experience in delivering the ABR and MP2 Projects, it is anticipated that a period of approximately 12 to 18 months will be required following the grant of permission to complete detailed design, secure all necessary consents, carry out procurement processes, and finalise compliance and environmental management arrangements prior to the commencement of construction.

The scale and complexity of the proposed development further necessitate an extended timeframe. As outlined in Chapter 5, Volume 2 of the EIAR, the construction programme involves a number of interrelated elements which must be delivered in a structured sequence.

Having regard to the operational constraints of maintaining a fully functioning port, the scale and complexity of the development, and its integration within the broader Masterplan delivery programme, it is considered both reasonable and necessary to provide for a 10-year permission period. This will ensure the orderly, efficient and sustainable implementation of the proposed development, consistent with the principles of proper planning and the strategic importance of Dublin Port.

8.9 Environmental Impact Assessment Report

An EIAR has been prepared in respect of the proposed development in accordance with the requirements of the EIA Directive and the PDA 2000 and PDRs.

Extensive site-specific scientific data, collected in connection with the ABR Project, the MP2 Project, the proposed 3FM Project, and the Strategic Environmental Assessment (SEA) undertaken as part of the 2017–2018 review of the Dublin Port Masterplan, has informed the preparation of this EIAR. This body of work demonstrates a comprehensive understanding of the receiving environment within and around Dublin Port, including the inner Liffey channel (Dublin Harbour) and Dublin Bay.

In addition, further surveys have been undertaken to provide up-to-date baseline information to support the environmental assessments, supplementing existing datasets from official and established sources.

All environmental assessments undertaken for the proposed development are based on a 10-year construction period. These assessments are presented within the EIAR submitted with the application, thereby enabling the Commission, as the competent authority, to carry out its obligations under the EIA and Habitats Directives.

The EIAR provides a comprehensive assessment of the likely significant environmental impacts of the proposed development, together with the mitigation measures proposed. Each environmental topic is addressed in a dedicated chapter, prepared by appropriately qualified specialists.

The EIAR has been coordinated by Tetra Tech, with the structure, chapter responsibilities, and contributing authors detailed in Table 1.2 of Chapter 1, Volume 2.

A consolidated schedule of mitigation measures is provided in Chapter 22, Volume 2 of the EIAR and further summarised in the accompanying Summary of Mitigation Measures Report prepared by Tetra Tech, which forms part of the application documentation.

8.10 Habitats Directive Assessments

In order to comply with the requirements of EU and Irish law, and to facilitate the Commission in carrying out the necessary assessments under Article 6(3) of the Habitats Directive, both an AASR and a NIS are submitted with the application for permission.

9.0 Conclusions

In conclusion, the proposed development represents essential strategic infrastructure that will secure the continued operation and long-term capacity of Dublin Port as Ireland's principal Tier 1 Port of National Significance. The proposal has been carefully developed in accordance with the Dublin Port Masterplan and is both aligned and consistent with EU, national, regional and local planning policy.

The application is supported by comprehensive environmental assessment, as set out in the EIAR and NIS, which demonstrate that the development can be delivered without giving rise to significant environmental effects, and without adversely affecting the integrity of any European site. The proposal optimises the use of existing brownfield lands, avoids unnecessary expansion into Dublin Bay, and ensures that the port can respond to evolving international shipping requirements.

Having regard to the strategic importance of Dublin Port, the robust assessment carried out, and the clear policy support at all levels of the planning hierarchy, it is submitted that the ABR2 Project is consistent with the proper planning and sustainable development of the area. The Commission is therefore respectfully requested to grant permission for the development as proposed.

Appendix A – Descriptions of Port Operations

Appendix B – Context Drawings

Appendix C – Planning History

Appendix D – National Marine Planning Framework Compliance

Alexandra Basin Redevelopment 2

Bringing Dublin Port To 2040

Planning Report – Appendix A

Description of Port Operations



CALAFORT ÁTHA CLIATH
DUBLIN PORT

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DUBLIN PORT

ABR2 Project

A description of operations in Dublin Port

28 May 2026

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1. Introduction

This description of operations at Dublin Port has been prepared to facilitate an understanding of the ABR2 Project application for permission. The description covers all port operations including those not directly affected by the ABR2 Project.

Dublin Port is the largest port on the island of Ireland and is an essential link for the country's international trade and transport requirements.

Dublin Port is owned and operated by Dublin Port Company (DPC).

DPC's main function is to facilitate the movement of goods and people in an safe, efficient and cost effective manner.

The type of goods and the manner in which they are transported fall into five cargo modes:

- ***Roll-on Roll-off (Ro-Ro)***: Freight trailers, containers, vans, passenger cars, coaches, car imports
- ***Lift-on Lift-off (Lo-Lo)***: Containers carrying all types of goods
- ***Bulk Liquid***: Refined petroleum products of different types (including petrol, diesel and aviation fuel) and other liquid commodities such as molasses
- ***Bulk Solid***: Including grains, animal feeds, bulk cement, aggregates, petroleum coke, slag, peat moss and scrap metal
- ***Break bulk and other goods***: Loose products such as timber paper, steel and project cargoes (such as rail carriages, wind turbine components and large components for construction projects)

In addition Dublin Port's throughput includes passengers primarily on multipurpose ferries (i.e. both freight and passengers) in cars, on coaches or as foot passengers but also on smaller cruise ships. As a passenger gateway, Dublin Port is nearly as large as Shannon Airport.



2. Ro-Ro (Roll-on Roll-off)

Ro-Ro refers to shipping services and activities where vehicles are driven on and off ferries or other specialised ships (such as car carriers).

In 2023, Dublin Port handled 83% of Ireland's Ro-Ro freight traffic. This traffic consists of freight vehicles, freight trailers, containers, coaches, passenger cars, trade vehicles and specialist trailers.

Dublin Port handles some of the largest Ro-Ro vessels in the world, with a total of 122 sailings in a typical week between Dublin and UK ports and between Dublin and Continental European ports. UK Ro-Ro destinations are Holyhead, Liverpool and Heysham, and the Continental European Ro-Ro destinations are Rotterdam, Zeebrugge, Bilbao, Cherbourg, and Santander. On the latter routes, many of the Ro-Ro vessels are significantly larger than on UK routes.

On a typical day in early July 2024, nine ferries arrived from Holyhead carrying accompanied and unaccompanied Ro-Ro trailers as well as passengers and cars:

Arrival time*	Operator	Ship
05.30	Stena Line	Stena Adventurer
05:55	Irish Ferries	Ulysses
12:10	Stena Line	Stena Estrid
13:00	Irish Ferries	Dublin Swift
17.40	Irish Ferries	Ulysses
18:00	Stena Line	Stena Adventurer
19:10	Irish Ferries	Dublin Swift
23:00	Irish Ferries	Norbay
23:50	Stena Line	Stena Estrid

** Arrival times at berth as per DPC's port management information system*

Another six ferries arrived from Liverpool / Heysham carrying unaccompanied Ro-Ro trailers.

Arrival time	Operator	Ship
00:50	CLdN	Celandine
02:00	Stena Line	Bore Song
04:30	Seatruck	Seatruck Precision
10:10	Seatruck	Seatruck Pace
12:30	Seatruck	Seatruck Progress
18:30	Seatruck	Seatruck Power

Between the Holyhead and Liverpool ferries, up to 9,000 lanemetres of Ro-Ro trailers can arrive in a 90 minute period every morning. Nearly half of this volume goes straight out the Dublin Port Tunnel before the morning rush hour.

Ship	Operator	Lanemetres[1]	Arrival
Seatruck Precision	**Seatruck**	**2,166**	**04:30**
Stena Adventurer	**Stena Line**	**3,400**	**05:30**
Ulysses	**Irish Ferries**	**4,100**	**05:55**

1 Source: Sea-web Ships

In addition to Ro-Ro services between Dublin Port and British ports, there are also direct Ro-Ro services between Dublin and Continental Europe (Rotterdam, Zeebrugge, Santander and Cherbourg):

- Irish Ferries' *W.B Yeats* (2,800 lanemetres) operates three roundtrips per week to Cherbourg.
- CLdN operates seven sailings into Dublin Port from Zeebrugge, Rotterdam, and Santander each week on large dedicated freight-only ferries. The largest of these, the MV Celine and the MV Delphine, each has a capacity of 8,100 lanemetres.













Ro-Ro freight is transported either "*accompanied*" or "*unaccompanied*".

- "*Accompanied*" refers to trailer units to which the cab is attached at all times and the driver accompanies the vehicle on the Ro-Ro ferry.
- "*Unaccompanied*" refers to freight trailers that are delivered and collected from the compound adjacent to the vessel. These trailers are driven on and off ships by dock workers using tractor units.

The main difference in the two operations is the amount of land needed to service the units.

In the case of accompanied freight, the units drive off the vessel and leave the port immediately.

DPC has targets for land utilisation of 40,000 units per hectare per annum for accompanied Ro-Ro and 20,000 units per hectare per annum for unaccompanied Ro-Ro.

In 2023, approximately 1m Ro-Ro freight units[1], 0.5m passenger vehicles, and 1.75m passengers were handled on Ro-Ro ferries in Dublin Port.





[1] Freight units are typically 13.6 metre long trailers of varying types including refrigerated units, curtain-sided trailers, flat trailers and car transporters. There are also smaller freight units including non-articulated trucks and vans.

3. Lo-Lo (Lift-on Lift-off)

Container shipping can be divided into two categories.

There are the very large ocean going container vessels, carrying up to 24,000 TEU (twenty-foot equivalent units[2]), that operate over long distances between the larger ports in the world, and there are smaller shortsea vessels that connect those larger ports with smaller ports such as Dublin.

The smaller shortsea container ships that call to Dublin link Ireland with ports mainly in northern Europe (including Rotterdam, Antwerp and Le Havre) but also ports in the UK, and the Mediterranean. A typical large container ship in Dublin Port would have a carrying capacity of about 1,000 TEU.

Lo-Lo container ships are the workhorses for moving goods between Ireland and Continental European ports such as Rotterdam, Antwerp and Le Havre. Although containers move to and from Continental Europe on Ro-Ro ferries (such as CLdN's *Celine*), most (about 80%) move on container ships such as Eucon's *Elbtrader*. This is typical of the container ships operating in and out of Dublin Port and has a capacity of 924 TEU or about 450 units. To carry the same amount of freight, a Ro-Ro freight ferry would need about 6,300 lanemetres of capacity.



The shortsea container ships carry containers originating from or destined for locations in Europe. They also carry containers trans-shipped from the large ocean going container ships

[2] Containers vary in length and are mostly 20', 40' or 45' long. A small proportion are 30' long. The storage capacity of container ships and of container terminals is specified in terms of how many 20' containers they can store where one forty foot container is equivalent to 2.0 TEU

which operate services to the Far East, the Americas and beyond. In this latter role, shortsea container ships are referred to as *feeder ships*.

The cargo handling equipment for containers is divided into two main groups: *primary handling equipment* and *secondary handling equipment*.

Primary handling equipment refers to cranes of different types used to load and unload containers on and off the ship. There are two main types of crane in use in Dublin Port, rail mounted ship to shore gantry cranes and dock mobile cranes.









Secondary handling equipment refers to the equipment (usually gantry cranes of one type or another) used to store containers in back areas in large stacks.

In Dublin, there are rubber-tyred gantries (RTG's) and rail mounted gantries. The largest RTG's can store containers in stacks up to six containers high and seven wide. These stacks occupy large areas of port land and DPC has a utilisation target of 40,000 TEU per hectare per annum for the port's container terminals.





Containers are moved between the stacks and the quay side cranes by special heavy duty truck and trailer combinations or by reach stackers.



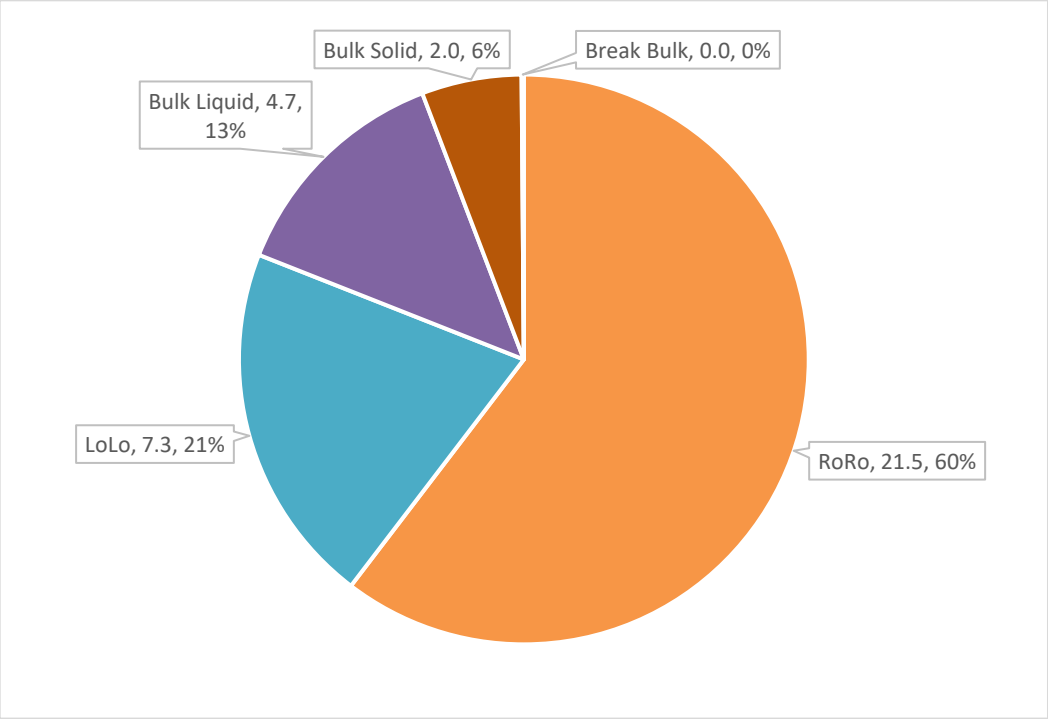


In 2023, Dublin handled 443,000 Lo-Lo units (equivalent to 796,000 TEU).

4. Unitised cargo

Ro-Ro and Lo-Lo, combined, are jointly referred to as *unitised* as the freight is carried in "units" i.e. containers or road trailers.

Unitised cargo makes up 81% of the freight through Dublin Port, as shown in the breakdown of 2023 cargo modes below.



In 2023, there were in excess of 1.4m unitised loads moved through Dublin Port.

Within unitised freight, there is now a large degree of intermodal mobility of containers between Lo-Lo and Ro-Ro.

5. Impact of Brexit on Ro-Ro freight

Since Brexit, there has been a shift towards more direct routes to Continental Europe as evidenced by the increases in direct Ro-Ro services to ports such as Zeebrugge and Rotterdam. There has also been a lessening of the use of the UK landbridge for the movement of unitised freight between Ireland and Continental Europe. In 2020, GB routes accounted for 64% of unitised freight at Dublin Port, whereas that figure had decreased to 55% of unitised freight in 2023.

Due to the length of sea crossing, direct Ro-Ro routes to Europe are based on unaccompanied Ro-Ro, whereas services to UK are a mix of accompanied and unaccompanied Ro-Ro. By its nature, unaccompanied Ro-Ro requires large freight yards to store trailers, whereas accompanied Ro-Ro simply drives on and off a ship. One consequence of the post Brexit increase in direct Ro-Ro routes to Europe is therefore an increased need for land areas to service that Ro-Ro freight.

There has also been a loss of 14 hectares of port lands to State Services for Brexit check facilities. DPC anticipates that 7 hectares of this land will ultimately be returned for use as Ro-Ro freight yards, but that there will be a permanent loss of the remaining 7 hectares. The impact of the loss of these lands has led to a reduction in projected 2040 capacity of 3.38m tonnes, so reducing the original Masterplan 2040 (reviewed 2018) port capacity from 77.2m tonnes to 73.8m tonnes.

6. Bulk Liquid

Dublin Port handles many different bulk liquid products including petrol, diesel, kerosene and bitumen but also non-petroleum liquids such as molasses.

The liquid petroleum products are discharged from tanker ships at four dedicated berths in the north area of the Port and then pumped through a pipeline system, shared by different operators, to their storage tanks within the Port. On average, there are four oil tanker arrivals every three days. Storage capacity for in excess of 300,000 tonnes of oil products is available within the Port.

Oil products are delivered by road from the Port to the many distribution centres and filling stations outside the Port.

A good example of the short supply chain for petroleum products is the supply of aviation fuel to Dublin Airport. The relatively small storage capacity at the airport means the ongoing operations and supply of aircraft fuel to the airport is heavily dependent on continuing efficient operations at Dublin Port.

Molasses is handled in the south port area and the product is discharged through a dedicated pipeline to storage tanks at the customer's site for onward distribution by road.

In 2023, Dublin Port handled 4.7m tonnes of bulk liquids, including nearly two thirds of the country's petroleum requirements in the year.





7. Bulk Solid

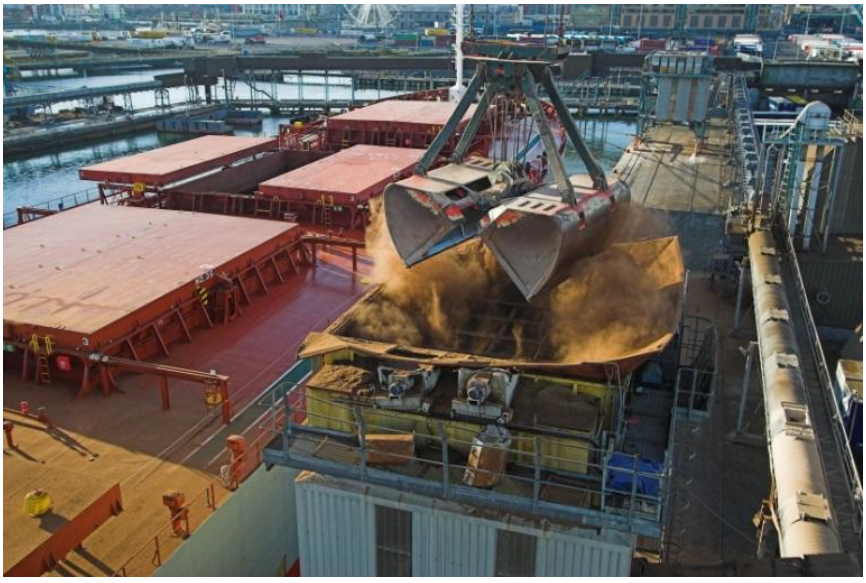
Bulk solid refers to the materials that are handled in bulk (such as grain, animal feeds, fertilizer, peat moss, cement, petroleum coke, furnace slag, scrap metals, contaminated soil and incinerator waste). Such commodities are handled on both the north and south sides of the Port. As the name implies, these materials are in loose form and not contained in bags, containers or other forms of packaging.

The materials are mostly loaded and discharged by grabs operated by dock mobile cranes. However, some is loaded by conveyor (such as the 0.29m tonnes per annum of lead and zinc ore concentrates from Tara Mines before the temporary cessation of such operations in summer 2023) and some is pumped (such as bulk cement) from road tankers.

The total volume of bulk solid goods moved through the port in 2023 was 2.0m tonnes.







8. Cruise ships

Due to the pressures on available berthage since Brexit, largely arising from the significant increase in direct Ro-Ro services to Continental Europe, the number of cruise ships being accommodated at a Dublin Port berth has decreased since Covid/ Brexit. Whilst the port still receives smaller and intermediate size cruise ships on North Wall Quay, larger cruise ships now anchor in Dublin Bay, with tender transfer to Dun Laoghaire. There were 33 cruise ship visits to the port's berths in 2023. There were an additional 73 large cruise ship arrivals to the Dublin Port anchorage in Dublin Bay.

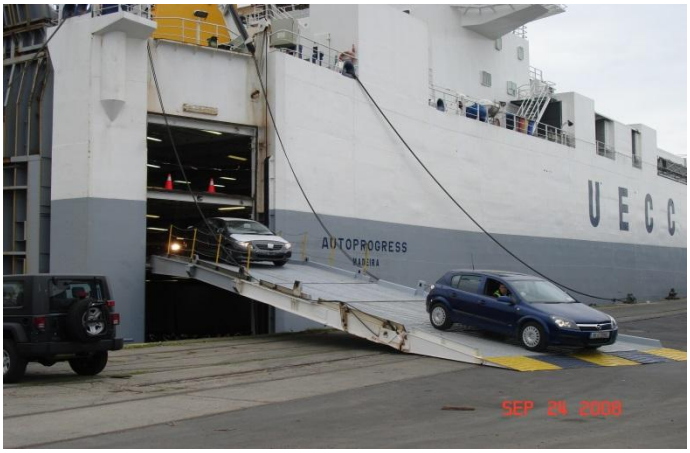
9. New vehicle imports

Dublin Port handles large numbers of imported cars, vans and trucks.

These vehicles are transported both on specifically designed large Ro-Ro ships and (increasingly) on Ro-Ro freight ferries alongside other freight (such as trailers and containers).

The importation of vehicles requires large areas for staging the vehicles for 1-3 days until they are collected by truck for onward delivery to the customer.

In 2023, 113,000 trade vehicles were imported through Dublin.





10. Break bulk and other goods

Break bulk comprises loose products such as timber, steel and paper. Such commodities have all but disappeared in Dublin Port and are now handled in smaller ports. However, loose shipments of, for example, project cargoes continue to come through Dublin Port.

For example, the structural components for the Aviva Stadium were brought in through the Port, as was the Samuel Beckett Bridge.

Other major cargoes in recent years have included mainline and suburban rail carriages. Large items of plant and machinery for power stations, large factories or major construction projects have also passed through the Port.

In recent years, the Port was particularly busy with the importation of wind turbines for wind farms around the country. Such cargoes require large land areas for storage, and because of pressure on space wind turbine shipments are no longer accommodated.





11. Getting goods to and from Dublin Port

By sea

The approach channel for ships into Dublin Port is approximately 10km long and is split into two halves.

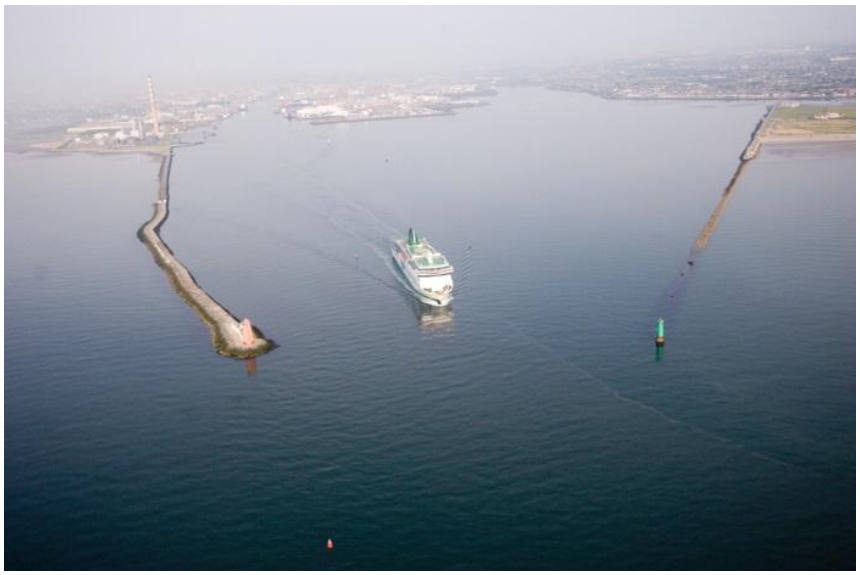
The first 5km of a ship's passage into the Port from the Dublin Bay Buoy to the Poolbeg Lighthouse is along a dredged channel through the sand bar in front of the Port's entrance. The second 5km is the fairway stretching from Poolbeg Lighthouse to the Tom Clarke Bridge.

This is the busiest shipping channel on the island of Ireland and a busy channel by international standards with between 40 and 50 ship movements each day. Many of the larger vessels movement times are grouped around the high water times of the tidal cycle. Others (Ro-Ro ferries on scheduled services) arrive and depart at the same fixed times each day.

The safe management of this shipping channel and especially the narrow section between the Poolbeg Lighthouse and the North Bull Lighthouse is a core responsibility for DPC. This responsibility and the wider obligation to control the movement of shipping in Dublin Bay requires the 24 x 7 availability of the Port's Vessel Traffic Services (VTS) , pilot service and tug service.


DPC BODDER


BEAUFORT



DPC is deepening the Port's 10km channel in five stages from -7.8m at chart datum[3] (CD) to -10.0m CD. The first four stages have been completed, with the final stage planned for 2025/26.

By rail

Although most freight moves in and out of the Port on the landside by road, there are active rail connections :

- Boliden Tara Mines : 0.29m Tonnes of lead/ zinc ore per annum, with on average 10 trains per week (before the service was suspended due to the temporary cessation of mining operations in summer 2023).
- Ballina Route : 0.16m Tonnes of container freight per annum, with on average 5 trains per week.

DPC has been in extended discussions with Iarnrod Eireann about the potential to expand rail freight services using their North Wall Freight Depot to serve all of the port's container terminals.







[3] DPC reckons water depths in Dublin Port by reference to Chart Datum. Chart Datum in Dublin is 2.51 metres below Ordnance Datum Malin.

By road

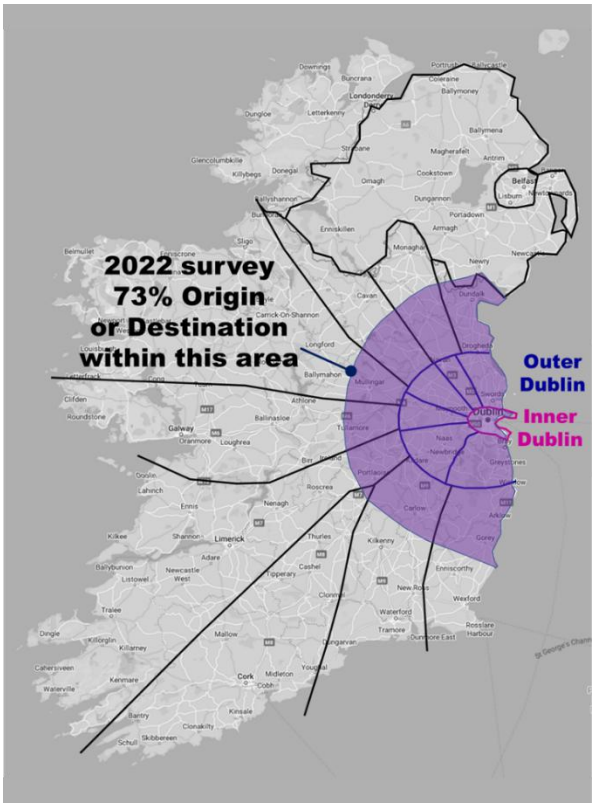
Dublin Port benefits from its direct connection to the national motorway network through the Dublin Port Tunnel.

In 2022, Dublin Port's consultants, RPS, undertook an extensive Origin-Destination survey of freight movements to and from the port. This involved surveying c. 35% of all HGVs and was an update on previous surveys conducted in 2001 and 2011.

Key findings of the survey were:

- 73% of the port's HGVs have an origin or destination within 90km of Dublin Port
- 61% of the HGVs have an origin or destination within 40km of Dublin Port

Percentage of Dublin Port HGVs having an origin or destination within 90km of the port



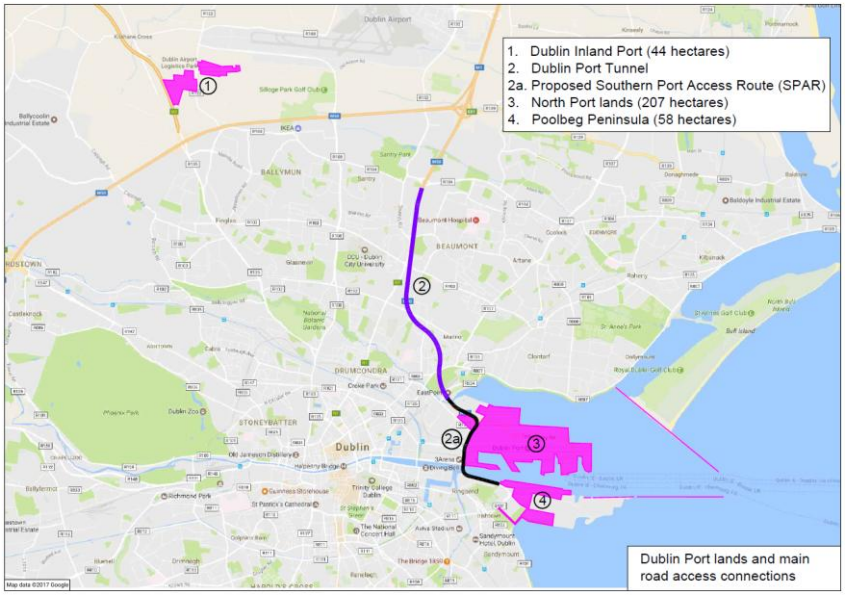
In 2023, Lo-Lo containers made up 21% of all tonnage handled at Dublin Port. Accordingly, of the 27% of HGV movements outside the 90km radius from the port, approximately 6% will be for Lo-Lo containers.

The level of detail in the 2022 Origin-Destination survey was such that RPS were able to estimate how port related HGV traffic develops across the M50 as it heads to and from the Dublin Port Tunnel. Using the data, and TII's 2022 published network data for the M50, it was estimated that, across the length of the M50 from Junction 17 (M11) to Junction 3 (M1), HGV traffic to and from the port makes up 1.7% of total vehicle numbers. To put this in some context, vehicle numbers of all types on the M50 reach c. 150,000 per day at the busiest point on the network.

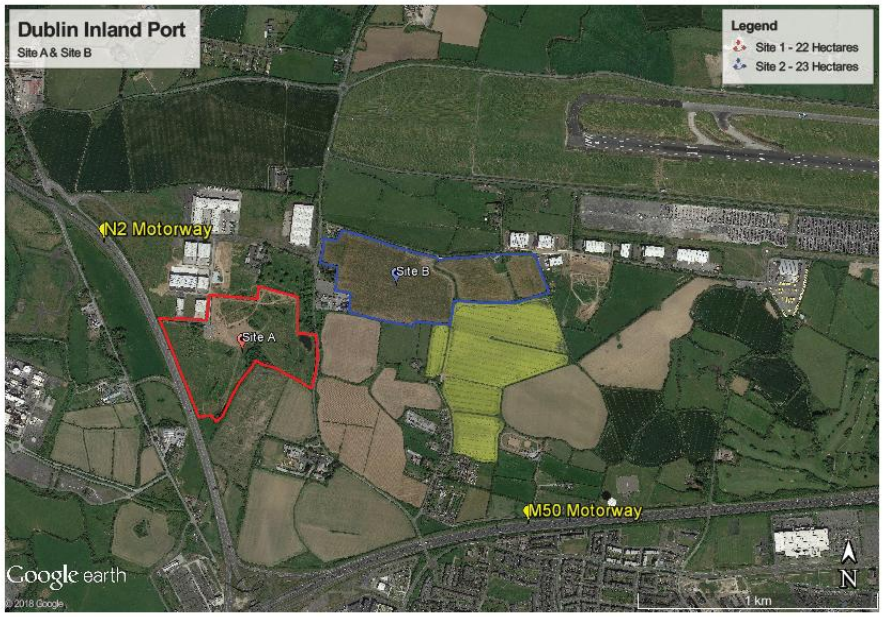
Within the Port's own 260 hectare estate, DPC is responsible for the building and maintenance of a large road network which links the Port's many cargo handling facilities to the Dublin Port Tunnel. This road network is being upgraded to provide capacity to handle the Port's ultimate volume of 73.8m gross tonnes by 2040.

12. Dublin Inland Port

In addition to the port estate of 260 hectares, DPC is developing Dublin Inland Port. This is a 44 hectare estate located 14km from Dublin Port as shown below.



Dublin Inland Port comprises two separate but adjacent sites, each 22 hectares in extent.



Development of Site A is substantially progressed, with two of its large component sites now is use for storage of empty containers. The overall envisaged development comprises empty storage depots, haulier facilities and warehousing facilities earmarked for existing operators in Dublin Port who will be reallocated from Dublin Port to Dublin Inland Port as DPC implements the Franchise Policy, 2014 in order to deliver its Masterplan 2040 targets. DPC envisages developing **Site B** of Dublin Inland Port to provide capacity to support operation of the Port's three container terminals.

Alexandra Basin Redevelopment 2

Bringing Dublin Port To 2040

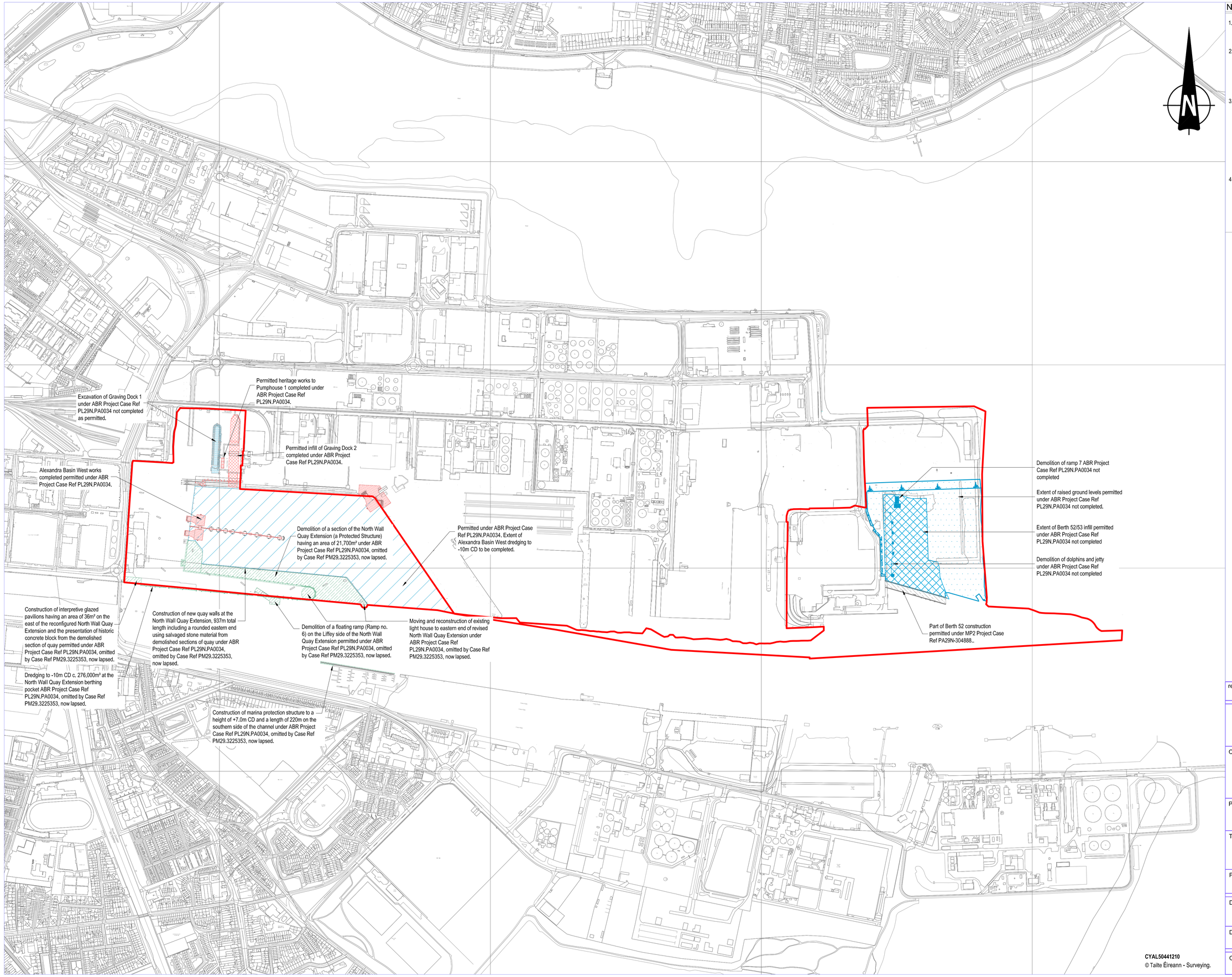
Planning Report – Appendix B

Context Drawings



CALAFORT ÁTHA CLIATH
DUBLIN PORT

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NOTES

1. Verifying Dimensions.
   The contractor shall verify dimensions against such other drawings or site conditions as pertain to this part of the work.

2. Existing Services.
   Any information concerning the location of existing services indicated on this drawing is intended for general guidance only. It shall be the responsibility of the contractor to determine and verify the exact horizontal and vertical alignment of all cables, pipes, etc. (both underground and overhead) before work commences.

3. Issue of Drawings.
   Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg, dxf etc.) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. Tetra Tech will not accept any responsibility for any errors arising from the use of these files, either by human error by the recipient, listing of un-dimensioned measurements, compatibility issues with the recipient's software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

4. Tailte Eireann Sheet No.
   3198-13, 3198-14, 3198-15, 3198-18, 3198-19, 3198-20, 3198-23, 3198-24, 3198-25, 3264-03, 3264-04, 3264-05, 3264-08, 3264-09, 3264-10, 3264-13, 3264-14, 3264-15, 3264-18, 3264-19, 3264-20, 3199-11, 3199-12, 3199-21, 3199-22, 3199-23, 3199-24, 3264-01, 3265-02, 3265-03, 3265-04, 3265-06, 3265-07, 3265-08, 3265-09, 3265-10, 3265-11, 3265-12, 3265-16

5. Key

- ABR2 Project Application Boundary
- Infill of Graving Dock 2 completed under ABR Project Case Ref PL29N.PA0034 as permitted.
- Alexandra Basin works completed under ABR Project Case Ref PL29N.PA0034 as permitted.
- Heritage works to Pumphouse 1 completed under ABR Project Case Ref PL29N.PA0034 as permitted.
- Excavation of Graving Dock 1 under ABR Project Case Ref PL29N.PA0034 not completed as permitted.
- Permitted under ABR Project Case Ref PL29N.PA0034. Extent of Alexandra Basin West dredging to -10m CD to be completed as permitted.
- Extent of Berth 52/53 infill permitted under ABR Project Case Ref PL29N.PA0034 not completed
- Extent of raised ground levels permitted under ABR Project Case Red PL29N.PA0034 not completed.
- Demolition of Berth 52/53 and Ramp 7 under ABR Project Case Red PL29N.PA0034 not completed.
- Alterations permitted under ABR Case Ref PM29.322353.

For Information Only

rev	amendments	check	date

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Client: COMHLACHT CHALAFORT ÁTHA CLIATH | DUBLIN PORT COMPANY

Project: ABR2 Project

Title: Works Permitted Under PL 29N.PA0034 Completed and Not Completed

Project Number	Sheet Size	Drawing Scale
02351	A1	1:5000

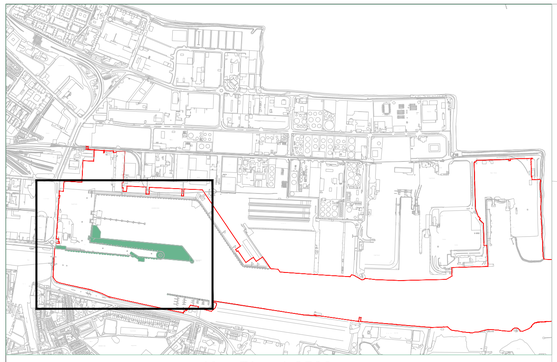
Drawing Number: IBE02351-500

Drawn By	Status	Revision
DWR	For Planning	-

Checked By	Approved By	Date
EH	RB	1/10/26

CYAL50441210

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Key Plan 1:2500

Cross Berth Quay

ALEXANDRA QUAY

Alexandra Quay West

ALEXANDRA BASIN

28 | 29 | 30 | 31 | 32 | 33

27 | 26

24 - 25

18 | 19-21 | 22

Construction of new quay walls at the North Wall Quay Extension, 937m total length including a rounded eastern end using salvaged stone material from demolished sections of quay - **OMITTED**
Refer to notes 12 & 15

Demolition of a section of the North Wall Quay Extension (a Protected Structure) having an area of 21,700m² - **OMITTED**
Refer to notes 7 & 15

Construction of interpretive glazed pavilions having and area of 36m² on the east of the reconfigured North Wall Quay Extension and the presentation of a salvaged historic concrete block from the demolished section of quay - **OMITTED**
Refer to note 15

Dredging to -10m CD c. 276,000m³ at the North Wall Quay Extension berthing pocket - **OMITTED**
Refer to note 14

Demolition of a floating ramp (Ramp no. 6) on the Liffey side of the North Wall Quay Extension - **OMITTED**
Refer to note 7

Moving and reconstruction of existing light house to eastern end of revised North Wall Quay Extension - **OMITTED**
Refer to notes 7 & 15

Construction of marina protection structure to a height of +7.0m CD and a length of 220m on the southern side of the channel - **OMITTED**
Refer to note 12

North Wall Lighthouse
(Flashing White)

EAST LINK BR.

EAST WALL

YORK ROAD

PIGEON HOUSE ROAD

CAMBRIDGE ROAD

RINGSEND PARK

Technical School

Schools

Yacht Club

Fisherman's Wharf

Alexandra Quay

Theatre

Area under construction

EAST LINK TOLL BOOTH

Key

Planning boundary under ABR Project

Proposed Alterations (i.e., Omissions) Sought under this Section 146B

NOTES

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2. Existing Services.
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4. DATUM: Ordnance Datum Malin (Unless Noted Otherwise)
5. 29, 30 etc. Denote berth numbers
6. All drawings referred to below are available under ABP Reference: PL 29N.PA0034
7. Refer to drawing IBM0498-GA-009 for original demolition general arrangement.
8. Refer to drawings IBM0498-GA-011, IBM0498-GA-014, IBM0498-GA-015, and IBM0498-GA-016 for proposed site general arrangements.
9. Refer to drawing IBM0498-GA-200 for proposed surfacing layout at Alexandra Basin.
10. Refer to drawing IBM0498-GA-300 for proposed drainage layout at Alexandra Basin.
11. Refer to drawing IBM0498-GA-500 for proposed lighting layout at Alexandra Basin.
12. Refer to drawings IBM0498-NQ-10, IBM0498-NQ-11, IBM0498-NQ-12, IBM0498-NQ-13, IBM0498-NQ-14, IBM0498-NQ-15, IBM0498-NQ-16, IBM0498-NQ-17, and IBM0498-NQ-20 for details of North Quay Wall Extension.
13. Refer to drawings IBM0498-MA-001, IBM0498-MA-010, and IBM0498-MA-015 for Marina Wall details.
14. Refer to drawing IBM0498-CH-002 for extent of channel dredging.
15. For details of Interpretative Zone and Conservation Proposals refer to Mola Architecture drawings:
    - 130111_2_1002 Proposed Site Plan
    - 130111_2_1005 Conservation Zone (part 1) North Wall Quay Extension
    - 130111_2_2000 Interpretative Zone 1 Existing (Quay Entrance)
    - 130111_2_2100 Interpretative Zone 1 Existing (Quay Entrance)
    - 130111_2_2001 Interpretative Zone 2 Existing (Quay End)
    - 130111_2_2101 Interpretative Zone 2 G/A Plan (Quay End)
    - 130111_2_2105 Conservation Zone E&F Stoney Stairs & Mooring Rings
    - 130111_2_2200 Interpretative Zone 1 South Elevation (Quay Entrance)
    - 130111_2_2201 Interpretative Zone 1 East West Elevation (Quay Entrance)
    - 130111_2_2202 Interpretative Zone 2 South Elevation (Quay End)
    - 130111_2_2203 Interpretative Zone 2 North Elevation (Quay End)
    - 130111_2_2204 Interpretative Zone 2 East Elevation (Quay Head)
    - 130111_2_2205 Conservation Zone E&F South Elevation (Stoney Stairs & Mooring Rings)
    - 130111_2_2300 Interpretative Zone 1 Section 11 (Quay Entrance)
    - 130111_2_2302 Interpretative Zone 1 Section 33 (Quay Entrance)
    - 130111_2_2305 Conservation Zone E Section 55 (Stoney Steps)
    - 130111_2_2306 Conservation Zone F Section 66 (Mooring Rings)
    - 130111_2_2307 Interpretative Zone 2 Section 77 (Quay Head)
    - 130111_2_2310 Interpretative Zone 1 Section AA (Quay Head)
    - 130111_2_2311 Interpretative Zone 1 Section BB (Entrance Gates)
    - 130111_2_2312 Interpretative Zone 2 Section BB (Quay Head)

rev	amendments	drawn	date

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Project
Section 146B Alterations to Permitted SID "Alexandra Basin Redevelopment" (ABP Ref. No. PL29N.PA0034)

Title
Plan – Proposed Section 146B Alterations (ABP Ref. No. PL29N.PA0034)

Architect
-

Drawing Status	Sheet Size	Drawing Scale
Planning	A1	1:750

Drawing Number	Rev
IBE02304-001	-

Project Leader	Drawn By	Date	Initial Review
RB	DWR	18/2/25	LMcA

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IBE02351-301

IBE02351-302

IBE02351-303

IBE02351-304

IBE02351-305

IBE02351-306

IBE02351-307

Proposed Extent of Alexandra Basin West dredging to -10m CD.

Proposed raising of levels.

Proposed Berth 52/53 Infill Area

Construction of Part of Berth 52 permitted under MP2 Project Case Ref PA29N-3044888.

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5. Key

- ABR2 Project Application Boundary
- Proposed Layout.
- Part of Works under MP2 Project Case Ref PA29N.304888

rev	amendments	check	date

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Project: ABR2 Project

Title: Proposed Site Layout Plan

Project Number	Sheet Size	Drawing Scale
02351	A1	1:5000

Drawing Number: IBE02351-300

Drawn By	Status	Revision
DWR	For Planning	-

Checked By	Approved By	Date
EH	RB	1/10/26

Liffey-Tolka Public Realm Project
Case Ref. PL29N.312692

Liffey-Tolka Public Realm Project
Case Ref. PL29N.312692

North Wall Square permitted
under Liffey-Tolka Public Realm
Project Case Ref. PL29N.312692

North Wall Quay permitted under
Liffey-Tolka Public Realm Project
Case Ref. PL29N.312692

Proposed extent of Alexandra
Basin West dredging to -10m CD

Demolition of Pier Head under
MP2 Project Case Ref. PL
29N.304888

Extended Berth 50A under
MP2 Project Case Ref. PL
29N.304888

Demolition under MP2 Project
Case Ref. PA29N.304888

MP2 Project Case
Ref PA29N-304888.

MP2 Project Case
Ref PA29N-304888.

Demolition of Structures
under MP2 Project Case Ref.
PL 29N.304888

Proposed raising of levels.

Proposed Extent of Berth 52/53 infill.

MP2 Project Case Ref PA29N-304888.

Construction of Berth 52
permitted under MP2 Project
Case Ref PA29N-3044888.

Channel deepening
permitted under MP2 Project
Case Ref PA29N-304888.

Berth 53 permitted under MP2
Project Case Ref PA29N.304888

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NOTES

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5. Key

- ABR2 Project Application Boundary
- Proposed Layout
- Permitted Works

For Information Only

rev	amendments	check	date

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Project
ABR2 Project

Title
Permitted Site Layout Plan
and Proposed Layout Plan

Project Number	Sheet Size	Drawing Scale
02351	A1	1:5000

Drawing Number
IBE02351-400

Drawn By	Status	Revision
DWR	For Planning	-

Checked By	Approved By	Date
EH	RB	1/10/26

Alexandra Basin Redevelopment 2

Bringing Dublin Port To 2040

Planning Report – Appendix C

Planning History



CALAFORT ÁTHA CLIATH
DUBLIN PORT

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Prepared by	Prepared for
Tetra Tech	Dublin Port Company

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1.0 PLANNING HISTORY

1.1 Methodology

The planning history search was undertaken to identify relevant planning applications, marine consents, licences and infrastructure projects associated with the ABR2 Project application site and its directly adjacent surroundings.

The planning history study area consists of:

- the ABR2 Project red-line application site boundary; and
- a 200 m buffer surrounding the ABR2 Project red-line boundary.

An initial planning history search was undertaken in April 2026, comprising searches on 1 April and 8 April 2026. The search was subsequently updated on 23 September 2026. For each search, records were reviewed within both the ABR2 Project red-line application site boundary and the surrounding 200 m buffer.

Records were reviewed over the preceding 10-year period to establish the planning history of the application site and identify extant permissions and consents, including permissions granted for a 10-year duration. The search was updated in September to capture new or updated applications, consents and projects within the study areas.

The results of the planning history search are presented in **Tables 1-1** to **1-8**, and mapped in **Appendix A**.

Tables 1-1 to **1-4** present the relevant applications and consent records identified within the ABR2 Project red-line boundary, while **Tables 1-5** to **1-8** present the relevant applications and consent records identified through the 200 m buffer.

The planning history search methodology is set out below.

1.1.1 Data Sources

The following datasets were obtained and reviewed:

- Dublin City Council (DCC) planning applications were obtained from the Department of Housing, Local Government and Heritage (DHLGH) through the MyPlan.ie platform.
- An Coimisiún Pleanála (ACP) applications were sourced directly from ACP.
- Environmental Impact Assessment (EIA) Portal projects were obtained and reviewed.
- Determined Maritime Usage Licence (MUL) and Maritime Area Consent (MAC) applications were obtained from the Maritime Area Regulatory Authority (MARA).
- Undetermined MUL and MAC applications. MARA does not maintain spatial datasets for all undetermined MUL and MAC applications. The MARA online applications portal was therefore reviewed manually to identify relevant undetermined applications.
- DHLGH foreshore licence applications. This dataset has not been updated since July 2023, following the transfer of marine consenting functions to MARA. However, it captures foreshore licence applications lodged before that transfer.

All datasets were imported into ArcGIS Pro, where they were reviewed, spatially filtered and prepared for analysis.

1.1.2 Spatial Screening

The ABR2 Project red-line boundary and the 200 m buffer were imported into ArcGIS Pro.

Records were spatially screened against these search areas to identify those located within or intersecting the ABR2 Project red-line boundary and/or the 200 m buffer.

Records identified within or intersecting the ABR2 Project red-line boundary were reported within the red-line boundary schedules. The 200 m buffer schedules contain only those records identified within the buffer area that were not already reported within the red-line boundary schedules. This approach avoided duplication between schedules.

1.1.3 Data Compilation and Outputs

The records identified through the temporal and spatial screening were exported from ArcGIS Pro and compiled into Excel workbooks for review.

In April 2026, separate Excel workbooks were prepared for the ABR2 Project red-line boundary and 200 m buffer search areas. The searches were repeated in September 2026, and the resulting workbooks were compared against the April 2026 results to identify new applications, changes in application or consent status, and other relevant updates.

Spatial screening fields were retained within the datasets to support filtering and review.

The resulting datasets formed the basis of the planning history review and the preparation of the final planning history schedules.

1.1.4 Review of Relevant Applications

The records identified through the temporal and spatial screening were reviewed having regard to:

- application or consent status;
- scale and nature of the development or activity;
- location and proximity to the ABR2 Project;
- relationship with the ABR2 Project;
- potential interaction with the proposed development; and
- potential to contribute to cumulative effects.

Records identified within or intersecting the ABR2 Project red-line boundary were reviewed to establish the planning history of the application site. Records identified within or intersecting the 200 m buffer were reviewed to identify developments in the immediate vicinity of the ABR2 Project that may be relevant to the assessment.

Records identified in both search areas were reported within the red-line boundary schedules only and were not duplicated within the 200 m buffer schedules.

Applications and consents of a minor domestic or non-material nature were excluded where they were not considered relevant.

Foreshore licence applications that were identified through the EIA Portal dataset were included within the DHLGH Foreshore Licence Applications schedule, alongside other relevant foreshore licence applications, rather than being reported separately within an EIA Portal schedule.

Cancelled, withdrawn, expired or otherwise inactive applications and consents were reviewed on a case-by-case basis. These records were excluded where they were no longer considered relevant. Records were retained where their status, location, relationship with the ABR2 Project remained relevant.

Where no relevant applications or consents were identified within a dataset, that dataset was not included in the final planning history schedules.

The resulting planning history schedules comprise the planning applications, marine consents, licences and infrastructure projects considered relevant to the ABR2 Project.

1.1.5 Limitations

The following limitations apply:

- **Dataset Currency**

  The DCC planning application and ACP datasets were current to 18 September 2026, the EIA Portal dataset was current to 3 September 2026, the determined MUL dataset was current to 23 September 2026, and the determined MAC dataset was current to 10 September 2026. Consequently, applications or consents submitted, amended or determined after the relevant dataset update dates may not be captured.

- **DHLGH Foreshore Licence Dataset**

  The DHLGH Foreshore Licence dataset was transferred to MARA following the transfer of offshore marine consenting functions in 2023. The dataset is no longer maintained and contains limited information, comprising primarily the case number, category, link and project name. It does not include application receipt or determination dates. These dates were therefore manually verified using publicly available records on Gov.ie and the relevant Department websites.

  The dataset is also not considered to be a comprehensive historic spatial record of foreshore licence applications. The available dataset primarily relates to foreshore licences associated with offshore renewable energy projects and is not considered a complete historic record of foreshore licence applications. A comparison of the records identified during the April 2026 planning history search with the dataset available for the September 2026 search also indicated that some records previously identified could not be readily confirmed in the available spatial dataset. In addition, a review of publicly available foreshore licence records and associated licence maps identified relevant applications that were not included in the DHLGH dataset. For example, FS005699, relating to the Dublin Port Company's Alexandra Basin Redevelopment, is not included in the dataset despite its direct relevance to the ABR2 Project.

  A manual review of publicly available foreshore licence records on Gov.ie and associated licence maps was therefore undertaken to identify additional licences intersecting the ABR2 Project red-line boundary and/or the 200 m buffer search area that were not represented in the available DHLGH spatial dataset.

- **MARA Spatial Datasets**

MARA's spatial dataset for offshore applications commences in 2023 and does not provide a complete spatial record of marine applications and consents submitted before that date. MARA is currently developing a more comprehensive approach to collating historic marine application datasets. However, a complete historic spatial dataset was not available at the time of the search.

In addition, MARA does not maintain a complete spatial dataset for all undetermined MUL and MAC applications. Relevant undetermined applications were therefore identified through a manual review of the MARA online applications portal.

Consequently, the absence of an application from the available marine or foreshore datasets should not be interpreted as evidence that the application was not relevant to the planning history search, the search area or the assessment.

Notwithstanding these limitations, the datasets and supplementary records reviewed are considered sufficient to identify the principal planning applications, marine consents, licences and infrastructure projects relevant to the ABR2 Project.

1.2 Relevant Planning History

Table 1-1: DCC Planning Applications within Red Line Boundary

Reg. Ref	Description	Address	Received Date	Decision Date	Decision
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 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.	Former Calor Yard and Ferry Terminals 1 and 2, Dublin Port, Dublin 1.	01/08/2018	29/11/2018	GRANT PERMISSION

Reg. Ref	Description	Address	Received Date	Decision Date	Decision
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.	Adjacent to Berth 49, Ferryport Terminal 1, Dublin Port, Dublin 1.	04/06/2019	29/07/2019	GRANT PERMISSION
WEB1054/26	Permission for the provision of a Ship-to-Shore (STS) Crane and all associated site development works.	Berths 29, 30 and 31, Alexandra Quay West, Dublin Port, Dublin 1.	13/01/2026	02/03/2026	GRANT PERMISSION
WEB1097/26	Installation of 3 no. new 38 kV underground cable routes, or cable route sections, and all associated site and development works within the administrative area of Dublin City Council (DCC).	The proposed UGC are located at the Ashtown, Glasnevin and North Wall areas within Dublin City.	16/01/2026	N/A	LIVE CASE

Table 1-2: ACP Applications within Red Line Boundary

Case No.	Description	Address	Received Date	Decision Date	Decision
304888	15-year permission for development at Oil Berth 3 and Oil Berth 4, Eastern Oil Jetty and at Berths 50A, 50N, 50S, 51, 51A, 49, 52, 53 and associated terminal yards to provide for various elements including new Ro-Ro jetty and consolidation of passenger terminal buildings.	Dublin Port, off Jetty Road and Breakwater Road South, Terminal Road South, Alexandra Road Extension, Alexandra Road, Tolka Quay Road and Promenade Road, Dublin 1 and 3.	11/07/2019	01/07/2020	GRANT PERMISSION WITH CONDITIONS
312692	Protected Structure: Construction of a pedestrian walkway and a cycle lane along East Wall Road and Bond Road from the River Liffey to the Tolka Estuary with all associated site development works. This application is accompanied by a Natura Impact Statement.	Dublin Port, Alexandra Road, Dublin 1.	10/02/2022	19/07/2023	GRANT PERMISSION WITH REVISED CONDITIONS
320250	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.	Dublin 1, 3 and 4.	23/07/2024	N/A	FURTHER CONSIDERATION NEEDED FOR THIS CASE

Table 1-3: MUL Undetermined Applications within Red Line Boundary

Ref. No. / Licence No.	Description	Address	Date Received	Decision Date	Licence Status
LIC230016	Geophysical survey and site investigations for a proposed subsea fibre optic cable having a landfall in Dublin Port, County Dublin and to evaluate options for the route traversing Dublin Bay, across the Irish Sea to Anglesey, Wales.	Dublin Port.	16/11/2023	21/06/2024	EXPIRED
MUL260049	To conduct a survey to support a strategic modelling study of water currents along the Irish coast from Carlingford Lough to Kilcoole.	Carlingford Lough, Co. Louth to Kilcoole, Co. Wicklow.	19/08/2026	N/A	APPLIED

Table 1-4: DHLGH Foreshore Licence Applications within Red Line Boundary

Ref. No.	Description	Address	Date Received	Decision Date	Licence Status
FS006495	Foreshore Lease/licence application for Maintenance Dredging.	Dublin Port.	04/03/2015	19/05/2016	EXPIRED
FS005699	The Alexandra Basin Redevelopment (ABR) Project comprises the following main elements: Works at Alexandra Basin West including construction of new quays and jetties, remediation of contamination on the bed of the basin, capital dredging to deepen the basin and to achieve the specified depths of -10m Chart Datum (CD) at the new berths; infilling of the Basin at Berths 52 & 53 and construction of a new river berth with a double tiered Ro-Ro ramp; deepening of the fairway and approach to Dublin Port to increase the ruling depth from -7.8m CD to -10.0m CD; and provision of a marina protection structure along the northern boundary of Poolbeg Yacht, Boat Club and Marina.	Dublin Port. Adjoining two townlands: North Dock B and Pembroke East A.	13/07/2015	12/05/2016	EXPIRED
FS006980	Dublin Port Company (DPC) need to carry out regular maintenance dredging of the navigation channel, basins and berthing pockets in order to maintain their advertised charted depths and hence provide safe navigation for vessels to and from the Port. Maintenance dredging campaigns are required approximately every 18 months but may need to be carried out more regularly as a result of extreme weather events causing excessive siltation in the channel. This application is for DPC's maintenance dredging requirements to be carried out in 2020 and 2021.	Dublin Port. Adjoining townlands: North Dock B and Pembroke East A.	08/04/2019	09/09/2020	DETERMINED
FS006893	Foreshore application in respect of the construction of a new Ro-Ro Jetty (Berth 53), the re-orientation of the already consented Berth 52, the lengthening of Berth 50A, the redevelopment of Oil Berth 3, the construction of passenger terminal buildings and a heritage zone, dredging and ancillary site works.	Dublin Port, Dublin.	07/10/2020	23/09/2022	DETERMINED
FS007132	Foreshore application in respect of maintenance dredging at various locations in Dublin Port for the years 2022 to 2029.	Dublin Port, Dublin.	15/02/2021	12/08/2022	DETERMINED

Ref. No.	Description	Address	Date Received	Decision Date	Licence Status
FS007164	Foreshore application in respect of Capital Dredging at various locations around Dublin Port.	Dublin Port.	23/06/2021	09/01/2024	DETERMINED
FS007546	The main aims and objectives of the proposed activities are to: Provide up to date detailed bathymetric mapping of the seabed; Provide further information on the soil stability and morphology of the seabed; Provide detailed information on ground conditions and geology; Obtain up to date wind resource and metocean data for the site; and To generate environmental and ecological data to inform the EIA and AA for the Codling Wind Park Project.	Off County Wicklow and County Dublin.	19/05/2022	19/05/2023	DETERMINED

Table 1-5: DCC Planning Applications within 200m Buffer Search Area

Reg. Ref	Description	Address	Received Date	Decision Date	Decision
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	Dublin Port lands at Breakwater Road South, Dublin Port, Dublin 1.	20/06/2018	14/08/2018	GRANT PERMISSION

Reg. Ref	Description	Address	Received Date	Decision Date	Decision
	permitted under Reg. Ref. 3084/16) All development shall take place on a total area of c.1.1ha.				
4250/18	The development will consist of; the demolition of existing ESB Substation (approx. 25sq.m and 3.2m heigh), general site clearance, and construction of new ESB Substation building (approx. 40sq.m and 3.1m heigh) to include access ramps, handrails, replacement fencing, and pedestrian access gate adjacent to proposed substation; and development also includes dropped kerb access off Tolka Quay Road. All development to take place on a site approximately 0.66 hectares. The application is for a 10 year planning Permission.	Tolka Quay Road, Dublin Port, Dublin 1.	29/03/2019	25/04/2019	GRANT PERMISSION

Table 1-6: MAC Determined Applications within 200m Buffer Search Area

Ref. No. / Licence No.	Description	Address	Date Received	Decision Date	Licence Status
MAC240013	Permitted Maritime Usage- The replacement of high voltage cables between North Wall and Poolbeg, Co. Dublin.	North Wall to Poolbeg, Dublin.	06/12/2024	23/04/2026	DETERMINED
MAC240014	Permitted Maritime Usage - The construction, use, operation and maintenance of bridge structures and associated infrastructure, including all associated decommissioning, demolition, rehabilitation, and any other works required on foot of any Roads Act Approval relating to the infrastructure.	Tom Clarke Bridge, Dublin City.	26/08/2024	05/06/2026	DETERMINED

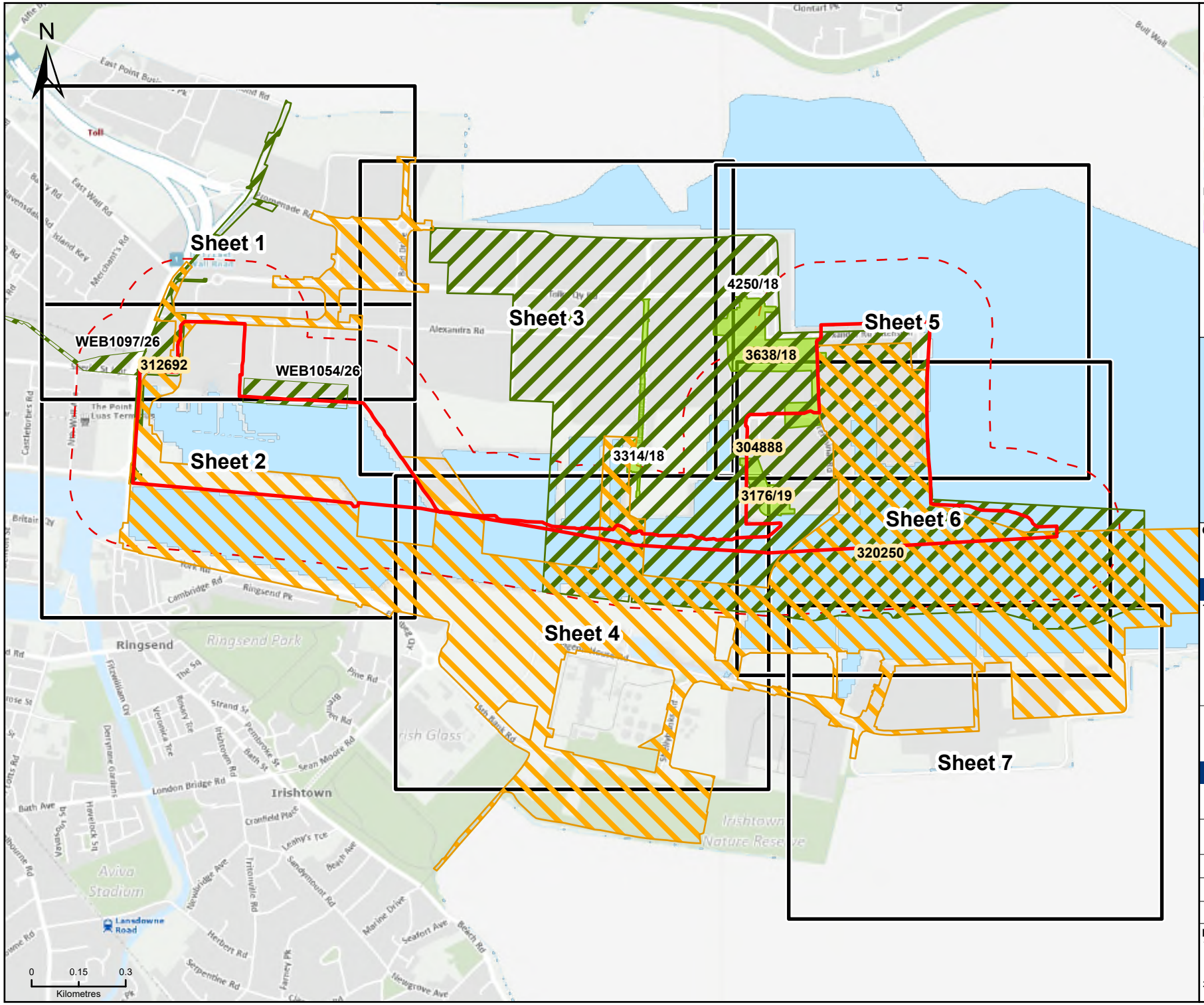
Table 1-7: MUL Undetermined Applications within 200m Buffer Search Area

Ref. No. / Licence No.	Description	Address	Date Received	Decision Date	Licence Status
LIC230007MA	The proposed material amendment to LIC230007 consists of an extension of the granted licence area, with a total addition of 3,775.390m2 to the granted licence area of 36,914.81m2 which would create a total amended licence area of 40,670.203m2. The extension of the granted licence area would extend south into the River Dodder, spanning from one side of the river to the other. It is intended to drill 4 additional marine boreholes in the riverbed of the River Dodder.	Dodder River, Dublin.	15/12/2025	N/A	APPLIED
MUL260049	To conduct a survey to support a strategic modelling study of water currents along the Irish coast from Carlingford Lough to Kilcoole.	Louth, Dublin, Wicklow.	19/08/2026	N/A	APPLIED

Table 1-8: DHLGH Foreshore Licence Applications within 200m Buffer Search Area

Ref. No.	Description	Address	Date Received	Decision Date	Licence Status
FS006497	Foreshore Licence application for geophysical and geotechnical marine based site investigation works, to support the design of new quay walls, jetties, land reclamations and capital dredging at Dublin Port, Co. Dublin.	Dublin Port, County Dublin.	03/09/2015	13/04/2016	EXPIRED
FS006806	Foreshore lease application for the provision of a new Pontoon at Berth 50 to accommodate Dublin Port Company Tug Boats.	Dublin Port, County Dublin.	13/03/2018	16/01/2019	DETERMINED

Appendix A Maps



Legend

- Sheets
- Application Boundary
- Application Boundary 200mts Buffer

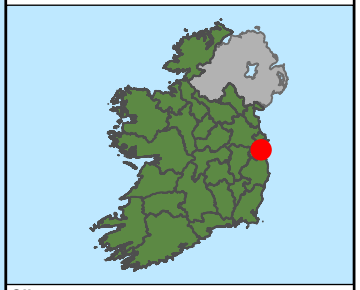
An Coimisúin Pleanála - Decision

- Grant permission
- Further consideration needed for this case
- Contribution Appeal Decided
- Pending

Dublin City Council - Decision

- Grant Permission
- Compliance

Data Sources: DHLG&H, ACP, MARA



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ABR2 Project

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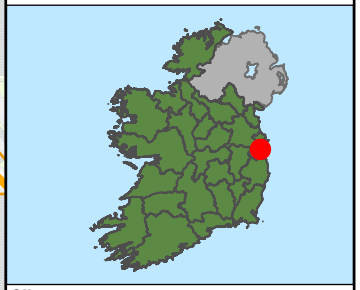
- Grant permission
- Further consideration needed for this case
- Contribution Appeal Decided
- Pending

Dublin City Council - Decision

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Dublin Port Company

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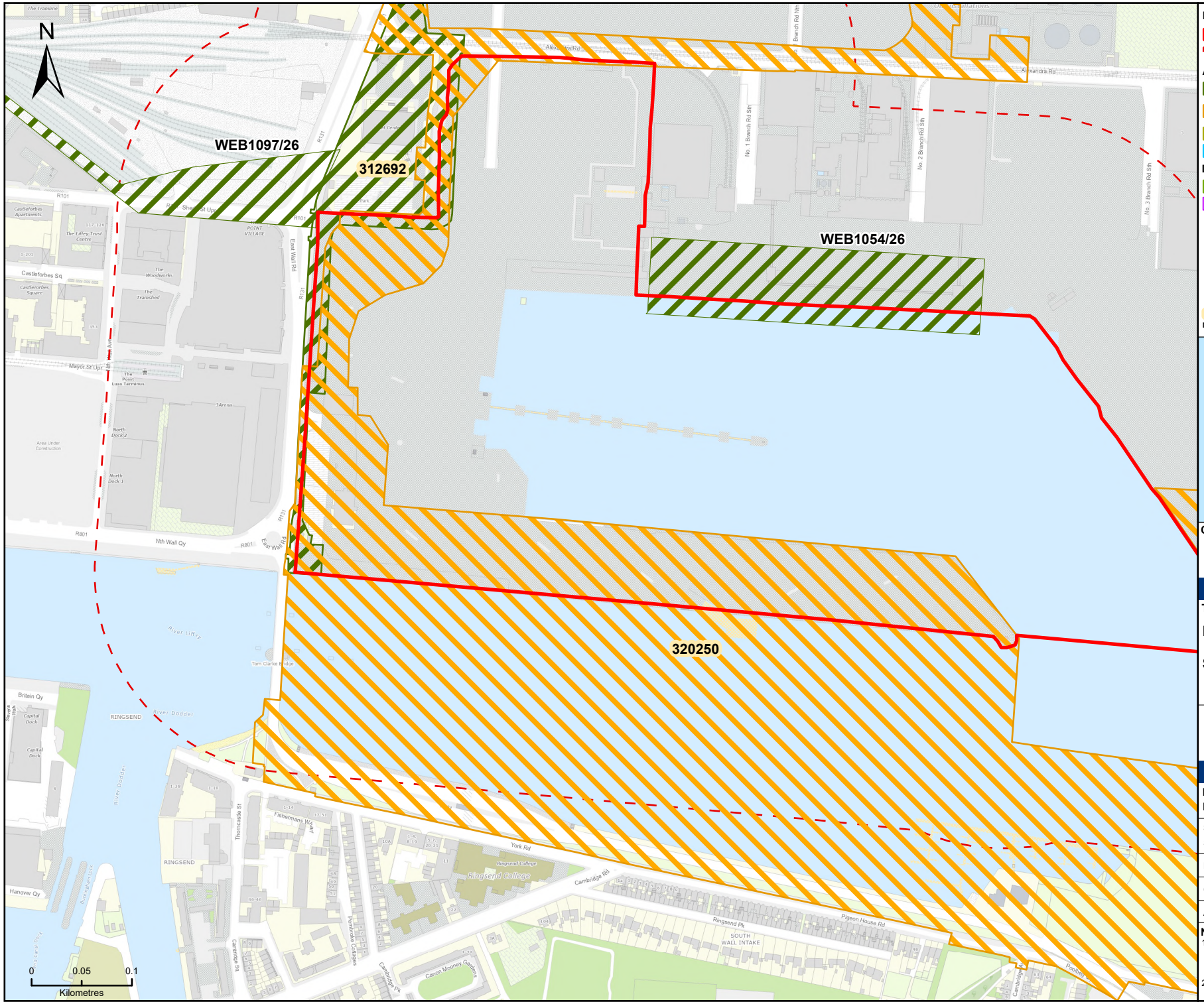
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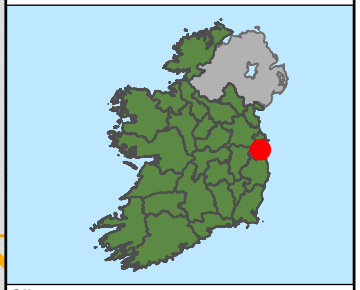
- Grant permission
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- Contribution Appeal Decided
- Pending

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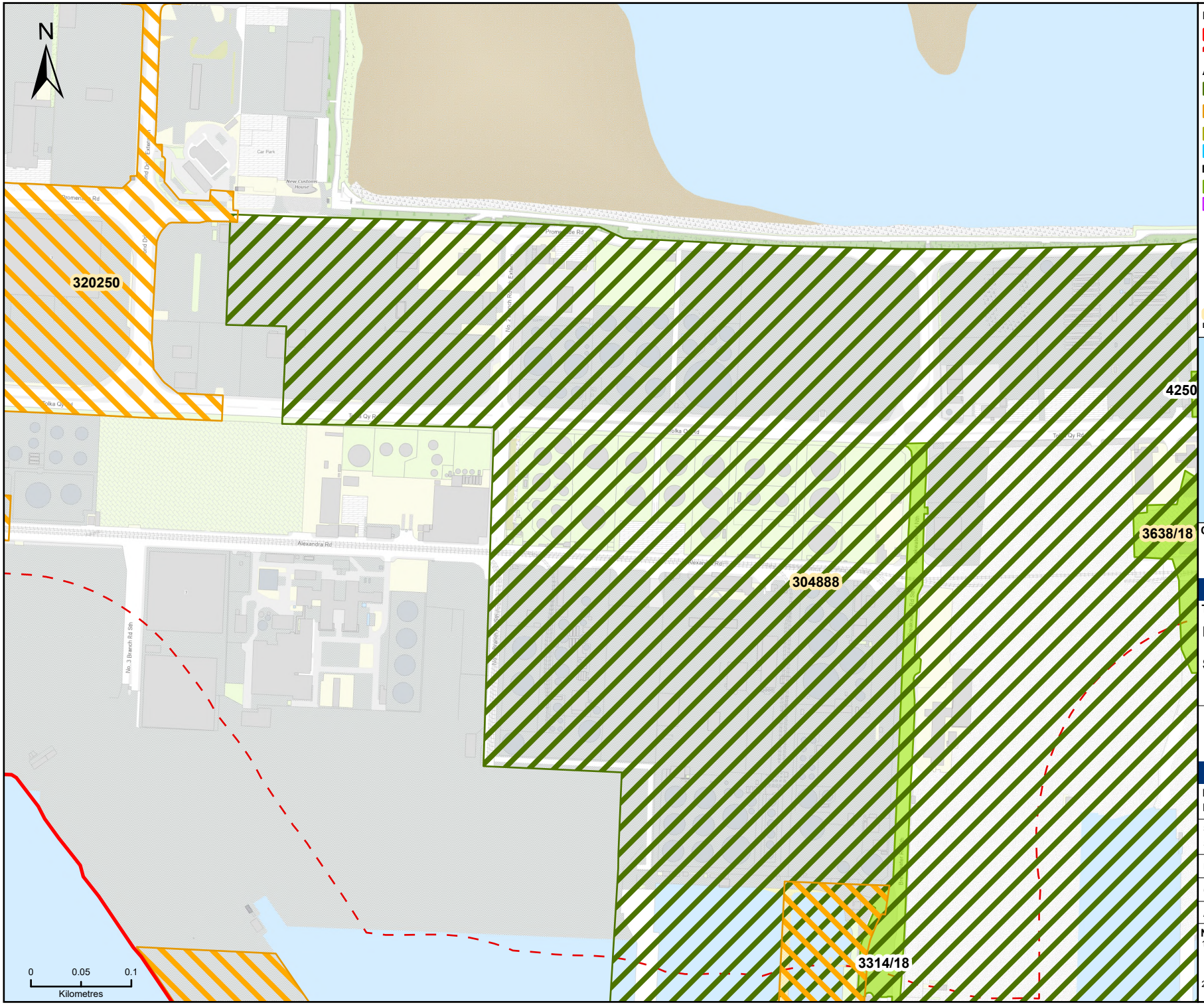
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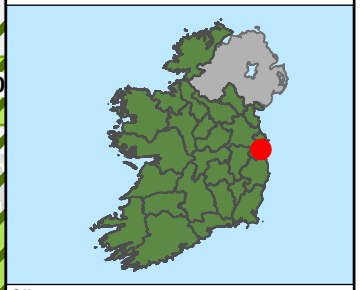
- Grant permission
- Further consideration needed for this case
- Contribution Appeal Decided
- Pending

Dublin City Council - Decision

- Grant Permission
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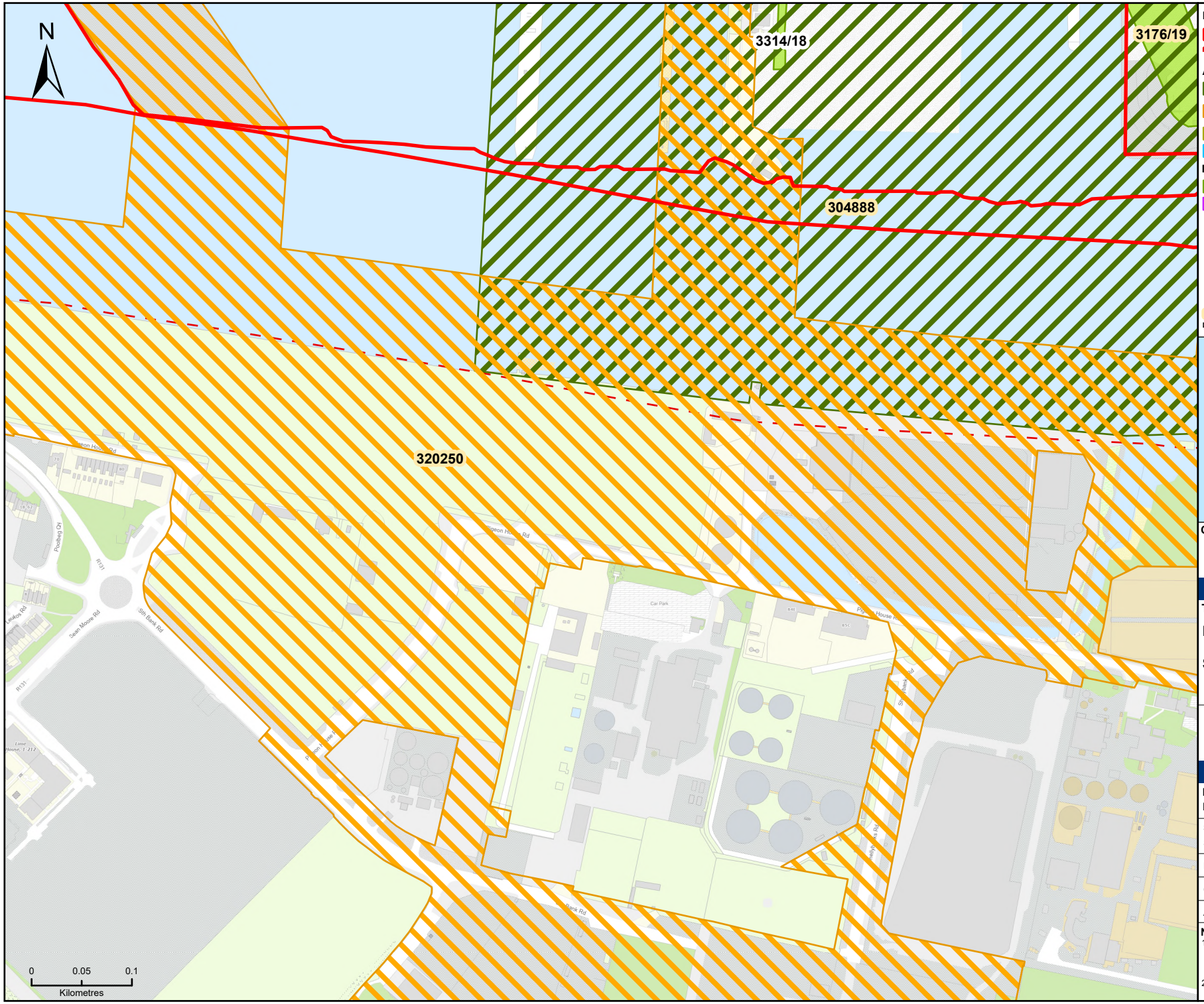
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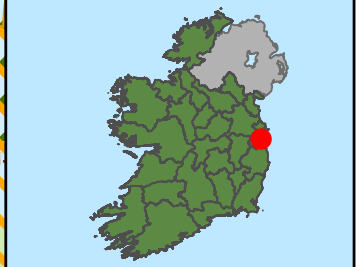
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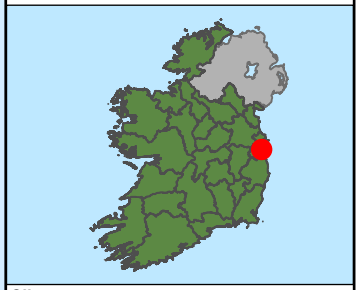
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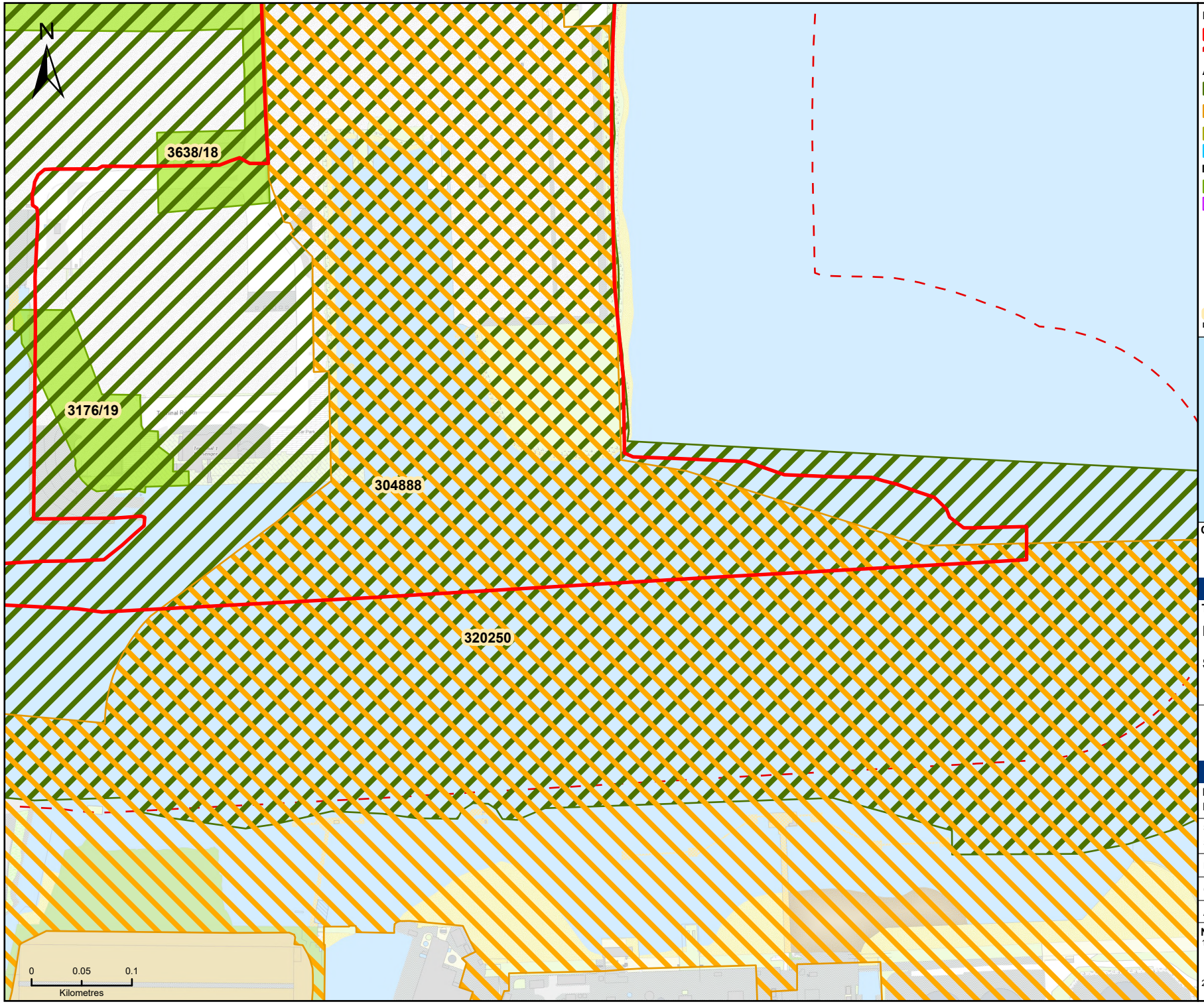
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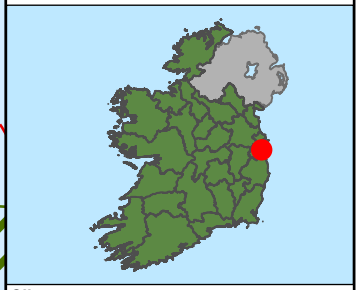
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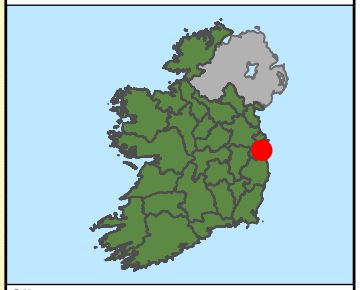
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Alexandra Basin Redevelopment 2

Bringing Dublin Port To 2040

Planning Report – Appendix D

National Marine Planning Framework Compliance



CALAFORT ÁTHA CLIATH
DUBLIN PORT

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Prepared by	Prepared for
Tetra Tech	Dublin Port Company

Acronyms/Abbreviations

Acronyms/Abbreviations	Definition
ABW	Alexandra Basin West
CEMP	Construction and Environment Management Plan
ELV	Emission Limit Value
EMP	Environmental Management Plan
GHG	Greenhouse Gas
MMMP	Marine Mammal Management Plan
MMO	Marine Mammal Observer
MSFD	Marine Spatial Framework Directive
NIS	Natura Impact Statement
NIS	Natura Impact Statement
NMPF	National Marine Planning Framework
NPP	National Ports Policy
RISAA	Report to Inform Screening for Appropriate Assessment
RWMP	Resource and Waste Management Plan
SAC	Special Area of Conservation
SPA	Special Protection Area for Birds

1.0 Overarching marine policies

Table 1.1 Project consistency with NMPF overarching marine policies

NMPF Policies	Project consistency with policy
Environmental – Ocean Health	
Environmental – Ocean Health Policy 1 *Compliance with NMPF policies relating to:* • *Biodiversity* • *Non-Indigenous Species* • *Water Quality* • *Sea-floor and Water Column Integrity* • *Marine Litter* • *Underwater Noise* *should include demonstration of contribution to the relevant MSFD targets identified.*	The Project will align with this policy as outlined in each of the individual topic policies noted below. The Project's contribution to relevant MSFD targets identified is referred to in: • Chapter 14[1] Coastal Processes The Project will not cause a deterioration in water body status or prevent the achievement of the environmental objectives of the water bodies within the sites Zone of Interest as outlined within the associated Chapter 7 Biodiversity, Flora and Fauna and the RISAA & Natura Impact Statement. The ABR2 Project will not cause a deterioration in water body status or prevent the achievement of the environmental objectives of the water bodies affected (Liffey Estuary Lower and Dublin Bay) as outlined in Chapter 9 Water Quality and Flood Risk and Appendix 9-1 WFD Compliance Assessment.
Biodiversity Policy 1 *Proposals incorporating features that enhance or facilitate species adaptation or migration, or natural native habitat connectivity will be supported, subject to the outcome of statutory environmental assessment processes and subsequent decision by the competent authority, and where they contribute to the policies and objectives of this NMPF. Proposals that may have significant adverse impacts on species adaptation or migration, or on natural native habitat connectivity must demonstrate that they will, in order of preference and in accordance with legal requirements:* *a) avoid,* *b) minimise, or* *c) mitigate* *significant adverse impacts on species adaptation or migration, or on natural native habitat connectivity.*	The Project will align with this policy by avoiding, minimising and mitigating significant adverse impacts on species migration and access to key habitats as set out in: • Chapter 7 Biodiversity, Flora and Fauna • RISAA and Natura Impact Statement Dredging activities are localised and temporary in nature and will not result in significant adverse impacts on marine mammal movement, migration or habitat connectivity.
Biodiversity Policy 2 *Proposals that protect, maintain, restore and enhance the distribution and net extent of important habitats and distribution of important species will be supported, subject to the outcome of statutory environmental assessment processes and subsequent decision by the competent authority, and where they contribute to the policies and objectives of this NMPF. Proposals must avoid significant reduction in the distribution and net extent*	The Project will align with this policy by avoiding, minimising and mitigating significant reduction in habitats and minimising disturbance or displacement of habitats as set out in: • Chapter 7 Biodiversity, Flora and Fauna • RISAA and Natura Impact Statement Dredging activities are localised and temporary in nature and will not result in significant adverse effects on habitats or the distribution of marine mammal species.

[1] Chapter references throughout this table relate to the project Environmental Impact Assessment Report

NMPF Policies	Project consistency with policy
of important habitats and other habitats that important species depend on, including avoidance of activity that may result in disturbance or displacement of habitats.	
Biodiversity Policy 3 *Where marine or coastal natural capital assets are recognised by Government:* • *Proposals must seek to enhance marine or coastal natural capital assets where possible.* • *Proposals must demonstrate that they will in order of preference, and in accordance with legal requirements:* *a) avoid,* *b) minimise, or* *c) mitigate* *significant adverse impacts on marine or coastal natural capital assets, or* *if it is not possible to mitigate significant adverse impacts on marine or coastal natural capital assets proposals must set out the reasons for proceeding.*	The Project will align with this policy by avoiding, minimising and mitigating significant adverse impacts on marine or coastal natural capital assets as set out in: • Chapter 7 Biodiversity, Flora and Fauna • RISAA and Natura Impact Statement The marine mammal section of Chapter 7 (Section 7.3) demonstrates no significant adverse impacts on marine mammal receptors or associated natural capital assets. The Project aligns with this policy in that there are no significant adverse impacts to Coastal Processes within or beyond the immediate vicinity of the Project as set out in: • Chapter 14 Coastal Processes
Biodiversity Policy 4 *Proposals must demonstrate that they will, in order of preference and in accordance with legal requirements:* *a) avoid,* *b) minimise, or* *c) mitigate* *significant disturbance to, or displacement of, highly mobile species.*	The Project will align with this policy by avoiding, minimising and mitigating significant disturbance to, or displacement of, highly mobile species as set out in: • Chapter 7 Biodiversity, Flora and Fauna • RISAA and Natura Impact Statement The marine mammal section of Chapter 7 (Section 7.3) demonstrates that no significant disturbance or displacement of marine mammals due to the localised and temporary nature of dredging activities.
Protected Marine Sites Policy 1 *Proposals must demonstrate that they can be implemented without adverse effects on the integrity of Special Areas of Conservation (SACs) or Special Protection Areas (SPAs). Where adverse effects from proposals remain following mitigation, in line with Habitats Directive Article 6(3), consent for the proposals cannot be granted unless the prerequisites set by Article 6(4) are met.*	The Project aligns with this policy in that there are no significant adverse impacts to Coastal Processes within or beyond the immediate vicinity of the Project as set out in: • Chapter 14 Coastal Processes A Natura Impact Statement (NIS) has been prepared for the Project and accompanies the application. The NIS concludes that the Project will not result in adverse effects on the integrity of any SAC or SPA with the implementation of mitigation measures.
Protected Marine Sites Policy 2 *Proposals supporting the objectives of protected marine sites should be supported and:* • *be informed by appropriate guidance.* *must demonstrate that they are in accordance with legal requirements, including statutory advice*	The Project indirectly supports the objectives of protected marine sites by reducing greenhouse gas emissions and impacts from climate change through improved operational efficiencies within Dublin Port. In keeping with relevant European Directives (i.e. the Habitats Directive and the Birds Directive), the NIS considers the potential for impact on protected

NMPF Policies	Project consistency with policy
provided by authorities relevant to protected marine sites.	marine sites (SACs and SPAs) and concludes that the Project will not result in adverse effects on the integrity of any SAC or SPA with the implementation of mitigation measures.
Protected Marine Sites Policy 3 *Proposals that enhance a protected marine site's ability to adapt to climate change, enhancing the resilience of the protected site, should be supported and:* • *be informed by appropriate guidance.* *must demonstrate that they are in accordance with legal requirements, including statutory advice provided by authorities relevant to protected marine sites.*	The proposal does not relate to the enhancement of a protected marine site's ability to adapt to climate change.
Protected Marine Sites Policy 4 *Until the ecological coherence of the network of protected marine sites is examined and understood, proposals should identify, by review of best available evidence (including consultation with the competent authority with responsibility for designating such areas as required), the features, under consideration at the time the application is made, that may be required to develop and further establish the network. Based upon identified features that may be required to develop and further establish the network, proposals should demonstrate that they will, in order of preference, and in accordance with legal requirements:* *a) avoid,* *b) minimise, or* *c) mitigate* *significant impacts on features that may be required to develop and further establish the network, or* *if it is not possible to mitigate significant impacts, proposals should set out the reasons for proceeding.*	The Project aligns with this policy by avoiding, minimising and mitigating where possible adverse effects on habitats and species of designated sites (i.e. European sites and other sites designated for nature conservation e.g. National sites, nature reserves etc.) as set out in: • Chapter 7 Biodiversity, Flora and Fauna • RISAA & NIS Chapter 7 of the EIAR and the NIS were prepared using best available scientific evidence, and outline measures to minimise and mitigate potential effects on designated and European sites, where required. Details on consultation are also provided within this chapter and within the NIS. The above listed EIAR chapter concludes that the Project (with the implementation of mitigation measures) will not result in significant adverse effects on sensitive habitats and species. The NIS concludes that the Project (with the implementation of mitigation measures) will not result in adverse effects on the integrity of any SAC or SPA. The assessment presented in Chapter 7, concludes the Project will not result in adverse effects on the integrity of any European site, subject to the implementation of mitigation.
Non-Indigenous Species Policy 1 *Reducing the risk of the introduction and / or spread of non-indigenous species is a requirement of all proposals. Proposals must demonstrate a risk management approach to prevent the introduction of and / or spread of non-indigenous species, particularly when:* *a) moving equipment, boats or livestock (for example fish or shellfish) from one water body to another,* *introducing structures suitable for settlement of non-indigenous species, or the spread of non-*	The Project aligns with this policy. The Project includes measures to reduce the risk of the introduction and / or spread of non-indigenous species as set out in: • Chapter 7 Biodiversity, Flora and Fauna These documents describe the methods at which the Project will reduce the risk of the introduction and / or spread of non-indigenous species.

NMPF Policies	Project consistency with policy
indigenous species known to exist in the area of the proposal.	
Water Quality Policy 1 *Proposals that may have significant adverse impacts upon water quality, including upon habitats and species beneficial to water quality, must demonstrate that they will, in order of preference and in accordance with legal requirements:* *a) avoid,* *b) minimise, or* *c) mitigate* *significant adverse impacts.*	The Project will align with this policy by avoiding, minimising and mitigating significant adverse impacts on water quality including upon habitats and species beneficial to water quality as set out in: • Chapter 7 Biodiversity, Flora and Fauna; • Chapter 8 Land, Soils, Geology and Hydrogeology; • Chapter 9 Water Quality and Flood Risk; and • Chapter 14 Coastal Processes Water quality impacts are avoided through the project's design. The basin of Berths 52/53 will be sealed off (as part of the consented MP2 project) prior to the ABR2 construction works which will break the hydrological link to the Liffey Estuary Lower. Contaminated surface water will be retained in bunded areas and pumped to the treatment works for use in the treatment process. Vertical band drains will be installed in the underlying sediments of the basin of Berths 52/53 to promote consolidation and settlement of the infill material. The porewater will be collected in these drains and will be discharged through the treatment works if required for the treatment process and subject to water quality. No ongoing operational discharge pathway is introduced by the ABR2 Project, and that construction-phase discharges will be controlled, treated and regulated. Impacts from the wastewater treatment works discharge to surface waters will be minimised as they are subject to the existing Industrial Emissions licence and associated ELVs. Standard, environmental dredging techniques will be used to minimise the impacts of the dredging in Alexandra Basin West (ABW). Pollution which cannot be designed out such as accidental spillages and general construction works impacts are mitigated through CIRIA good practice guidelines and the NetRegs Guidance for Pollution Prevention series (GPP). To further avoid, minimise and mitigate significant adverse impacts on water quality, Environmental Management Plans (EMPs) have been completed within the Construction and Environment Management Plan (CEMP) for the ABR2 Project and accompanies the application. The EMPs include: • Birds and Marine Ecology Management Plan; • Water Quality Management Plan; • Dredging Management Plan; and • Pollution Incident Response Plan. The effectiveness of measures implemented through the CEMP and the EMPs therein, will be managed

NMPF Policies	Project consistency with policy
	and monitored through Dublin Port's Environmental Management System and this will ensure compliance with Emission Limit Values (ELVs) and threshold trigger levels for sediments and other contaminants. The Project will not cause a deterioration in water body status or prevent the achievement of the environmental objectives of the water bodies affected as outlined in Appendix 9-1 WFD Assessment. The marine mammal section of Chapter 7 Section 7.3 demonstrates that no significant adverse effects on marine mammals will arise from changes in water quality. A Draft Construction Environmental Management Plan has been prepared for the Project and accompanies the application. This document describe the methods by which the Project aims to avoid, minimise and mitigate significant adverse impacts on water quality through pollution response plans and other means.
Water Quality Policy 2 *Proposals delivering improvements to water quality, or enhancing habitats and species, which can be of benefit to water quality, should be supported.*	It is considered that the removal of contaminated sediments from ABW through the ABR2 project will result in long-term benefits for water quality, in particular the chemical status of Liffey Estuary Lower and Dublin Bay.
Sea-floor and Water Column Integrity Policy 1 *Proposals that incorporate measures to support the resilience of marine habitats will be supported, subject to the outcome of statutory environmental assessment processes and subsequent decision by the competent authority and where they contribute to the policies and objectives of this NMPF. Proposals which may have significant adverse impacts on marine, particularly deep sea, habitats must demonstrate that they will, in order of preference and in accordance with legal requirements:* *a) avoid,* *b) minimise, or* *c) mitigate* *significant adverse impacts on marine habitats, or if it is not possible to mitigate significant adverse impacts on marine habitats must set out the reasons for proceeding.*	The Project aligns with this policy in that there are no significant adverse impacts to Coastal Processes or marine habitats within or beyond the immediate vicinity of the Project as set out in: • Chapter 7 Biodiversity, Flora and Fauna • Chapter 14 Coastal Processes Benthic surveys have concluded the construction areas of Alexandra Basin West and the basin of Berths 52/53 to be of low-sensitivity with a modified nature of the affected seabeds, with dredging and infilling activities confined to these specific areas in the ABR2 Project.
Sea-floor and Water Column Integrity Policy 2 *Proposals, including those that increase access to the maritime area, must demonstrate that they will, in order of preference and in accordance with legal requirements:*	The Project will align with this policy by avoiding, minimising and mitigating significant adverse impacts on important habitats and species as set out in: • Chapter 7 Biodiversity, Flora and Fauna

NMPF Policies	Project consistency with policy
a) *avoid,* b) *minimise, or* c) *mitigate* *adverse impacts on important habitats and species.*	Section 7.2 of Chapter 7 demonstrates no significant adverse impacts on marine mammals due to the localised and temporary nature of dredging activities. Benthic surveys have concluded the construction areas of Alexandra Basin West and the basin of Berths 52/53 to be of low-sensitivity with a modified nature of the affected seabeds, with dredging and infilling activities confined to these specific areas in the ABR2 Project.
Sea-floor and Water Column Integrity Policy 3 *Proposals that protect, maintain, restore and enhance coastal habitats for ecosystem functioning and provision of ecosystem services will be supported, subject to the outcome of statutory environmental assessment processes and subsequent decision by the competent authority, and where they contribute to the policies and objectives of this NMPF. Proposals must take account of the space required for coastal habitats, for ecosystem functioning and provision of ecosystem services, and demonstrate that they will, in order of preference and in accordance with legal requirements:* a) *avoid,* b) *minimise , or* c) *mitigate* *for net loss of coastal habitat.*	The Project will align with this policy by avoiding, minimising and mitigating significant adverse impacts on coastal habitat as set out in: • Chapter 7 Biodiversity, Flora and Fauna Benthic surveys have concluded the construction areas of Alexandra Basin West and the basin of Berths 52/53 to be of low-sensitivity with a modified nature of the affected seabeds, with dredging and infilling activities confined to these specific areas in the ABR2 Project.
Marine Litter Policy 1 *Proposals that facilitate waste re-use or recycling, or that reduce marine and coastal litter will be supported, where they contribute to the policies and objectives of this NMPF. Proposals that could potentially increase the amount of litter that is discharged into the maritime area, either intentionally or accidentally, must include measures (such as development of a waste management plan) to, in order of preference and in accordance with legal requirements:* a) *avoid,* b) *minimise, or* c) *mitigate* *the litter. Demonstration of these measures must provide satisfactory evidence that the proposal is able to manage all waste without creation of litter.*	The Project will align with this policy by minimising litter in the maritime area through implementation of a Resource and Waste Management Plan (RWMP) as part of the CEMP. The RWMP includes requirements for the collection and storage of all wastes produced from the project. All waste storage containers will be covered to contain deposited wastes and prevent Project wastes from becoming marine litter. Routine audits will demonstrate compliance.
Underwater Noise Policy 1 *Proposals must take account of spatial distribution, temporal extent, and levels of impulsive and / or continuous sound (underwater noise) that may be generated and the potential for significant adverse impacts on marine fauna.*	The Project will align with this policy by avoiding significant adverse impacts from underwater noise on marine mammals as set out in: • Chapter 13 Underwater Noise and Vibration. An assessment of the potential effects of underwater noise (i.e. noise assessment statement)

NMPF Policies	Project consistency with policy
Where the potential for significant impact on marine fauna from underwater noise is identified, a Noise Assessment Statement must be prepared by the proposer of development. The findings of the Noise Assessment Statement should demonstrably inform determination(s) related to the activity proposed and the carrying out of the activity itself. *The content of the Noise Assessment Statement should be relevant to the particular circumstances and must include:* • *Demonstration of compliance with applicable legal requirements, such as necessary assessment of proposals likely to have underwater noise implications, including but not limited to:* – *Appropriate Assessment (AA);* – *Environmental Impact Assessment (EIA);* – *Strategic Environmental Assessment (SEA);* – *Specific response to 'strict protection' requirements of Article 12 of the Habitats Directive in relation to certain species listed in Annex IV of the Directive; and* – *Species protected under the Wildlife Acts.* • *An assessment of the potential impact of the development or use on the affected species in terms of environmental sustainability;* • *Demonstration that significant adverse impacts on marine fauna resulting from underwater noise will, in order of preference and in accordance with legal requirements be:* *a) avoided,* *b) minimised, or* *c) mitigated, or* *d) if it is not possible to mitigate significant adverse impacts on marine fauna, the reasons for proceeding must be set out.* *This policy should be included as part of statutory environmental assessments where such assessments require consideration of underwater noise.*	during the construction, operational and maintenance and decommissioning phases of the Project have been undertaken and is outlined in Chapter 13 Underwater Noise and Vibration. The assessment considered both noise sources specific to the Project and noise from ongoing and planned projects that could have in-combination effects. The assessment sets out and applies the most recent and best documented guidance for the assessment of adverse effect from noise on marine/aquatic species. It was shown that the activities proposed under the project do not require any specific measures or mitigation to be put in place to prevent adverse effects from underwater noise as set out by auditory thresholds for temporary and permanent effects following local and international guidance (NMFS, 2024; NPWS, 2014; Popper, et al., 2014), albeit with some deviation from NPWS 2014 to better reflect current best scientific understanding (explained in detail in Chapter 13 Underwater Noise and Vibration). The Project will align with this policy by avoiding significant adverse impacts from underwater noise on marine mammals as set out in: • Chapter 7 Biodiversity, Flora and Fauna An assessment of the potential effects of underwater noise (i.e. noise assessment statement) on marine mammals during the construction, operational and maintenance and decommissioning phases of the Project have been undertaken and is outlined in Chapter 7 Biodiversity, Flora and Fauna. The measures included in the Project to prevent and reduce noise impacts are discussed in this chapter, which includes considerations relating to species protected under Annex IV such as whales, porpoises and dolphins. Mitigation measures for the protection of marine mammals are set out within the NIS following NPWS (2014) guidelines and are also included within the CEMP. Underwater noise associated with the proposed dredging activities is characterised as non-impulsive and localised in nature. The assessment has considered the spatial and temporal extent of noise generation and the potential for disturbance to marine mammals. The findings of this assessment demonstrate the significant adverse impacts on marine mammals are not anticipated. As such, mitigation follows a hierarchical approach of avoidance and minimisation through the selection of appropriate dredging methods and operational controls. In addition, marine mammal observers (MMOs) will be present during dredging activities in accordance with project licence conditions to monitor marine

NMPF Policies	Project consistency with policy
	mammals' activity and ensure compliance with relevant guidance, including NPWS (2014) guidance.
Air Quality Policy 1 *Proposals that support a reduction in air pollution should be supported, subject to the outcome of statutory environmental assessment processes and subsequent decision by the competent authority, and where they contribute to the policies and objectives of this NMPF. Proposals must demonstrate consideration of their contribution to air pollution, both direct and cumulative.*	The effect of the Project on air pollution is considered in Chapter 10 Air Quality. There are no significant air quality impacts predicted from the construction phase. It considers air quality features within the Project and provides information on the key receptors that have the potential to be subject to likely significant effects and how that assessment is to be conducted. There is some potential for minor cumulative adverse air quality impacts in the event that the construction phase of specified projects coincides with the construction phase of the Project, and these considerations are demonstrated within Chapter 21 Cumulative Effects. It is considered highly unlikely that the operational phase of the ABR2 Project will have any impacts on local air quality due to the minimum number of vehicle trips associated with the operation and maintenance of the ABR2 Project, however there is some potential for cumulative moderate adverse climate impacts from marine and transport emissions with other projects during the operational phase as shipping and road traffic increase at the port, by the ABR2 Project facilitating capacity increases at the port, and these considerations are demonstrated within Chapter 21 Cumulative Effects. However, as outlined in Chapter 4 Assessment of Alternatives, the 'do nothing' option with a lack of improvement in port efficiency if infrastructure is not provided to support growth in demand, would create operational phase impacts such as increased emissions to air from vessels idling while queueing for access to berths. Further, Chapter 21 in considering the contribution of the Project to air pollution in the context of climate policy, notes that while moderate adverse residual cumulative impacts are identified, the planned legislative mitigation measures at international, EU and national levels will reduce these impacts. DPC will continue to perform its functions, in so far as practicable, in a manner consistent with any current or future climate policy on road traffic and shipping to aid in the reduction of these indirect sources.
Air Quality Policy 2 *Where proposals are likely to result in or facilitate an increase in air pollution, proposals should demonstrate that they will, in order of preference in accordance with legal requirements and standards:* *a) avoid,* *b) minimise, or* *c) mitigate* *air pollution.*	The Project avoids significant adverse effects on air quality as outlined in Chapter 10 Air Quality there are no significant air quality impacts predicted as a result of the construction of the Project.

NMPF Policies	Project consistency with policy
Climate Change Policy 1 *Proposals should demonstrate how they:* • *avoid contribution to adverse changes to physical features of the coast;* • *enhance, restore or recreate habitats that provide a flood defence or carbon sequestration ecosystem services where possible.* *Where potential significant adverse impacts upon habitats that provide a flood defence or carbon sequestration ecosystem services are identified, these must be in order of preference and in accordance with legal requirements:* *a) avoided,* *b) minimised,* *c) mitigated,* *d) if it is not possible to mitigate significant adverse impacts, the reasons for proceeding must be set out.* *This policy should be included as part of statutory environmental assessments where such assessments are required.*	The proposed project aligns with this Climate Change policy as works will avoid adverse changes to physical features of the coast. The Project aligns with this policy in that there are no significant adverse impacts to Coastal Processes within or beyond the immediate vicinity of the Project as set out in: • Chapter 14 Coastal Processes No specific habitats that provide flood defence or carbon sequestration ecosystem services are identified within the EIAR.
Climate Change Policy 2 *For the lifetime of the proposal, the following climate change matters must be demonstrated:* • *estimation of likely generation of greenhouse gas emissions, both direct and indirect;* • *measures to support reductions in greenhouse gas emissions where possible;* • *likely impact of climate change effects upon the proposal from factors including but not limited to: sea level rise, ocean acidification, changing weather patterns;* • *measures incorporated to enable adaptation climate change effects;* • *likely impact upon climate change adaptation measures adopted in the coastal area relevant to the proposal and/or adaptation measures adopted by adjacent activities;* • *where likely impact upon climate change adaptation measures in the coastal area relevant to the proposal and/or adaptation measures adopted by adjacent activities is identified, these impacts must be in order of preference and in accordance with legal requirements:* *a) avoided,* *b) minimised,* *c) mitigated,* *if it is not possible to mitigate significant adverse impacts, the reasons for proceeding must be set out.*	The Project aligns with this policy as outlined in Chapter 11 Climate. In this Chapter an estimate of the likely generation of direct and indirect GHG emissions is provided along with measures to reduce emissions during construction. In terms of Climate adaptation, during construction the Contractor will be required to mitigate against the effects of potential coastal flooding through site risk assessments and method statements. The Contractor will also be required to mitigate against the effects of extreme wind / storms, temperature extremes and fog through site risk assessments and method statements. All materials used during construction will be accompanied by certified datasheets which will set out the limiting operating temperatures. Temperatures can affect the performance of some materials, and this will require consideration during construction. During construction, the Contractor will be required to mitigate against the effects of fog through site risk assessments and method statements. In short, the vulnerability of the works to climate change will be suitably mitigated and the potential impact is considered to be **minor adverse** for the short-term construction phase. The existing basin at Berth 52/53 will be infilled which will raise the surface levels at the berth and the adjacent area to 4.6m OD. This will change the site from Flood Zone A and B (moderate probability of flooding) to Flood Zone C (Low Risk) reducing the potential of coastal flooding. Operators conducting activities in extreme wind and fog

NMPF Policies	Project consistency with policy
	conditions should thoroughly assess the operational risks and adjust or suspend activities if deemed unsafe to ensure the safety of personnel and equipment. As a result, the vulnerability of the works to climate change will be suitably mitigated and the potential impact is considered to be **minor adverse** for the long-term operational phase. Chapter 4 Assessment of Alternatives also notes the improved operational efficiency of the port with the delivery of the project in place to achieve the objectives of the Dublin Port Masterplan; improved efficiencies are considered positive for climate change objectives in the long term.
Economic – Thriving Maritime Economy	
Co-existence Policy 1 *Proposals should demonstrate that they have considered how to optimise the use of space, including through consideration of opportunities for co-existence and co-operation with other activities, enhancing other activities where appropriate.* *If proposals cannot avoid significant adverse impacts (including displacement) on other activities they must, in order of preference:* *a) minimise significant adverse impacts,* *b) mitigate significant adverse impacts, or* *if it is not possible to mitigate significant adverse impacts, proposals should set out the reasons for proceeding.*	The fundamental objectives of the ABR2 Project relate to the optimisation of space and operational efficiencies within the available lands and adjacent marine space at Dublin Port to meet the projected demands of the future (for example facilitating the development of the Unified Ferry Terminal as part of the MP2 Project). This and other projects are in keeping with the Dublin Port Masterplan 2040 and other relevant planning policy documents. The proposal, and the wider Masterplan, takes account of all port users and of other users such as members of the public who will use the Greenway facility at the northeast of the site.
Infrastructure Policy 1 *Appropriate land-based infrastructure which facilitates marine activity (and vice versa) should be supported. Proposals for appropriate infrastructure that facilitates the diversification or regeneration of marine industries should be supported.*	The purpose of the land-based elements of the proposed development is to facilitate marine activity, i.e. port and shipping activities and improve the operational efficiency of the land-based elements of these activities.
Social – Engagement with the Sea	
Access Policy 1 *Proposals, including in relation to tourism and recreation, should demonstrate that they will, in order of preference:* *a) avoid,* *b) minimise, or* *c) mitigate* *significant adverse impacts on public access.*	The Project will not impact on public access once constructed; access to Ro-Ro / passenger ferries is an important part of port activity in this area of Dublin Port and the enhanced facilities that will be in place once this and related project associated with the Dublin Port Masterplan will be positive in the context of the tourism sector. Likewise, access will be available to the public to the Tolka Estuary Greenway. During construction there may be access restrictions on certain areas of the Port, however these will be temporary.
Access Policy 2 *Proposals demonstrating appropriate enhanced and inclusive public access to and within the maritime*	The proposed ABR2 Completion Project forms part of a suite of developments that will contribute to the achievement of the plans set out in the Dublin Port Masterplan which will provide appropriate and

NMPF Policies	Project consistency with policy
area, and that consider the future provision of services for tourism and recreation activities, should be supported, subject to the outcome of statutory environmental assessment processes and subsequent decision by the competent authority, and where they contribute to the policies and objectives of this NMPF.	enhanced access for members of the public to areas of the port such as the ferry terminal and Greenway.
Employment Policy 1 *Proposals should demonstrate contribution to a net increase in marine related employment in Ireland, particularly where the proposals are:* • *in line with the skills available in Irish coastal communities adjacent to the maritime area,* • *improve the sustainable use of natural resources,* *diversify skills to enable employment in emerging industries.*	The Project will provide direct and indirect employment opportunities, primarily within the construction sector, for coastal communities. The need to progress the proposed development is intrinsically linked with projected capacity increases in short sea shipping, which will generate employment at operational stage.
Heritage Assets Policy 1 *Proposals that demonstrate they will contribute to enhancing the significance of heritage assets will be supported, subject to the outcome of statutory environmental assessment processes and subsequent decision by the competent authority, and where they contribute to the policies and objectives of this NMPF. Proposals unable to contribute to enhancing the significance of heritage assets will only be supported if they demonstrate that they will, in order of preference:* *a) avoid,* *b) minimise, or* *c) mitigate* *harm to the significance of heritage assets, and* *if it is not possible, to mitigate harm, then the public benefits for proceeding with the proposal must outweigh the harm to the significance of the heritage assets (see definition of 'Public Benefits' in the Glossary).*	The Project infrastructure has been selected to avoid direct impacts on marine heritage assets where possible and conduct archaeological monitoring where impact avoidance is not possible. An assessment of the Project on marine archaeology is provided in Chapter 17. Mitigation measures are provided for protected structures, and the proposed infilling works are to be carried out in an area deemed to be of low archaeological potential.
Rural Coastal and Island Communities Policy 1 *Proposals contributing to access, communications, energy self-sufficiency or sustainability of rural coastal and / or island communities should be supported. Proposals should ideally be inclusive of continual education, skills development and training in marine sectors, thus improving the sustainability, social benefits and economic resilience of rural and island communities.*	The proposed development site is located within Dublin City, and this policy is not considered to be applicable.
Seascape and Landscape Policy 1 *Proposals should demonstrate how the likely significant impacts of a development on the seascape and landscape of an area have been considered. Proposals will only be supported if they demonstrate that they, in order of preference:*	An assessment of the potential impacts on the existing seascape and landscape character within the study area associated with the ABR2 Project is provided in Chapter 18 Landscape and Visual. As demonstrated in Chapter 18 Landscape and Visual, the ABR2 Project is difficult to discern as a separate element within the existing port character

NMPF Policies	Project consistency with policy
a) *avoid,* b) *minimise, or* c) *mitigate* d) *significant adverse impacts on the seascape and landscape of the area.* e) *If it is not possible to mitigate significant adverse impacts, proposals must set out the reasons for proceeding.* *This policy should be included as part of statutory environmental assessments.*	during the Construction and Operational phases. Significant impacts arising because of the ABR2 Project during the Construction phase have been minimised through in-built mitigation measures which include a restriction on the height of material storage bunds within the project area.
Social Benefits Policy 1 *Proposals that enhance or promote social benefits should be supported. Proposals unable to enhance or promote social benefits should demonstrate that they will, in order of preference:* a) *minimise, or* b) *mitigate* *significant adverse impacts which result in the displacement of other existing or authorised (but yet to be implemented) activities that generate social benefits.*	At the construction, operation and maintenance phases, the Project will create societal benefits through generating local employment. Through its contribution to the realisation of the Dublin Port Masterplan objectives, social benefits such as access to recreational opportunities (Tolka Estuary Greenway) will arise.
Social Benefits Policy 2 *Proposals that increase the understanding and enjoyment of the marine environment (including its natural, historic and social value), or that promote conservation management and increased education and skills, should be supported.*	The purpose of the proposed development is to improve operational efficiency of port activity; however it will contribute to the wider Dublin Port Masterplan which includes aspects such as enhanced ferry facilities and a greenway development.
Transboundary Policy 1 *Proposals that have transboundary impacts beyond the maritime area, on either the terrestrial environment or neighbouring international jurisdictions, must show evidence of consultation with the relevant public authorities, including terrestrial planning authorities and other country authorities. Proposals should consider transboundary impacts throughout the lifetime of the proposed activity.*	The proposal does not have potential for significant adverse transboundary impacts beyond the maritime area on either the terrestrial environment or neighbouring international jurisdictions. The works proposed are localised. There will be positive impacts at operational stage via the supporting of the implementation of the Dublin Port Masterplan and development of this facility which at European Union level, is a core port within the TEN-T Network.

2.0 Sectoral marine policies

Table 2.1 Project consistency with NMPF sectoral marine policies

NMPF Policies	Project consistency with policy
Aquaculture	
Aquaculture Policy 1 Proposals for sustainable development of aquaculture that: • *demonstrate use of innovative approaches, and / or*	Pertains only to proposals for development of aquaculture and therefore is not considered further herein.

NMPF Policies	Project consistency with policy
• *contribute to diversification of species being grown in a given locality, particularly proposals applying a multi-trophic approach, and / or* • *enhances resilience to the effects of climate change* should be supported	
Aquaculture Policy 2 *Non-aquaculture proposals in aquaculture production areas must demonstrate consideration of, and compatibility with, aquaculture production. Where compatibility is not possible, proposals must demonstrate that they will, in order of preference:* *a) avoid;* *b) minimise;* *c) mitigate* *significant adverse impacts on aquaculture.* *If it is not possible to mitigate significant adverse impacts upon aquaculture, proposals should set out the reasons for proceeding.*	The proposed development is not located in an aquaculture production area. As set out within Chapter 3 Consultation and Scoping, the Marine Institute (of the Department of Agriculture, Food and the Marine) has confirmed that the proposed ABR2 Project and activities have no substantial impact on aquaculture.
Aquaculture Policy 3 *Land based coastal infrastructure that is critical to and supports development of aquaculture should be supported, in accordance with any legal requirements and provided environmental safeguards contained within authorisation processes are fully met.*	The proposed development is for the purposes of port operations and not directly related to the development of aquaculture. As with any sector however, port facilities may facilitate the sector with respect to imports and exports.
Defence and Security	
Defence and Security Policy 1 *Any proposal that has the potential to interfere with the performance by the Defence Forces of their security and non-security related tasks must be subject to consultation with the Defence Organisation.* *This includes potential interference with:* *a) Safety of navigation and access to naval facilities;* *b) Firing, test or exercise areas;* *c) Communication, and surveillance systems;* *d) Fishery protection functions.* *Proposals should only be supported where, having consulted with the Defence Organisation, they are satisfied that it will not result in unacceptable interference with the performance by the Defence Forces of their security and non-security related tasks.* *Any proposal will be subject to the relevant Environmental Assessments, as set out in the introduction to this NMPF.*	There is no potential for the proposed development to interfere with the performance by the Defence Forces of their security and non-security related tasks including any interference with: *a) Safety of navigation and access to naval facilities;* *b) Firing, test or exercise areas;* *c) Communication, and surveillance systems;* *d) Fishery protection functions.* Chapter 5 Project Description confirms that navigational charts will be updated as required and that impacts on radar, or Very High Frequency (VHF) radio and other communication systems are not envisaged.
Energy – Natural Gas Storage	

NMPF Policies	Project consistency with policy
Natural Gas Storage Policy 1 *Subject to assessments required for the protection of the environment, and only where in keeping with the outcome of the review of the security of energy supply of Ireland's electricity and natural gas systems (which is being carried out by Department of the Environment, Climate and Communications), natural gas storage proposals should be supported.*	Pertains only to proposals for development of gas storage and therefore is not considered further herein.
Energy – Offshore Renewables	
ORE Policy 1 *Proposals that assist the State in meeting the Government's offshore renewable energy targets, including the target of achieving 5GW of capacity in offshore wind by 2030 and proposals that maximise the long-term shift from use of fossil fuels to renewable electricity energy, in line with decarbonisation targets, should be supported. All proposals will be rigorously assessed to ensure compliance with environmental standards and seek to minimise impacts on the marine environment, marine ecology and other maritime users.*	Pertains only to proposals for development of ORE and therefore is not considered further herein.
ORE Policy 2 *Proposals must be consistent with national policy, including the Offshore Renewable Energy Development Plan (OREDP) and its successor. Relevant Projects designated pursuant to the Transition Protocol and those projects that can objectively enable delivery on the Government's 2030 targets will be prioritised for assessment under the new consenting regime. Into the future, areas designated for offshore energy development, under the Designated Marine Area Plan process set out in the Maritime Area Planning Bill, will underpin a plan-led approach to consenting (or development of our marine resources) (Note – see Appendix D on Spatial Designation Process).*	Pertains only to proposals for development of ORE and therefore is not considered further herein.
ORE Policy 3 *Any non-ORE proposals that are in or could affect sites held under a permission or that are subject to an ongoing permitting or consenting process for renewable energy generation (wind, wave or tidal should demonstrate that they will in order of preference:* *a) avoid,* *b) minimise,* *c) mitigate adverse impacts, or* *d) if it is not possible to mitigate significant adverse impacts, proposals should set out the reasons for proceeding.* *Applicants for non-ORE proposals in or affecting ORE sites should engage ORE developers in*	Chapter 21 Cumulative Effects considers sites that have permission for or are subject to an ongoing permitting or consenting process for renewable energy generation. The nearest identified is the proposed Codling Wind Park (FS007045) for which landfall is proposed for the southern side of the Dublin Port lands; this is separated by land from the ABR2 project. Further, the Project aligns with this policy in that there are no significant adverse impacts to Coastal Processes within or beyond the immediate vicinity of the Project, as set out in: • Chapter 14 Coastal Processes This and other ORE sites are not anticipated to be affected by the proposed development.

NMPF Policies	Project consistency with policy
consultation during the pre-application processes as appropriate.	
ORE Policy 4 *Decisions on ORE developments should be informed by consideration of space required for other activities of national importance described in the NMPF.*	Pertains only to proposals for development of ORE and therefore is not considered further herein.
ORE Policy 5 *Proposals for activity that may adversely impact ORE test projects by virtue of being within or adjacent to ORE test sites, or between site and landfall of ORE test projects that may adversely impact ORE test site projects, should demonstrate that they will in order of preference: a) avoid, b) minimise, c) mitigate adverse impacts.*	The Project is not located within or adjacent to an ORE text project or between a site and landfall of a test project. As advised above, there are no significant adverse impacts to Coastal Processes within or beyond the immediate vicinity of the Project, as set out in Chapter 14 Coastal Processes.
ORE Policy 6 *Proposals for infrastructure enabling local use of excess energy generated from emerging marine technologies (wave, tidal, floating wind) should be supported.*	Pertains only to proposals for development of wave, tidal, floating wind infrastructure and therefore is not considered further herein.
ORE Policy 7 *Where potential for ports to contribute to ORE is identified, plans and policies related to this port must encourage development in such a way as to facilitate ORE and related supply chain activity.*	The proposed development is for the purposes of port operations and not directly for the purpose of contributing to ORE. As with any sector however, port facilities may facilitate the sector with respect to imports and exports / supply chain activity.
ORE Policy 8 *Proposals for ORE must demonstrate consideration of existing cables passing through or adjacent to areas for development, making sure ability to repair and carry out cable-related remedial work is not significantly compromised. This consideration should be included as part of statutory environmental assessments where such assessments are required.*	Pertains only to proposals for development of ORE and therefore is not considered further herein.
ORE Policy 9 *A permission for ORE must be informed by inclusion of a visualisation assessment that supports conditions on any development in relation to design and layout. Where a development consent is applied for in an area already subject to permission, proposals must include a visualisation assessment to inform design and layout. Visualisation assessments should demonstrate consultation with communities that may be able to view the proposal, in addition to any other ORE development, which had received consent to proceed at a given site at the time the consent application is made, with the aim of minimising impact. Visualisation assessments will be informed by specific emerging guidelines (detailed in the actions set out in Annexes to this NMPF). Prior to specific guidelines being available,*	Pertains only to proposals for development of ORE and therefore is not considered further herein.

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policy and best practice relating to visualisation assessment should be used. This consideration must be included as part of statutory environmental assessments where such assessment is required.	
ORE Policy 10 *Opportunities for land-based, coastal infrastructure that is critical to and supports development of ORE should be prioritised in plans and policies, where possible.*	This policy relates to support for land-based coastal infrastructure within plans and policies as opposed to a planning application and is not applicable in this instance.
ORE Policy 11 *Where appropriate, proposals that enable the provision of emerging renewable energy technologies and associated supply chains will be supported.*	The proposed development is for the purposes of port operations and not directly for the purpose of contributing to ORE. As with any sector however, port facilities may facilitate the sector with respect to imports and exports / supply chain activity.
Energy - Petroleum	
Petroleum Policy 1 *Proposals in areas where petroleum activities or petroleum production infrastructure have already been approved, or where applications consistent with the Government's prohibition on new exploration activity are under consideration, should only be authorised where compatibility with the existing, authorised or proposed activity can be satisfactorily demonstrated or the proposal is clearly of strategic or national importance.* *Compatibility should be achieved, in order of preference, through:* *a) avoiding, or* *b) minimising, or* *c) mitigating* *adverse impacts.* *d) If it is not possible to mitigate significant adverse impacts, proposals should set out the reasons for proceeding*	Pertains only to proposals for development of petroleum activities and exploration and therefore is not considered further herein.
Petroleum Policy 2 *Proposals potentially affecting future potential activity in areas (blocks) subject to existing petroleum authorisations should avoid sterilisation of that area for future petroleum-related activity consistent with Government policy, and demonstrate how they, in order of preference:* *a) avoid, or* *b) minimise, or* *c) mitigate* *potential adverse impacts on those activities.* *If it is not possible to mitigate significant adverse impacts, proposals should set out the reasons for proceeding.*	The proposal is localised to existing infrastructure and basins; the proposed development is not located within an area subject to an existing petroleum authorisation that would be impacted, or whereby potential future related activity associated with same would be impacted.
Energy - Transmission	

NMPF Policies	Project consistency with policy
Transmission Policy 1 *Subject to the appropriate environmental assessments, electricity transmission proposals that maintain or improve the security and diversity of Ireland's energy supply should be supported, including interconnectors, relevant EU Projects of Common Interest (PCIs), and projects in receipt of relevant alternative EU priority energy infrastructure classification provided for by the EU TEN-E regulations.* *This should include development of the offshore transmission system and connection with the onshore transmission system necessary to meet the Government's target of 5 GW of offshore renewables by 2030, as well as development of associated transmission system / interconnector infrastructure for hybrid offshore projects, connecting offshore renewable energy installations with Ireland and one or more other electricity transmission systems.*	Pertains only to proposals for electricity transmission development and therefore is not considered further herein.
Transmission Policy 2 *Proposals for activities that are in or could affect energy transmission proposals in sites held under a permission or that are subject to an ongoing permitting or consenting process for energy transmission proposals should demonstrate that they will, in order of preference:* *a) avoid,* *b) minimise,* *c) mitigate* *adverse impacts, or* *d) if it is not possible to mitigate significant adverse impacts, proposals should set out the reasons for proceeding.*	Chapter 16 Material Assets - Services confirms that existing submarine electricity cables will not be impacted as the depth of the existing submarine cables relative to dredging, and their locations, prevent any potential effects arising from the construction phase of the Project on these.
Transmission Policy 3 *Decisions on transmission developments should be informed by consideration of space required for other activities of national importance described in the NMPF.*	Pertains only to proposals for transmission development and therefore is not considered further herein.
Transmission Policy 4 *Where possible, opportunities for land-based, coastal infrastructure that is critical to and supports energy transmission should be prioritised in plans and policies. Designation of land-based zones for the purposes of co-ordination and integration with relevant Marine Plans must be considered, where appropriate.*	This policy relates to support for land-based coastal infrastructure within plans and policies as opposed to a planning application and is not applicable in this instance.
Transmission Policy 5 *Proposals for construction or operation activities within one nautical mile of either of the two existing natural gas interconnector pipelines shall be avoided.*	The proposed development is not located within one nautical mile of either of the two existing natural gas interconnector pipelines between Ireland and the United Kingdom.

NMPF Policies	Project consistency with policy
If construction or operation activities are proposed to take place within one nautical mile of either of the two existing natural gas interconnector pipelines, the views of Gas Networks Ireland in relation to how such activities could impact the pipelines shall be taken into account and either appropriate mitigation measures put in place or the proposed activities altered. *If construction or operation activities involve the crossing of either of the two existing natural gas interconnector pipelines by other pipelines or cables, the views of Gas Networks Ireland in relation to how such activities could impact the pipelines shall be taken into account and either appropriate mitigation measures be put in place or the proposed activities altered.*	
Transmission Policy 6 *Subject to required assessments for the protection of the environment, and only where in keeping with the outcome of the review of the security of energy supply of Ireland's electricity and natural gas systems (which is being carried out by Department of the Environment, Climate and Communications) and not involving the importation of tracked gas, additional proposals for natural gas transmission/import infrastructure should be supported.*	Pertains only to proposals for gas transmission/import development and therefore is not considered further herein.
Fisheries	
Fisheries Policy 1 *Proposals that may have significant adverse impacts on access for existing fishing activities, must demonstrate that they will, in order of preference:* *a) avoid,* *b) minimise, or* *c) mitigate* *such impacts.* *If it is not possible to mitigate significant adverse impacts on fishing activity, the public benefits for proceeding with the proposal that outweigh the significant adverse impacts on existing fishing activity must be demonstrated.*	No significant impact arising from the proposal is identified on fishing activity. As set out within Chapter 3 Consultation and Scoping, the Marine Institute (of the Department of Agriculture, Food and the Marine) has confirmed that the proposed ABR2 Project and activities have no substantial impact on fish stocks, fisheries or aquaculture.
Fisheries Policy 2 *Where significant impact upon fishing activity arising from any proposal is identified, a Fisheries Management and Mitigation Strategy (FMMS) should be prepared by the proposer of development or other maritime area use, in consultation with local fishing interests and other interests as appropriate. All efforts should be made to agree the FMMS with those interests.*	No significant impact arising from the proposal is identified on fishing activity. As set out within Chapter 3 Consultation and Scoping, the Marine Institute (of the Department of Agriculture, Food and the Marine) has confirmed that the proposed ABR2 Project and activities have no substantial impact on fish stocks, fisheries or aquaculture.

NMPF Policies	Project consistency with policy
Those interests should also undertake to engage with the proposer and provide best available, transparent and accurate information and data in a timely manner to help complete the FMMS. The FMMS should be drawn up as part of readying a proposal prior to submission, with measures identified to be considered in finalising conditions of any authorisations granted. Development of the strategy should be coordinated with other relevant assessments such as EIA where possible. *The content of the Fisheries Management and Mitigation Strategy (FMMS) should be relevant to the particular circumstances and could include:* • *An assessment of the potential impact of all stages of the development or other suggested use on the affected fishery or fisheries, both in socio-economic terms and in relation to environmental sustainability. This assessment* • *should include consideration of any impact upon cultural identity within fishing communities,* • *as well as identifying indirect / in-combination matters.* • *A recognition that the disruption to existing fishing opportunities / activity should be minimised as far as possible.* • *Demonstration of the public benefit(s) that outweigh the significant impacts identified.* • *Reasonable measures to mitigate any constraints which the proposed development or use may place on existing or proposed fishing activity.* • *Reasonable measures to mitigate any potential impacts on sustainability of fish stocks (e.g. impacts on spawning grounds or areas of fish or shellfish abundance) and any socio-economic impacts.* • *Where it does not prove possible to agree with FMMS with all interests:* • *Divergent views and the reasons for any divergence of views between the parties should be fully explained in the FMMS, and dissenting views should be given a platform within the said FMMS to make their case.* *Where divergent views are identified, relevant public authorities should be engaged to identify informal and formal steps designed to enable proposal(s) to progress.*	
Fisheries Policy 3 *Proposals that enhance the sustainability of fisheries or support a sustainable fishing industry, including the industry's diversification and or enhanced resilience to the effects of climate change, should be supported provided they fully*	The proposed development is for the purposes of port operations and not directly for the purpose of contributing to the fishing industry. As with any sector however, port facilities may facilitate the sector with respect to imports and exports / supply chain activity.

NMPF Policies	Project consistency with policy
meet the environmental safeguards contained within authorisation processes.	
Fisheries Policy 4 *Infrastructural proposals that enable access to fishing activities should be supported provided they fully meet the environmental safeguards contained within authorisation processes.*	No infrastructure is included within the current development proposal which seeks to enable access to fishing activities.
Fisheries Policy 5 *Proposals, regardless of the type of activity they relate to, enhancing essential fish habitat, including spawning, nursery and feeding grounds, and migratory routes should be supported. If proposals cannot enhance essential fish habitat, they must demonstrate that they will, in order of preference:* *a) avoid,* *b) minimise,* *c) mitigate* *significant adverse impact on essential fish habitat, including spawning, nursery and feeding grounds, and migration routes.* *If it is not possible to mitigate significant adverse impact on essential fish habitat, proposals must set out the reasons for proceeding.*	No proposals for the enhancement of essential fish habitat are included within the instant development proposal. The dredging element of the proposal will however remove contaminated material from the seabed which is positive with respect to local environmental quality.
Fisheries Policy 6 *Ports and harbours should seek to engage with fishing and other relevant stakeholders at an early stage to discuss any changes in infrastructure that may affect them.* *Any port or harbour developments should take account of the needs of the dependent fishing fleets with a view to avoiding commercial harm where possible.* *Where a port or harbour has reached a minimum level of infrastructure required to support a viable fishing fleet, there should be a presumption in favour of maintaining this infrastructure, provided there is an ongoing requirement for it to remain in place and that it continues to be fit for purpose.*	Consultees for the Project (as set out in Chapter 3 Consultation and Scoping) included Sea Fisheries Protection Authority, Inland Fisheries Ireland, the Marine Institute (of the Department of Agriculture, Food and the Marine). As discussed above, the latter has confirmed that the proposed ABR2 Project and activities have no substantial impact on fish stocks, fisheries or aquaculture. The Marine Institute submission did note that the application should aim to promote co-existence and minimise disruption to commercial fishing activities; in this respect there are no commercial fleets operating from the area where the works are proposed to be undertaken.
Mineral Exploration and Mining	
Mineral Exploration and Mining Policy 1 *Only proposals which are in line with national policy on mineral exploration and mining should be considered, provided they fully meet the environmental safeguards contained within the mineral exploitation and mining consent processes.*	Pertains only to mineral exploration and therefore is not considered further herein.
Ports, Harbours and Shipping	
Ports, Harbours and Shipping Policy 1 *To provide for shipping activity and freedom of navigation the following factors will be taken into*	The proposed development is submitted by DPC and forms the first part of the development envisaged by the Dublin Port Masterplan 2040.

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account when reaching decisions regarding development and use: • *The extent to which the locational decision interferes with existing or planned routes used by shipping, access to ports and harbours and navigational safety. This includes commercial anchorages and approaches to ports as well as key littoral and offshore routes;* • *A mandatory Navigation Risk Assessment;* • *Where interference is likely: whether reasonable alternatives can be identified; and* *Where there are no reasonable alternatives: whether mitigation through measures adopted in accordance with the principles and procedures established by the International Maritime Organisation can be achieved at no significant cost to the shipping or ports sector.*	Along with other elements of the Masterplan (including the MP2 project) the completion of the ABR Project seeks to enhance shipping activity and navigation, improving its efficiency, particularly in the context of providing deeper and longer berths for vessels. The completion of the permitted development will contribute to the increase in capacity to match projected growth in port throughput, which DPC largely aims to provide on port-owned lands. The principle of the provision of the infrastructural works to complete the ABR project was permitted initially under ABP Ref. 29N.PA0034 and the development to be completed aligns with planned shipping routes including anchorages and approaches to the port as subject to the DPC Masterplan and TEN-T provisions. No interference with existing or planned routes will arise as the applicant will manage the transition to vessel movement in tandem with developments within the port. No alternatives need to be explored in this instance, and the proposed development is intended to benefit the shipping and ports sector.
Ports, Harbours and Shipping Policy 2 *Proposals that may have a significant impact upon current activity and future opportunity for expansion of port and harbour activities should demonstrate that they will, in order of preference:* *a) avoid,* *b) minimise, or* *c) mitigate significant adverse impacts, and* *d) if it is not possible to mitigate significant adverse impacts on current activity and future opportunity for expansion of port and harbour activities, proposals should set out the reasons for proceeding.*	The proposed completion of the permitted ABR project, as part of the wider Masterplan and other strategic projects such as MP2 and 3FM will have a positive significant impact on port activities and on the future expansion of port and harbour activities at Dublin Port. No mitigation measures are necessary and notwithstanding same, a clear rationale for the carrying out of the development has been provided with the application for planning approval; see in particular Chapter 2 Project Justification.
Ports, Harbours and Shipping Policy 3 *Proposals that may have a significant impact upon current activity and future opportunity for expansion of port and harbour activities must demonstrate consideration of the National Ports Policy, the National Planning Framework and relevant provisions related to the TEN-T network.*	Project Ireland 2040 recognises the role of ports and their ability to provide additional port capacity in a timely and predictable manner noting that port and shipping services play an important role as enablers of economic growth and are critical infrastructure for international trade, with over 90% of our international trade moving by sea. Airports and ports are vital to the nation's survival, competitiveness and future prospects. The National Planning Framework acknowledges the National Ports Policy (NPP) designation of Dublin Port as a Tier 1 Port of National Significance. The National Marine Planning Framework recognises that all Tier 1 ports are currently engaged in significant phases of infrastructure investment in relation to their masterplans and includes objectives that safeguard the operation of ports as key actors in the economic wellbeing of the State through the provision of safe

NMPF Policies	Project consistency with policy
	and sustainable maritime transport and the full realisation of the NPP with a view to providing adequate capacity to meet present and future demand, and to adapt to the consequences of climate change. Dublin Port is a core port within the TEN-T network; the TEN-T Regulations state that the construction or upgrading of basic port infrastructure are among the priorities for maritime infrastructure development and the European Maritime Space. Further detail on policy requirements is located within the Planning Report and within Chapter 2 Project Justification.
Ports, Harbours and Shipping Policy 4 *Proposals within ports limits, beside or in the vicinity of ports, and / or that impact upon the main routes of significance to a port, must demonstrate within applications that they have:* • *been informed by consultation at pre-application stage or earlier with the relevant port authority;* • *have carried out a navigational risk assessment including an analysis of maritime traffic in the area; and* • *have consulted Department of Transport, MSO and Commissioners of Irish Lights.* *Applicants must continue to engage parties identified in pre-application processes as appropriate during the decision-making process.*	The applicant, DPC, is the relevant port authority for Dublin Port, as per the Harbours Act 1996. As per Chapter 3 Consultation and Scoping, the project team has consulted with the Commissioners of Irish Lights and the Marine Survey Office of the Department of Transport, both of whom have provided feedback as set out in Chapter 3.
Ports, Harbours and Shipping Policy 5 *Proposals for capital dredging will be supported where it is necessary to safeguard national port capacity and Ireland's international connectivity, and where required compliance assessments associated with authorisations have been carried out and incorporated into subsequent competent authority decision(s).*	The dredging proposed to be carried out to complete the ABR development comprises of capital dredging of a volume of approx. 470,000m^3 and relates to removal of contaminated material, including silt; the heavy metal contamination which exists is preventing maintenance dredging which is a routine practice necessary to optimise the capacity of the port activities at the basin, which has been subject to siltation. A construction methodology for the Project has been developed and demonstrated to comply with the relevant environmental thresholds, as defined IE license (P1002-02) granted by the Environmental Protection Agency as described in: • Chapter 9 Water Quality and Flood Risk Assessment • Chapter 14 Coastal Processes
Ports, Harbours and Shipping Policy 6 *In areas of authorised dredging activity, including those subject to navigational dredging, proposals for other activities will not be supported unless they are compatible with the dredging activity.*	The Liffey approach shipping channel dredging consented under ABP Ref. 29N.PA0034 which has been carried out forms part of the same initial development proposal and the proposed dredging is in keeping with the wider plans for the port as per the Masterplan. As part of the wider approach to Capital Projects in Dublin Port, as detailed in their respective CEMPs, DPC have a commitment to undertake only one

NMPF Policies	Project consistency with policy
	capital or maintenance dredging campaign at any one time within the Port.
Ports, Harbours and Shipping Policy 7 *Proposals for maintenance dredging activity will be supported where:* *• relevant decisions by competent authorities incorporate the outcome of statutory environmental assessment processes, as well as necessary compliance assessments associated with authorisations, including in relation to the planning process;* *• there will be no significant adverse impact on marine activities or uses or the maritime area. Any potential adverse impact will be, in order of preference, avoided, minimised or mitigated;* *• dredged waste is managed in accordance with internationally agreed hierarchy of waste management options for sea disposal;* *• if disposing of dredged material at sea, existing registered disposal sites are used, in preference to new disposal sites; and* *• where they contribute to the policies and objectives of this NMPF.*	This proposal does not pertain to maintenance dredging. However, dredging to remove contaminated material will facilitate future maintenance dredging. It will be confined to Alexandra Quay West as shown in the plans and particulars accompanying the application for planning approval. The dredge site is located in an enclosed basin, and the works will be managed by DPC so as to avoid significant adverse effects on marine activities or uses or the maritime area (e.g. including the use of a silt curtain during the dredge operations). There are no proposals to dispose of the contaminated dredge material at sea within the current development proposal. Under the initial ABR planning consent, the proposals for dumping at sea related to dredge material from the Liffey approach channel which comprised of clean silt and silt with minor contamination; these works have been completed and do not form part of the current application.
Ports, Harbours and Shipping Policy 8 *Proposals that cause significant adverse impacts on licensed disposal areas should not be supported. Proposals that cannot avoid such impact must, in order of preference:* *a) minimise,* *b) mitigate, or* *if it is not possible to mitigate the significant adverse impacts, proposals must set out the reasons for proceeding.*	The material proposed to be dredged at Alexandra Basin West is contaminated with heavy metals so will not be disposed of offshore. The dredged material will be treated (via stabilisation / solidification) within the Project and will be recovered for use as infill material at the basin of Berths 52/53 in line with EPA IE Licence (P1002-02). The proposal will therefore not cause a significant effect on a licensed disposal area.
Ports, Harbours and Shipping Policy 9 *Proposals for the management of dredged material must demonstrate that they have been assessed against the waste hierarchy (see Glossary).*	The management of the dredged material have been assessed using the waste hierarchy, no wastes are to be disposed at sea (see Chapter 20 Resource and Waste). The dredge sediments will be treated and the material recovered and used as infill at the basin of Berths 52/53 in line with the conditions of the EPA IE Licence.
Ports, Harbours and Shipping Policy 10 *Proposals identifying new dredge disposal sites which are subject to best practice and guidance from previous studies should be supported where:* • *competent authority decisions incorporate necessary compliance assessments associated with authorisations; and* • *they contribute to the policies and objectives of this NMPF.* *Proposals must include an adequate characterisation study, be assessed against the*	There are no proposals to dispose of dredged material at sea. This is confirmed within Chapter 20 Resource and Waste (and Chapter 5 Project Description) which assesses the potential impact from solid waste arising from the construction site and dredged sediment removed from Alexandra Basin West and currently stored at the site; the assessment considers the types of waste arising and the management strategies proposed for each. A Resource and Waste Management Plan (RWMP) will be developed for the project, along with a Materials Management Plan. Collectively, these will

NMPF Policies	Project consistency with policy
waste hierarchy and must be informed by consultation with all relevant stakeholders.	detail specific requirements for all materials and wastes to maximise resource efficiency in line with EPA best practice Consultees (see Chapter 3 Consultation and Scoping) included Dublin City Council; the Department of Agriculture, Food and the Marine; the Department of Climate, Energy and the Environment; the Environmental Protection Agency; and the relevant Public Health departments of the Health Service Executive.
Safety at Sea	
Safety at Sea Policy 1 *Proposals for installation, operation, and decommissioning of Offshore Wind Farms must demonstrate how they will:* • *Minimise navigational risk between commercial vessels arising from an increase in the density of vessels in maritime space as a result of wind farm layout; and* *Allow for recreational vessels within the Offshore Wind Farm (including consideration of turbine height) or redirect recreational vessels, minimising navigational risk arising between recreational and commercial vessels.*	Pertains only to offshore wind farms and therefore is not considered further herein.
Safety at Sea Policy 2 *Proposals for infrastructure that have the potential to significantly reduce under-keel clearance must demonstrate how they will, in order of preference:* *a) avoid,* *b) minimise,* *c) mitigate* *adverse impacts, or* *if it is not possible to mitigate significant adverse impacts, proposals should set out the reasons for proceeding.*	The proposed development does not include infrastructure that will reduce under-keel clearance. In fact, the dredging works proposed as part of the development will facilitate larger vessels accessing Alexandra Basin West.
Safety at Sea Policy 3 *All proposals for temporary or permanent fixed infrastructure in the maritime area must ensure navigational marking in accordance with appropriate international standards and ensure inclusion in relevant charts where applicable.*	As per Chapter 3 Consultation and Scoping, the project team has consulted with the Commissioners of Irish Light and the Marine Survey Office of the Department of Transport, both of whom have provided feedback and set out their requirements in this regard as set out in Chapter 3. Chapter 5 Project Description (Section 5.7.1.4) confirms that the proposed development will require updating of the appropriate navigation charts for the area which will be completed through consultation with the UK Hydrographic Office. Global Positioning System navigation charts will then be updated based on updates to Navigation Charts. Chapter 5 confirms that the development will not impact on other aspects of navigation in the Port and that Marine Notices will be issued to alert the port users and the general public to the proposed changes to the Port.

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Safety at Sea Policy 4 *Establishing, changing or disestablishing Aids to Navigation (AtoN) must be sanctioned, in advance of works, by the Commissioners of Irish Lights.*	Consultation with the Commissioners of Irish Lights has been carried out and they have set out their requirements in this respect (see Chapter 3 Consultation and Scoping).
Safety at Sea Policy 5 *Proposals must identify their potential impact, if any, on Maritime Emergency Response (Search and Rescue (SAR), Maritime Casualty and Pollution Response) operations. Where a proposal may have a significant impact on these operations it must demonstrate how it will, in order of preference:* *a) avoid,* *b) minimise,* *c) mitigate* *adverse impacts, or* *if it is not possible to mitigate significant adverse impacts, proposals should set out the reasons for proceeding, supported by parties responsible for maritime SAR.*	Consultees for the Project included the Irish Coastguard and Sea Rescue Ireland (see Chapter 3 Consultation and Scoping); these consultees did not make submissions in relation to the Project. Chapter 5 Project Description confirms that navigational charts will be updated as required and that impacts on radar, or Very High Frequency (VHF) radio and other communication systems are not envisaged.
Seaweed Harvesting	
There are no policies identified within the NMPF with respect to seaweed harvesting.	Not applicable.
Sports and Recreation	
Sports and Recreation Policy 1 *Proposals that promote sustainable development of water-based sports and marine recreation, while enhancing community health, wellbeing and quality of life, should be supported, provided that due consideration is given to environmental carrying capacities and tourism pressures.*	Pertains only to the promotion of water-based sports and marine recreation and therefore is not considered further herein.
Sports and Recreation Policy 2 *Proposals should demonstrate the following in relation to potential impact on recreation and tourism:* • *The extent to which the proposal is likely to adversely impact sports clubs and other physical infrastructure.* • *recreational users, including the extent to which proposals may interfere with facilities or other physical infrastructure.* • *The extent to which any proposal interferes with access to and along the shore, to the water, use of the resource for recreation or tourism purposes and existing navigational routes or navigational safety.* • *The extent to which the proposal is likely to adversely impact on the natural environment.*	The works will be carried out in an area currently utilised by port operations and related activities. No potential for impact on sports clubs or physical infrastructure, or recreational users is envisaged. Access to the coast will remain as per existing access following the completion of works when there will be some temporary limitations during construction processes. There will be no adverse impact on the use of the Tolka Estuary Greenway. Navigational infrastructure will be addressed as per the requirements of the Commissioners for Irish Lights (see Chapter 3 Consultation and Scoping). With respect to impacts on the natural environment, the Project seeks to avoid, minimise and mitigate significant adverse impacts on marine or coastal natural capital assets as set out in: • Chapter 7 Biodiversity, Flora and Fauna • RISAA and Natura Impact Statement.

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Sports and Recreation Policy 3 *Opportunities to promote inclusive development of water-based sports and marine recreation should be supported, where appropriate and at the applicable scale, with a focus on facilities for people with disabilities.*	Water-based sports and marine recreation facilities are not included within the development proposal.
Sports and Recreation Policy 4 *Proposals that improve access to marine and coastal resources for tourism activities, and sport and recreation should be supported, where appropriate, at the applicable scale and aligned with existing development plans.*	The proposed development will contribute to the achievement of the objectives of the Dublin Port Masterplan, which will support resources for tourism in the form of ferry facilities and greenway infrastructure.
Sports and Recreation Policy 5 *Proposals should seek to enhance water safety through provision of appropriate International Organization for Standardization (ISO) and European Committee for Standardization (CEN) compliant safety signage. In general the safety of persons should be a key consideration for planners and due consideration should be given to best practice guidance for marine and coastal recreation areas endorsed by the Visitor Safety in the Countryside Group.*	Pertains only to the promotion of water-based sports and marine recreation and therefore is not considered further herein.
Telecommunications	
Telecommunications Policy 1 *Proposals that guarantee existing and future international telecommunications connectivity which is critically important to support the future needs of society, Government, the provision of Public Services and enterprise in Ireland, should be supported.*	Pertains only to telecommunications development and therefore is not considered further herein.
Telecommunications Policy 2 *Preference should be given to proposals where evidence is provided of an integrated approach to development and activity, such as the bundling of cables (electricity and communications) where suitable, as well as pipelines for multiple activities, to minimise impacts on the marine environment, infrastructures and other users. Compatibility should be achieved, in order of preference, through:* *a) avoiding, or* *b) minimising, or* *c) mitigating adverse impacts, or* *d) If it is not possible to mitigate significant adverse impacts, proposals should set out the reasons for proceeding.*	Pertains only to telecommunications development and therefore is not considered further herein.
Telecommunications Policy 3 *Preference should be given to proposals that protect submarine cables whilst achieving successful*	Pertains only to telecommunications development and therefore is not considered further herein. With respect to existing submarine fibre optic cables

NMPF Policies	Project consistency with policy
seabed user coexistence, such as the bundling of cables (electricity and communications) as well as pipelines for multiple activities where suitable. Proposals should specify if separate access to cables for the purposes of repair and maintenance is required. With regard to decommissioning redundant submarine cables, a risk-based approach should be applied with consideration given to cables being left in situ where this would minimise significant impacts on the physical, natural, societal, historic, and economic value of the area.	within the area, Chapter 16 Material Assets - Services confirms that the depth of the existing submarine cables relative to dredging, and their locations, prevent any potential effects arising from the construction phase of the Project.
Telecommunications Policy 4 *Proposals that ensure and enhance connectivity of Ireland's rural and island communities to high quality telecommunications networks should be supported.*	Pertains only to telecommunications development that ensure and enhance connectivity of rural and island communities and therefore is not considered further herein.
Tourism	
Tourism Policy 1 *Where appropriate, proposals enabling, promoting or facilitating sustainable tourism and recreation activities, particularly where this creates diversification or additional utilisation of related facilities beyond typical usage patterns, should be supported.*	The proposed development will assist in the implementation of the overall Dublin Port Masterplan including the provision of a Unified Ferry Terminal and the completion of the Tolka Estuary Greenway.
Tourism Policy 2 *Proposals must identify possible impacts on tourism. Where a potential significant impact upon tourism is identified it should be demonstrated how the potential negative consequences to tourism in communities will be minimised. This must include assessment of how the benefits of proposals are not outweighed by potential negative impacts.*	No potential for significant impacts on tourism is identified, other than positive effects on the improvement of ferry infrastructure associated with the wider Dublin Port Masterplan implementation. Consultation documents were issued to Fáilte Ireland and the Department of Tourism, Enterprise and Employment as part of the EIA preparation process and no submissions were made (See Chapter 3 Consultation and Scoping).
Tourism Policy 3 *Proposals for tourism development should seek to optimise facilities and use of space by taking a cross-sectoral development approach that provides for multiple activities, whilst minimising the extent to which the proposal is likely to adversely impact on the natural environment.*	Pertains only to tourism development and therefore is not considered further herein.
Wastewater Treatment and Disposal	
Wastewater Treatment and Disposal Policy 1 *Proposals by Irish Water related to the treatment and disposal of wastewater that:* *i) service the social and economic development of the country under the National Planning Framework;* *ii) resolve environmental issues at priority areas identified by the EPA;*	Pertains only to proposals by Irish Water related to the disposal and treatment of wastewater and therefore is not considered further herein.

NMPF Policies	Project consistency with policy
iii) contribute to the realisation of the objectives of: *• Ireland's River Basin Management Plan 2018 – 2021* *• The Water Services Policy Statement 2018 – 2025* *• Marine Strategy Framework Directive 2012 - 2020* *should be supported, provided they fully meet the environmental safeguards contained within relevant authorisation processes.*	
Wastewater Treatment and Disposal Policy 2 *Proposals that have the potential to significantly adversely affect existing and planned wastewater management and treatment infrastructure where a consent or authorisation or lease has been granted or formally applied for by Irish Water should not be authorised unless:* *• compatibility with the existing, authorised, proposed or otherwise identified in consultations with Irish Water activity, can be satisfactorily demonstrated;* *• the proposal is clearly of strategic or national importance.* *Where possible, proposals that may affect Irish Water activities or plans should engage with Irish Water at the earliest available opportunity.* *Compatibility should be achieved, in order of preference, through:* *a) avoiding adverse impacts on those activities; and / or* *b) minimising impacts where they cannot be avoided; and / or* *c) mitigating impacts where they cannot be minimised.*	As set out in Chapter 5 Project Description, there are proposals for the management of wastewater as part of the development proposal; treatment works will be decommissioned on completion of works (see sections 5.6.2.3, 5.6.8.3 and 5.6.9 of the EIAR). No additional operational wastewater discharges to public sewers are proposed to arise as part of the proposed development (see Section 5.7.1.2). Consultation with Uisce Éireann occurred as part of the consultation conducted for the EIAR (See Chapter 3 Consultation and Scoping and Chapter 16 Material Assets - Services – particularly Table 16.1 which indicates how items raised by Uisce Éireann have been addressed throughout the development proposal and within the EIAR). The proposal is also mindful of the parameters associated with wastewater in the context of the Industrial Emissions Licence for the site.