Alexandra Basin Redevelopment 2

Bringing Dublin Port To 2040

Environmental Impact Assessment Report

Chapter 3 Consultation and Project Scoping

Volume 2



CALAFORT ÁTHA CLIATH
DUBLIN PORT

TETRA TECH

3 Consultation and Project Scoping

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3.1 Introduction

The ABR2 Project is a proposal to complete development works originally consented under the Alexandra Basin Redevelopment (ABR) Project, which received planning permission in July 2015 (PL 29N.PA0034) but were not fully completed before expiry in July 2025.

The ABR Project delivered major improvements to the port. The ABR2 Project focusses only on the remaining elements needed to finish the redevelopment works.

The evolution of the ABR2 Project reflects the extensive consultation processes undertaken, both at a strategic level through the preparation of the Dublin Port Masterplan 2040, and at a project level through the extensive consultation undertaken for the ABR Project and in the context of this specific ABR2 Project. The process of consultation has enabled Dublin Port Company (DPC) to obtain opinions on general development options for the port and allowed DPC to consider different perspectives in the initial stages of the project and throughout its development.

This Environmental Impact Assessment Report (EIAR) provides evidence of meaningful and effective consultations which have already taken place and provides the basis for future consultation.

Rather than seek a formal or statutory scoping opinion from a competent authority, DPC opted, in accordance with good practice, to voluntarily scope the contents of this EIAR by engaging in consultation with prescribed and statutory bodies, with other stakeholders, and with the public. DPC's scoping was undertaken in accordance with the European Commission's 2017 "Environmental Impact Assessment (EIA) of Projects Guidance on Scoping", which states:

> *"It is good practice to carry out Scoping even if it is not required by legislation: Developers should endeavour to include a Scoping stage in their work programme for EIA, so that all of the concerns can be identified and addressed during the Scoping stage. "*

The purpose of the EIA scoping process is to identify the issues which are likely to be important during the EIA and to eliminate those that are not relevant. The scoping process identifies the sources or causes of potential environmental effects, the pathways by which the effects can happen, and the sensitive receptors which are likely to be affected. It defines the appropriate level of detail for the information to be provided in the EIAR. The primary focus of scoping is to define the most appropriate assessment of significant effects related to the proposed project.

The consultation and scoping process has resulted in an iterative design procedure, such that the project has been modified to address the issues raised by statutory consultees, stakeholders and the public.

3.2 Strategic Level Consultation

3.2.1 Consultation and the Dublin Port Post-2040 Dialogue Papers

A series of Dialogue Papers were developed by DPC to present its views on the nature and scale of the development at Dublin Port that might be required by 2040. The views are founded on the implicit

acceptance of the development path set out in the Dublin Port Masterplan 2040, to continue to develop Dublin Port at its current location until it reaches full capacity and to continue to operate this capacity long after 2040. These views are set out in a series of seven papers based on the detailed knowledge and understanding developed within DPC in recent years through the delivery of major infrastructure projects and intensification of use in Dublin Port. These papers are titled as follows:

1. Why Dublin Port is where it is.
2. How have other European port cities developed?
3. The shaping of Dublin Port in the nineteenth century.
4. An overview of the calls to move Dublin Port.
5. The conundrum of planning for long-term growth.
6. What would moving Dublin Port involve?
7. Options for the greenfield development of additional east coast port capacity.

The papers established that, once Dublin Port has reached its capacity limit, by 2040 at the latest, any continued growth in port volumes after that will require additional facilities at another east coast location, either by the greenfield development of a new port, expansion of other existing ports or by a combination of both. The development of substantial new greenfield port capacity will be a major and challenging undertaking and, based on the experience of major infrastructure projects both in Ireland and elsewhere, will take a long time to complete. As a result of the extended timescale necessary for such a major infrastructure project in Ireland, DPC believes that it is prudent to plan on the basis of a 20-year time horizon. There have been occasional suggestions for many years that Dublin Port should be moved from its current location. DPC has consistently rejected this idea on grounds of cost, regulatory challenges, planning difficulties, environmental impacts, and remoteness from the market that Dublin Port serves. Moving the Port also runs entirely contrary to a wide range of national and EU strategies and policies, including the National Port Policy and EU Regulation 1315/2015 (establishing the Trans-European Transport Network). The Dublin Port Post 2040 Dialogue provided detailed and, at times, technical explanations of DPC's thinking. These were presented as a challenge to those with alternative views on DPC's development path. DPC invited others to critique the company's thinking by way of substantive papers setting out the rationale for their alternative viewpoints.

The seven papers and supporting technical reports were published on the following website to seek the views of interested parties and the general public: https://www.dublinport.ie/dublin-port-publishes-post-2040-dialogue-papers

The website was advertised through the following channels:

- A formal media announcement which appeared in news outlets from 23rd March 2021;
- Eamonn O'Reilly (former CEO of DPC) engaged in a round of media/press briefings around the time of the formal media announcement;

- Newspaper advertisements were published in the national and local print media: The Irish Times on 23rd March 2021; and the Northside People and Southside People on 31st March 2021;
- In June 2021, DPC used its social media channels to issue reminders that DPC were seeking public submissions in response to the Dublin Port Post 2040 Dialogue Papers; and
- The boating/sailing community were made aware by a contribution from Michael McKenna, DPC Harbour Master on the popular maritime podcast, "Wavelengths": https://soundcloud.com/afloatirl/dublin-ports-capt-michael-mckenna

There was significant public interest in viewing the website:

- 485 people visited the website from 19 countries;
- 2,296 page views;
- 693 views of DPC papers;
- 315 views of background documents;
- 817 PDF downloads (events);
- Top download: 136 – 'Why Dublin Port is where it is' – top interest was in Paper 1;
- Low download: 2 – 'DP2 Bremore Cost Estimate' – Lowest interest was in Paper 7; and
- Traffic to site peaked on 23rd March 2021 following the press release: 94 users; 294 page views; and 150 PDF downloads.

There were 20 submissions received in response to the Dublin Port Post-2040 Dialogue website which were uploaded to the website under 'Responses'. Following a review of the responses, DPC has no doubt that the development path set out in the Masterplan 2040 is the correct one. Analysis of the issues raised by the seven papers leads to the following conclusions:

1. DPC must complete all of the projects outlined in the Masterplan 2040 to deliver infrastructure with an annual throughput capacity of 73.8 million gross tonnes by 2040.
2. This will require the necessary development consents to be secured for the ABR2 Project.
3. The achievement of a throughput of 73.8 million gross tonnes per annum by 2040 will require not only the completion of all of the infrastructure projects in the Masterplan 2040, but it will also require that the efficiency of port operations greatly increases so that port infrastructure is utilised to its maximum. This will require the elimination of systemic inefficiencies in supply chain operation.
4. Over the next 20 years, additional capacity at other existing east coast ports will be required so that, as Dublin Port approaches its ultimate capacity, volumes which Dublin cannot handle can be accommodated elsewhere.

5. During these 20 years, DPC will need to work on a project to construct a new port facility on the east coast of Ireland with the capacity of 1.5 times that of Dublin Port (DP1.5 Project) so that it can be brought through the planning process and construction started by about 2033 should that become necessary.

6. The projects to provide additional capacity in other ports and the DP1.5 Project can only be realised with state support – none of the projects and none of the port companies (including DPC) are capable of raising the project finance that would be required.

The issues raised by the Post 2040 Dialogue papers and submissions received through the public consultation have informed the Assessment of Alternatives set out in **Chapter 4** of the EIAR.

3.2.2 Consultation and the Dublin Port Masterplan 2040

In January 2011, DPC commenced a 14-month-long consultation process for the Dublin Port Masterplan 2040. The process was aimed at soliciting views from a wide circle of stakeholders whose perspectives on the operations and future of the port were regarded as important. This included the publication of a detailed Issues Paper in April 2011, outlining the matters that were being taken into consideration in the context of the Masterplan and the initiation of a formal consultation process to secure submissions on the Masterplan.

The consultation process for the Masterplan created a significant level of interest and active participation. The publication of the Issues Paper secured 222 formal responses from a range of participants, including statutory bodies, commercial entities, and community groups. This was a very encouraging response rate for a consultation process of this nature, and, in particular, the level of understanding of the matters outlined in the Issues Paper was extremely high.

Having examined and considered the detailed responses, DPC published a draft Masterplan in November 2011, which reflected many of the excellent and constructive suggestions from the Issues Paper consultation.

The object of the consultation process was to create awareness of Dublin Port, to identify the issues that DPC was seeking to address in the Masterplan, and, most importantly, to encourage participation and submissions on the Issues Paper and draft Masterplan to contribute to the final Masterplan. A key aspect of the consultation process was to identify some of the key parameters that should inform individual projects, which should subsequently emerge from the Masterplan.

The ABR Project was the first Strategic Infrastructure Development (SID) Project to be taken forward to planning from the Dublin Port Masterplan 2040 and greatly benefited from the consultation process undertaken during the development of the Masterplan.

3.2.3 Consultation and the Dublin Port Masterplan 2040, reviewed 2017

When adopted in 2012, the Masterplan made provision for periodic reviews to take account of changes in demand for the use of port facilities and developments in port operations. In 2017, DPC commenced a review of the Dublin Port Masterplan 2040.

The first review of the Masterplan in 2017 involved a detailed public consultation process aimed at securing views from relevant stakeholders whose perspectives on the port are important.

The consultation process took place in two distinct stages:

Stage 1: 2017 Masterplan Review Consultation Process

The 2017 Masterplan Review consultation process ran from January 2017 to March 2017 and involved the following elements:

- The publication of a detailed Masterplan Review 2017 Consultation Paper, outlining the issues that were being taken into consideration in the context of the review of the Masterplan;
- The initiation of a formal consultation process to secure submissions on the Masterplan Review;
- Extensive face to face briefings with key stakeholders and briefings with DPC staff before the launch of the Masterplan Review 2017 Consultation Paper, presentations to the Central and South East Local Area Committees of Dublin City Council on the review of the Masterplan, comprehensive media campaign surrounding the Masterplan Review designed to generate interest and encourage participation in the master planning process as well as a public information campaign including advertisements, door to door leaflet drops and an information briefing published for local residents and stakeholders;
- The publication of a Masterplan Review 2017 Environmental Report Consultation Paper by Tetra Tech Consultants (formerly RPS) in January 2017; and
- A series of events including:
    - Local community briefings at Clontarf, East Wall, and Ringsend.
        - Clontarf Public Information Day held at Scoil Uí Chonaill GAA Club, 13th February 2017.
        - East Wall Public Information Day held at Sean O'Casey Community Centre, 15th February 2017.
        - Ringsend Public Information Day held at Clanna Gael Fontenoy GAA, 16th February 2017.
    - Direct briefings with a selection of community and environmental groups.

The 2017 consultation process led to a high level of participation from stakeholders, with 130 people attending community briefings. There were 67 formal written responses received from a broad range of respondents, including individuals, residents' groups, commercial interests, statutory bodies, and environmental entities.

Following the 2017 consultation process, a detailed report outlining the responses to the consultation process was prepared. This report can be accessed on the Dublin Port website (www.dublinport.ie)

As a consequence of the 2017 consultation process, a number of specific issues and observations emerged from the submissions and responses received, which fed into the Masterplan Review Process in several ways. DPC decided to initiate a Strategic Environmental Assessment (SEA) and an Appropriate Assessment (AA) of the proposals to revise the Masterplan. Tetra Tech was commissioned by DPC to carry out these assessments in the following stages:

I. The first stage of the SEA process was Screening, to determine if the Masterplan Review required an SEA. The initial output of the first stage was the SEA Screening Report, which was circulated in May 2017 to the statutory consultees for SEA in Ireland, being the Environmental Protection Agency (EPA), Department of Housing, Planning and Local Government (DHPLG), Department of Communications, Climate Action and Environment (DCCAE), Department of Agriculture, Food and Marine (DAFM), and Department of Culture, Heritage and the Gaeltacht (DCHG). The SEA Screening Report introduced the potential for the development of port lands on the north side of the River Liffey as part of the overall Masterplan, including the MP2 Project.

II. The second stage of the SEA process was Scoping, which was to provide sufficient information on the Masterplan 2040 to enable the consultees to form an opinion on the appropriateness of the scope, format, level of detail, methodology for assessment, and the consultation period proposed for the SEA Environmental Report. This SEA Scoping Report was circulated to the statutory consultees for SEA in Ireland in August 2017 as well as the appropriate authorities in the UK, to elicit their view on any potential transboundary environmental effects. A scoping workshop was held in September 2017 to allow for statutory consultees to participate in the scoping phase of the Masterplan 2040. A revised scoping report was developed to incorporate comments received from this workshop as well as those received during the statutory consultation period. Non-statutory stakeholders were provided with the revised Scoping Report on 24th November 2017, and all information was made publicly available on the DPC website. Non-statutory stakeholders who were provided with the SEA Scoping Report for comment were the Department of Transport, Tourism and Sport (DTTAS), Dublin City Council (DCC), Office of Public Works (OPW) including the Eastern Catchment Flood Risk Assessment and Management (CFRAM) Project, Electricity Supply Board (ESB), National Transport Authority (NTA), Inland Fisheries Ireland (IFI), Transport Infrastructure Ireland (TII), Bird Watch Ireland, Local Residents Associations, Local Amenity Groups, Dublin Port Tenants, The Heritage Council, An Taisce and the Irish Nautical Trust. The SEA Scoping Report again introduced the potential for development of port lands on the north side of the River Liffey, including the MP2 Project as part of the overall Masterplan, and introduced the concept of the phasing of developments that would be proposed by the Masterplan.

III. A strategic Transportation Study was commissioned to determine how enhanced connectivity between the North and South Port areas could be provided and explore connectivity for different transport modes within the Port Estate in a context that is compatible with existing transportation strategies.

IV. The existing Soft Values Programme of DPC was reviewed to determine opportunities for enhanced accessibility and integration between the port and the city.

V. The approach of DPC to protecting and promoting cultural heritage and leisure aspects relevant to the port was assessed to determine how best to facilitate both elements in the context of future developments at the port.

VI. Additional meetings were arranged between DPC and a number of stakeholders who raised specific issues.

Stage 2: 2018 Masterplan Review Consultation Process

In 2018, DPC undertook a further consultation process concerning the Masterplan, which involved:

- Publication of a SEA Environmental Report and a Natura Impact Statement (NIS) on the draft Dublin Port Masterplan 2040, reviewed in 2018. These environmental assessments compared the original Masterplan proposals published in 2012 to revised proposals that would enable Dublin Port to meet the then anticipated throughput of 77 million tonnes per annum by 2040. Following a permanent loss of 7ha of port land to State Services in the North Port, primarily for the Office of the Revenue Commissioners Customs Division as a result of Brexit, and a consequential loss of Port capacity, the throughput of cargo per annum is now estimated at 73.8m tonnes by 2040[1]. The revised proposals comprised:
    - Two significant SID Projects within the North Port Estate: the ABR Project, already at construction phase; and the MP2 Project in combination with improvements to the internal road network;
    - The development of Dublin Inland Port; and
    - A third significant SID Project within the South Port; the 3FM Project.
- The SEA found these revised development proposals, to have significantly less environmental impact compared to the original Masterplan, which maintained an aspiration to infill 21 ha of the Tolka Estuary. This is because the Dublin Port Masterplan 2040, reviewed in 2018, focuses instead on the redevelopment of existing port infrastructure on brownfield sites already in operation within Dublin Port, rather than expanding into the Tolka Estuary.
- The draft Dublin Port Masterplan 2040, reviewed in 2018, along with the associated SEA Environmental Report and NIS, were completed and circulated in April 2018 to the Irish and UK

[1] https://dublinport3fm.ie/environmental-impact-assessment-report/volume-ii/

statutory consultees for SEA. A public notice was placed in the National Press and on the DPC's website to notify the public about the draft Dublin Port Masterplan 2040, SEA Environmental Report, and NIS, and to request comments and observations on the contents of those documents. The consultation phase was open to responses from 17th April 2018 to 25th May 2018.

- A national and local media campaign in July 2018 formally announced the publication of the final Dublin Port Masterplan 2040, with a social media campaign running in tandem.

The 2018 Masterplan Review consultation process drew 12 responses from a range of stakeholders, including residents' groups, statutory authorities, individuals, and commercial organisations.

The Dublin Port Masterplan 2040, reviewed 2018 reaffirmed the need for the ABR Project including the requirements of a deeper basin at Alexandra Basin West and the infilling of Basin 52/52 to form the foundation of a Unified Ferry Terminal at the eastern end of the North Port.

3.3 Project Level Consultation

3.3.1 Consultation and the ABR Project

The ABR Project was the first SID project to be taken forward to planning from the Dublin Port Masterplan 2040. Given the ABR2 Project focusses only on the remaining elements needed to finish the ABR Project, the consultations undertaken during the development of the ABR Project are particularly relevant.

The ABR Project involved direct consultation with the following statutory and relevant bodies throughout the EIA process and when potential issues were raised during the impact assessment phase:

- An Bord Pleánala (now An Coimisiún Pleanála);
- Dublin City Council;
- National Parks and Wildlife Service;
- Department of Arts, Heritage and the Gaeltacht;
- Department of Environment, Community and Local Government;
- National Roads Authority;
- National Transport Authority;
- Department of Transport;
- Failte Ireland;
- Environmental Protection Agency; and
- Marine Institute.

Consultation through written correspondence was also undertaken with 36 statutory and non-statutory bodies who were informed of the ABR Project and invited to provide comments on the proposal.

Extensive public consultation was undertaken from September to November 2013 to establish public views on the ABR Project and the proposed Community Gain aspects. This consultation process included a community newsletter circulated to over 40,000 homes near the Port, meetings with local community groups, one-to-one briefings with public representatives, Local Area Committee briefings, a dedicated website to explain the initiative and gather feedback, a targeted consultation inviting general and question-specific responses on the ABR Project and Community Gain proposal, and an extensive media campaign securing wide national and local coverage across print, broadcast and online outlets.

The consultation process received written responses from 34 parties, the specific issues of which were considered with the preparation of the ABR Project's Environmental Impact Statement (EIS) and by DPC within the design of the ABR Project as relevant. Where possible, mitigation measures were proposed to minimise the environmental impact of the ABR Project.

Post-submission of the ABR Project planning application, a major public information exercise was undertaken to inform all stakeholders of the submission to encourage the maximum possible public participation with the ABR Project planning assessment process. The planning application and supporting documentation were submitted to relevant statutory stakeholders and published on a dedicated website separate from the main DPC site, copies were also made available at DPC offices and provided electronically to the public on request. A public information campaign accompanied the submission, comprising public notices and advertisements, consultation sessions in local community centres, a newsletter circulated to local residents, a targeted mail-shot to public representatives, community/residents/social and environmental groups, and a media campaign across national and local outlets in multiple formats.

Further to submission of the ABR Project planning application, An Bord Pleánala called for an Oral Hearing which took place over a 2-week period in October 2014. The Oral hearing comprised formal proceedings where interested parties presented evidence and arguments in person, allowing An Bord Pleánala to assess credibility, clarify facts, and ensure fairness.

An Bord Pleánala granted planning permission for the ABR Project in July 2015 (PL 29N.PA0034). The term of the planning permission was ten years.

3.3.2 Consultation and the ABR2 Project

Pre-application Meeting with An Coimisún Pleanála

DPC wrote to An Coimisún Pleanála (the Commission) on 24th November 2025, requesting pre-application consultations under section 287 of the Planning and Development Act 2000, as amended. A pre-application meeting was subsequently held with the Commission on 5th February 2026, which took place virtually.

The Commission's representatives noted that, in accordance with the provisions of Section 287 of the Act the purpose of the meeting was to give advice to DPC in advance of the submission of an application including in relation to the procedures to be followed in the making of any application and matters that the Commission is likely to take into consideration in the determination of the ABR2 Project application,

including relating to the National Marine Planning Framework (NMPF), principles of proper planning and sustainable development and the impact on the environment or any European site.

DPC provided a presentation to Commission on the nature and extent of the ABR2 Project. During the subsequent discussion, the Commission's representatives noted that the presentation had addressed many of the outstanding queries they had regarding the ABR2 Project.

The key points raised during the discussion were:

- Baseline surveys had been undertaken to complement the ongoing ABR Project monitoring programme and that nothing new of any significant interest had been identified.
- The Commission noted that regard should be given to cumulative impacts and interdependencies such as offshore renewable energy projects and other Dublin Port projects.
- DPC explained that an EIA Scoping Report was circulated to a wide range of statutory bodies and that twelve responses had been received of which no major issues were raised.
- DPC confirmed that it intends to address policy changes which have come into force since the ABR Project grant of planning permission in 2015 including the NMPF, Dublin City Development Plan 2022-28 and the Climate Action Plan (CAP 2025).
- The Commission recommended that formal consultation is undertaken with NPWS and noted that NPWS had responded to the EIA Scoping Report.
- DPC advised that the rate of dredging will be higher than the original first phase of dredging undertaken during the ABR Project. This was for Health & Safety port operational reasons because DPC needs to keep Alexandra Basin West operational during the dredging activities.
- DPC confirmed that all dredging activities will be overseen by a Marine Mammals Observer (MMO). The Commission noted that the Marine Mammals Mitigation guidelines are presently being updated and consideration should be given to species sensitivity with the application of mitigation measures.
- DPC noted that ten permanent nesting boxes had been installed at the new Ro-Ro Jetty within Alexandra Basin West as part of the ABR Project designed to increase suitable habitat for nesting Black Guillemots.
- DPC confirmed that the Community Gain proposals under the ABR Project have been completed with funding drawn down.
- DPC noted that a Liaison Group comprising representatives from Dublin City Council, MARA and DPC were providing an oversight role during the construction phases of the ABR Project and MP2 Project. It was DPC's intention to expand the remit of the Liaison Group to include the ABR2 Project.

- DPC advised that the existing Foreshore and Industrial Emissions Consents for the ABR Project granted by the ABR Project remained in place. It was noted however that an amendment to the Industrial Emissions Licence would be required as a result of proposed changes to the boundary of the Licence.

On the basis of the discussion undertaken following a presentation by DPC, it was concluded that a further meeting may not be required. Following receipt of the Commission's record of the meeting, DPC thereby formally requested to close the pre-application consultation phase with the Commission.

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.

The Commission's Record of Meeting, determination and Inspector's Report is presented in **Appendix 3-1**.

Pre-application Meeting with Dublin City Council Planning Section

A pre-application meeting took place with Dublin City Council (DCC) Planning and Property Development Section on 19th March 2026.

DPC provided a presentation to DCC which led to a discussion on the key construction risks associated with the ABR2 Project. DCC recommended that technical meetings should take place with the following DCC Sections to ensure that the ABR2 Project was fully aligned to the policies of the Dublin City Development Plan 2022-2028:

- DCC Environmental Health Section;
- DCC Traffic and Transportation Section; and
- DCC Drainage Section.

A record of this meeting is presented in **Appendix 3-2**.

Pre-application Meetings with Dublin City Council Technical Sections and other key Stakeholders

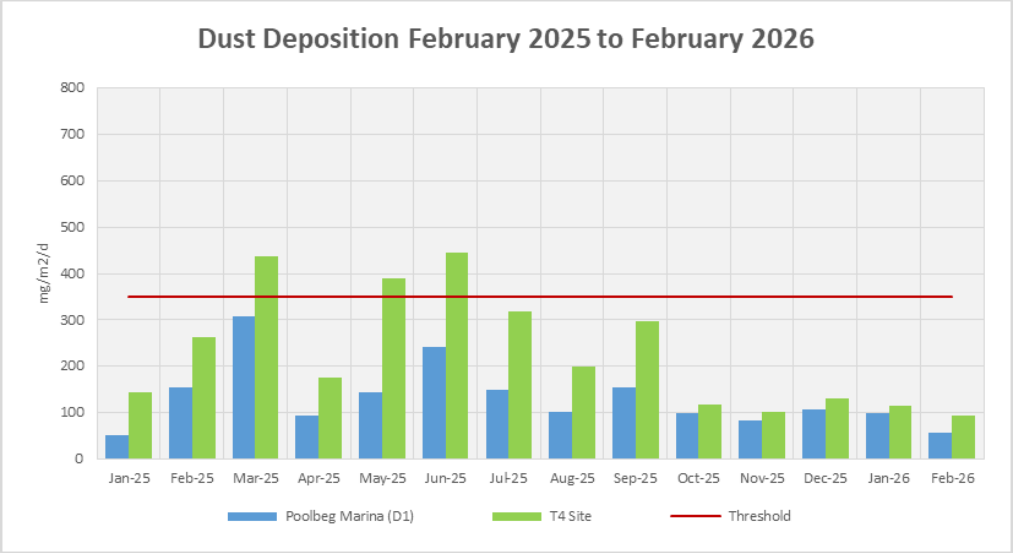
The following consultations took place in April-May 2026

- DCC Environmental Health Section (Noise & Dust) held on 1st April 2026
- DCC Traffic and Transportation Section held on 14th April 2026
- DCC Drainage Section held on 21st April 2026
- NPWS held on 15th May 2026

A record of each of these meetings is presented in **Appendix 3-2** and a summary of the key points arising is set out in in Table 3.1.

Table 3-1: Summary of Consultation Meetings with DCC Technical Sections and NPWS

DCC Environmental Health Section (Noise and Dust)
Capital Dredging • 24/7 capital dredging activity is proposed within the western portion of Alexandra Basin West, where the North Wall Quay Extension forms an effective noise barrier between the dredging activity and the most sensitive noise receptors. Capital Dredging is required on a 24/7 basis for H&S reasons associated with the operation of the Port. • Daytime & evening dredging is required within the more open eastern portion of Alexandra Basin West. • The most sensitive noise receptors have been identified as Coastguard Cottages, Pigeon House Road, York Road, apartments proximate to Sean Moore Roundabout / R131 and the 3Arena • Baseline noise at these locations has been established. • A continuous Type 1 Noise meter has been in operation at Poolbeg Marina since 2016. The noise meter has recorded noise during recent capital dredging works associated with the Dublin Harbour Capital Dredging Project. The type of backhoe dredger used is similar to that proposed for the ABR2 Project. These noise measurements have been used to calibrate noise modelling of the proposed capital dredging activities. • The construction noise assessment will be based on the day, evening and night-time noise threshold limits defined in the BS5228 ABC Method, as recommended in the Dublin City Council Guidance document 'Air Quality and Noise Control Unit's Good Practice Guide for Construction and Demolition'. • There will be no operational noise associated with the ABR2 Project. Treatment of Sediments and infilling of Basin 52/53 • The North Wall Quay Extension may be used for screening and washing of granular sediments dredged from Alexandra Basin West. This operation will be restricted to day-time construction working hours. • The majority of the dredged material will be transported by barge towards the eastern end of the North Port, proximate to the existing Terminal 1 Building. Here it will be taken ashore, treated and infilled to Basin 52/53. • The most sensitive noise receptors have been identified as Clontarf, Coastguard Cottages, Pigeon House Road, York Road and apartments proximate to Sean Moore Roundabout / R131 • It is envisaged that these operations will be restricted to day-time and evening-time construction working hours. • There will be no operational noise associated with the ABR2 Project. Dust • Dust has been measured at Poolbeg Marina and Terminal 4 (proximate to East Wall Road) since 2016. This includes the entire duration of the ABR Project. Recent sample data for Feb 2025 to Feb 2026 is presented below



- Typically, no threshold breaches occur at Poolbeg Marina, south of the Liffey, which forms an effective barrier to dust migration from the North Port
- Occasional breaches occur at Terminal 4 particularly during the summer months. The dust at this location is caused by several factors including traffic movements on East Wall Road and localised construction works. Dust mitigation measures were employed for the duration of the ABR Project construction works.

Noise Management Plan

- The ABR2 Project's Construction Environmental Management Plan (CEMP) will include a Noise Management Plan which will be prepared in accordance with the measures required (where appropriate) of DCC's Air Quality Monitoring and Noise Control Unit's Good Practice Guide for Construction and Demolition. The ABR2 Project will be classed at medium to high for this purpose.

Planning Application to the Commssion

- The Planning Application to the Commission will include the following supporting documents
  - EIAR which will set out both baseline and predicted noise levels at the most sensitive noise receptors.
  - Construction Environmental Management Plan (CEMP) which will include a Noise Management Plan

DCC Traffic & Transportation Section

Traffic and Transportation Discussion

- Noted no overlap between ABR2 and 3FM/Tolka Greenway Projects for the present planning application for the 3FM Project which is under review with the Commission. Cumulative effects appraisal will be undertaken within the ABR2 EIAR.
- The remediation works are to allow sediments reuse to facilitate the MP2 Project and the development of the Unified Ferry Terminal. There will be a volume of material required to be imported in for raising of ground levels to accommodate the MP2 Project using road network.
- The main DCC concern regarding construction traffic management plans and site worker mobility plans, ensuring Dublin Port tunnel remains flowing.
- Requirement to show how construction traffic will be managed and how this will interact with other Projects live on-site, e.g. construction traffic routes. DCC willing to look at draft chapters of EIAR.
- Summary of the appraisals being undertaken for the EIAR given, export/import time periods and facilities to be managed on site, noting fairly low hourly volumes of c. 15 vehicle movements per hour and coinciding with HGV management controls in place.

DCC Drainage Section

Drainage Discussion

- Overview on drainage for ABR2 given, construction phase has an IE license in place for treatment of contaminated dredge materials as regulated by EPA with respect to discharge from working areas. Post-construction works are to facilitate the MP2 Project with the drainage proposals as a follow on of the MP2 Project planning permission.
- Recommendation that once DCC receives feedback from internal teams that if required a further meeting will be held if items are to be addressed.

Following the meeting, feedback items were provided to Tetra Tech for consideration within the EIAR based on the reviewed EIA Scoping Report, no further meeting was required.

DCC Feedback

Protection of Water Bodies Section: At scoping stage, the assessment appears to address the main Water Framework Directive (WFD) requirements adequately. It identifies the relevant water bodies, recognises that the Liffey Estuary Lower is a Heavily Modified Water Body, and correctly notes that the key WFD objective is to avoid deterioration and support achievement of Good Ecological Potential (GEP). The principal water-related impact pathways — including dredging, sediment disturbance, water quality impacts, and permanent physical changes associated with infilling — have been appropriately scoped for further assessment. The proposed mitigation and monitoring measures also appear reasonable at this stage.
No major gaps are evident in the way WFD has been considered so far. However, for the EIAR, it would be useful to improve clarity and presentation by:

- Providing a concise WFD summary table setting out each affected water body, its current status, the main project pressures, proposed mitigation, and a clear statement that no deterioration will occur and that GEP can still be achieved;
- Clearly distinguishing between temporary construction-phase effects, such as short-term sediment plumes during dredging, and any permanent physical alterations, with the latter explained in the context of the water body's heavily modified status; and
- Including a clear statement on cumulative effects, confirming that the project, when considered together with other permitted or ongoing port activities, will still allow WFD objectives to be met.

Floods Projects Section:

Feedback was provided on the following points:

- Liaise with Dublin City Council, Flood Defence Projects Office, on protection levels proposed for works during construction and residual food risks post construction.
- Calculations for negligible flood risks elsewhere as a result as mentioned on Page 150.
- Liaise with Dublin City Council regarding flood warnings from Triton and other warning systems during construction of works.

This feedback was passed to the specialists completing **Chapter 9 Water Quality and Flood Risk Assessment** for consideration inclusion within this EIAR.

National Parks & Wildlife Service (NPWS)

NPWS Discussion:

- It was noted that marine sediment from Alexandra Basin West, which is due to be dredged under the ABR2 Project is not suitable for disposal at sea.
- Extended habitat and species surveys had been undertaken to support the ABR2 Project; an updated otter survey had been undertaken recently; bird surveys were also undertaken throughout 2025. Surveys of nesting Black guillemot has demonstrated the population is stable; plans are in place to facilitate future nest boxes, and open pile structure of Riverside Berth 53 will provide nesting opportunities (Dublin Port Company Black Guillemot Management Plan 2023-2030). The ecological surveys had not found any evidence of otter activity within Alexandra Basin West and the basin of Berths 52/53.
- NPWS raised a concern regarding the potential spillage from the movement of dredged sediment. Tetra Tech explained that successful methods used in the ABR Project will be implemented in the ABR2 Project for dredging with an environmental bucket and use of silt curtains, with a bubble curtain available for deployment across the entrance of the basin in the event of a breach. Quayside movement of dredged material will occur within bunded areas and use of spill plates to minimise potential losses.

- Employment of Marine Mammal Observers during construction works by Irish Whale & Dolphin Group (IWDG).
- It was noted that the ABR2 Project will take into consideration updated legislation and Plans since the ABR Project was granted in 2015 including the National Marine Planning Framework, Dublin City Development Plan, CAP25; EIA Regulations 2017 and EPA Guidelines 2022.
- Public Consultation (with a dedicated Project website) was held across March and April 2026. No specific comments were made regarding the ABR2 Project. One written response for consideration within the next Masterplan review.
- NPWS confirmed that their key concerns were being addressed by the Environmental Impact Assessments.

EIA Scoping Report Consultation

An EIA Scoping Report was prepared by Tetra Tech on behalf of DPC in respect of the proposed ABR2 Project. The main purpose of the Scoping Report was to identify potentially significant issues for detailed examination and if there are any which can be 'scoped out' of future assessments.

The EIA Scoping Report and covering letter was issued to 57 Statutory bodies, NGOs and key stakeholders, as listed in **Table 3-,** on 17th November 2025 seeking their views on the ABR2 Project.

Table 3-2: Consultees contacted regarding the ABR2 Project EIA Scoping Report

Consultees contacted regarding the ABR2 Project EIA Scoping Report		
Department of Housing, Local Government and Heritage	Department of Rural and Community Development and the Gaeltacht	Department of Climate, Energy and the Environment
Department of Agriculture, Food and the Marine	Department of Culture, Communications and Sport	Department of Transport
Department of Education and Youth	Department of Enterprise, Tourism and Employment	Department of Foreign Affairs and Trade
Department of Health	Department of Finance	Department of Defence
Environmental Protection Agency	Office of Public Works	National Transport Authority
Transport Infrastructure Ireland	Fingal County Council	Dun Laoghaire-Rathdown County Council
Eastern and Midland Regional Assembly	Dublin City Council	Commission for Railway Regulation
Irish Rail	Cóas Iompair Éireann	Health and Safety Authority
Commissioners of Irish Lights	Royal National Lifeboat Institution	Arts Council
Heritage Council	Fáilte Ireland	An Taisce
Inland Fisheries Ireland	Waterways Ireland	Inland Waterways Association of Ireland
Bord Iascaigh Mhara	Sea Fisheries Protection Authority	Marine Survey Office

Consultees contacted regarding the ABR2 Project EIA Scoping Report		
Marine Institute	Geological Survey of Ireland	BirdWatch Ireland
Irish Whale and Dolphin Group	Irish Seal Sanctuary	Sea Rescue Ireland
Uisce Éireann	Eir	Electricity Supply Board
Gas Network Ireland	Coillte	Eirgrid
Maritime Area Regulatory Authority	Commission for Regulation of Utilities	Sustainable Energy Authority of Ireland
Irish Coastguard	Public Health HSE Dublin and Midlands	Public Health HSE Dublin and North East
Bord na Móna	Chambers Ireland	

There were 12 responses received from the contacted consultees regarding the ABR2 Project EIA Scoping Report; Dublin City Council, Gas Networks Ireland, Geological Survey Ireland, MARA, Health and Safety Authority, Commissioners of Irish Lights, Transport Infrastructure Ireland, Department of Transport (Marine Survey Office), Department of Agriculture, Food and the Marine, Department of Housing, Local Government and Heritage, ESB and Uisce Éireann. These responses are broadly in agreement with the proposed approach to assessment of the ABR2 Project; noting a series of mitigation measures and documentation to be considered within the EIAR process.

A summary of responses received is set out below:

Dublin City Council (DCC)

DCC considers the Scoping Report to be generally comprehensive in describing the Project (works at Alexandra Basin West and Berth 52/53) and the proposed EIA methodology (desktop studies, surveys, modelling).

DCC advises that the EIAR should take account of the Dublin City Development Plan 2022–2028. DCC also recommends consulting the EPA and EU EIA guidance when preparing the EIAR. DCC welcomes future consultation and participation in the planning process.

Gas Networks Ireland (GNI)

GNI stated concerns over possible interaction with transmission pipeline. Following a meeting with GNI and DPC on 1st December 2025 it was confirmed that there was no overlap between the ABR2 Project and the gas network.

Geological Survey Ireland (GSI)

GSI have provided a list of data sources available for use, which will be circulated to the relevant sub consultant for the land, soils and geology chapter in the EIAR and has also asked that, should any site investigations be undertaken with boreholes, a copy of the data be provided to them, which would be redacted.

Maritime Area Regulatory Authority (MARA)

MARA expects to be consulted upon regarding any applications for the ABR2 Project as a prescribed body. It is noted that the ABR2 Project should obtain any required maritime consents in addition to planning permission (e.g. MAC, Maritime Usage Licenses, Foreshore consents) and ensure the appropriate timelines are in place for obtaining these and encourage consultation with MARA to determine requirements.

Regarding the EIAR, consideration should be given to the cumulative effects of other maritime consents and licenses and detailed plans for decommissioning/rehabilitation (where relevant) should be included as rehabilitation is required under Section 96 of the MAP Act 2021 before expiration of the MAC.

Health and Safety Authority

The Health and Safety Authority noted that the ABR2 Project will take place near several COMAH sites which will need to be taken into consideration.

Commissioners of Irish Lights

The Commissioners of Irish Lights has noted that at a minimum, two AtoN (Aids to Navigation) at berths 52/53 will need disestablishment and statutory consent (to comply with the provisions of S.I. No. 477/2011) will be required for any new/change/remove AtoN (including temporary) before works commence. With Dublin Port as the Local Lighthouse Authority (LLA), will need to conduct a review of AtoN requirements for the development. It is noted that any construction lighting or shore-based operational lighting must not obscure or affect existing AtoN conspicuity.

Any Appropriate Assessment undertaken should consider the potential impact of the deployment of surface marking buoys/associated moorings required under the ABR2 Project. Noted that the Commissioners of Irish Lights are available for meetings regarding any further information needed on AtoN.

Transport Infrastructure Ireland (TII)

TII highlights interactions with the M50 Dublin Tunnel and the Project, given that the developed lands will rely on the existing local road network and the M50 Dublin Tunnel for access. Recommended that appropriate consultation and coordination occur between DPC, National Transport Authority, DCC and TII, due to the changes in growth and altered transportation infrastructural circumstances around the Port, to ensure that any matters relating to the safety, efficiency and capacity of the M50 Dublin Tunnel can be addressed.

Recommendation that consideration is given to documentation for the preparation of the EIAR, including National Roads policy for developments at or near national roads and consideration of the technical guidance and standards regarding developments provided by TII for national roads and light rail networks. Also recommends the EPA Guidelines of the Information to be contained in EIARs (2022) is considered with the recognition of national roads as strategic transport assets and the potential for significant impacts on the national road network and junctions connecting to national roads.

Further guidance is provided regarding mitigation to be considered within the EIAR for the National road network, national road structures and Luas, providing information on a series of standards, guidance and relevant TII publications to be considered, this includes undertaking a traffic and transport assessment, if required a road safety audit, preparation of a construction traffic management plan, and regard should be given to any potential cumulative impacts. Consideration should also be given to abnormal load requirements and the capacity of roads/structures to accommodate these.

Department of Transport (Marine Survey Office)

The Marine Survey Office has no navigational safety objections. However, there are a number of requirements during construction; any hazards to safe navigation must be easily identifiable to mariners operating within or in the vicinity of the project, and any vessels engaged with the Project should conform to Irish Certification standards. Where equipment is carried, this may require an Irish Load Line survey.

The application, through consultation and agreement with the Marine Survey Office, shall arrange for the publication of a Marine Notice, and once published, if amendments occur to dates, areas or the schedule of works, the licensee must inform the Maritime Safety Policy Division. A local notice to mariners should also be published through Dublin Port.

Through the duration of the license period, the promulgation and frequency of Navtex and radio broadcast warnings should be agreed with the IRCG. The use of marking and lighting of any moored instruments should be carried out in consultation with the Marine Survey Office and the Commissioner of Irish Lights, with any lighting/marking compliant with the International Association of Aids to Navigation. Where any markings create a hazard to navigation, this information should be promulgated to mariners via marine/local notices and all other available appropriate means.

A notification must be sent to the UK Hydrographic Office at least 14 days prior to licensed activities or the establishment of structures commencing that may affect navigational safety. This also includes providing bathymetric survey data to UKHO and the INFOMAR program. Local notices issued to mariners should also be provided to UKHO within five days.

Department of Agriculture, Food and the Marine (Marine Institute)

The Marine Institute has advised that the proposed ABR2 Project and activities have no substantial impact on fish stocks, fisheries or aquaculture. However, it was noted that the application should aim to promote co-existence and minimise disruption to commercial fishing activities. Any evaluation of potential impacts on commercial sea fishing should be considered in the context of the Maritime Area Planning Act and the National Marine Planning Framework, with principles in the National Marine Planning Framework. Encouragement of consultation with the fishing industry, and that any relevant fishing organisations should receive Marine Notice(s) as applicable and be made aware of potential construction activities.

Department of Housing, Local Government and Heritage

- **Archaeology**

Welcomes that the demolition of a section of the North Wall Quay Extension is no longer occurring. Notes that within the eastern end of the navigation channel near the dredging footprint, there is potential for unrecorded wreck sites. Also notes that most recorded landside features in the baseline are relatively modern (c. 19th century onwards) and primarily relate to port/industrial heritage, and many only survive in the cartographic records.

Department is broadly in agreement with EIA Scoping Report and mitigation measures set out in Cultural Heritage chapter (retention of a project archaeologist, Grade 1 conservation architect and conservation engineer, provision of an archaeology management plan, archaeological monitoring, stand-by archaeological dive team, finds storage facilities and project reporting and archiving), however it is recommended that a pre-consent licensed geophysical survey takes place and an advance archaeological screening occurs ahead of all intrusive site investigation works carried out under the EIA or design process.

- **Nature Conservation**

Noted concern surrounding Biodiversity, Flora and Fauna terrestrial ecology section on otters not identifying the otter holts located in the extended survey as concluded by previous surveys under the 3FM Project and more recent surveys in 2025 (additional otter surveys undertaken for the 3FM Project) and evidence of otters on south side of the Port adjacent to Alexandra Basin West near Sea Safari Ltd's Offices and the infilling area of berth 52/53. Recommendation that above otter surveys are considered, particularly with potential for in-combination effects. Mitigation should ensure the provision of black guillemot nesting boxes due to the potential for habitat loss for nesting.

ESB

ESB does not object to the ABR2 Project in principle, however, have recommended that ESB Dublin Bay Power Plant be considered within the Material Assets Services Chapter, given its strategic importance, whilst located on the South side of the Port. It is also recommended to ensure that the sub-aqua cables are integrated into construction methodology and risk assessment to avoid physical disturbance or exposure of the cables. Furthermore, ESB note that their cooling water intake is close to the proposed dredging and infilling works and that this should be considered in the construction methodology to ensure that dredging does not impact this, with suitable contingency measures in place, such as continuous water quality monitoring during dredging/infilling.

Notes the presence of contaminated sediments and ESB supports the treatment and re-use of dredged materials under the EPA license and will require strict embedded mitigation measures to prevent the accidental release of contaminants during dredging/infilling activities

Uisce Éireann

Uisce Éireann included Uisce Éireann Development Management Planning Guidance Notes for circulation alongside the submission regarding water and wastewater connections.

The response outlines elements for consideration with respect to the existing IE license, namely the use of water and wastewater. A demonstration is required that the additional load involved in the construction phase can be catered for by the existing IE license for water requirements and wastewater discharge. The existing license must be submitted to Uisce Éireann and if this cannot cater for the additional load, a pre-connection enquiry must be lodged with Uisce Éireann. A Confirmation of Feasibility for temporary water and wastewater services must be obtained from Uisce Éireann prior to the lodgement of the planning application.

Uisce Éireann assets are noted as being present within the area to be infilled of the Berth 52/53 basin, Uisce Éireann does not permit build over of its assets and will require either diversion or decommissioning of the assets and contact must be made with Uisce Éireann Diversions Section regarding this. Separation distances from public infrastructure are also required in line with Uisce Éireann's standards, codes and practices.

Several points are raised in relation to the content required within the EIAR and to be noted within the planning proposals. This includes the protection of drinking water sources from adverse impacts; identification of hydrological/hydrogeological pathways to receiving waters from the development site; potential impacts on the capacity of water services (public water supply or sewage collection systems) where connection is required a pre-connection enquiry must be made well in advance of the planning application; prevention of surface water discharges to combined sewer networks; details on the location of public water services assets, possible connection points from the development site to the public network and any drinking water abstraction catchments are required for assessment, this also includes identifying infrastructure located within the development site; effects on assimilative capacity of receiving waters, plus changes to dispersion/circulation; potential impacts on water source catchments/abstractions and on the integrity of any protected or sensitive sites receiving discharges; if backfilling is proposed: provide chemical composition of materials and a best-practice groundwater, aquifers and drinking water sources monitoring/mitigation plan; trade-effluent generation and any required upstream treatment/attenuation before discharge to Uisce Éireann networks; and any physical impacts on Uisce Éireann assets. Where impacts are anticipated on the above, contact should be made with Uisce Éireann in advance of the planning application.

The EIA Scoping consultation responses were passed to each of the author's of the relevant technical chapters of this EIAR and to DPC for consideration. The actions taken in response to the consultation responses are detailed in each of the EIAR chapters as to how these were addressed.

The full EIA Scoping consultation responses are presented in **Appendix 3-3**.

Public Consultation

An extensive programme of public consultation was undertaken between March and April 2026 to seek the views of the wider public on the ABR2 Project.

A dedicated website was created for the ABR2 Project. The website was launched on 5th March 2026, available at the following link: https://dublinportabr2.ie/

The aim of the website was to allow the public to learn more about the ABR2 Project and included details on how to provide their say. Care was taken to present information in a user-friendly way to aid visualisation and understanding of the project.

The website detailed information regarding the following;

- What the ABR2 Project involves;
- Why the ABR2 Project is required;
- Information on the Environmental and Sustainability considerations;
- Information on the relevant planning context;
- Community Gain;
- Gallery; and
- Information on how respondents could submit observations on the project, public consultation dates, and contact details for DPC.

An extensive advertisement campaign was undertaken to bring the ABR2 Project dedicated website to the attention of the public and to invite members of the public to three Public Information Events:

- Advertisements were placed in a Local Newspaper, *Dublin Gazette*, on the 5th, 12th and 19th March 2026.
- Social media posts were made on Facebook, Instagram and Linkedin.
- Contact was made with local community groups and information posters placed Posters were erected in Poolbeg Yacht & Boat Club, Stella Maris Rowing Club, Clanna Gael Fontenoy GAA Club, Clontarf Yacht & Boat Club and Seán O'Casey Community Centre.

Three public consultations events were held in March 2026:

- Clontarf Yacht & Boat Club 24th March 2026
- East Wall Sean O'Casey Community Centre 25th March 2026
- Ringsend Clanna Gael Fontenoy GAA Club 26th March 2026

Both DPC and TT staff, as technical and environmental advisors, were available at each event to discuss and answer questions regarding the ABR2 Project. In total, there were 42 members of the public

who attended the public consultation events across the three venues. The majority who attended had a keen interest in all matters concerning Dublin Port and stayed for more than one hour.

The Social Media Posts received over 20,000 views and 234 interactions.

The website received 505 views and one written response. The written response comprised an alternative, non-commercial port with the exception of cruise ships, vision for the future of Alexandra Basin West including an outline Masterplan Drawing.

The consultation process from both the website and the Public Consultation Events provided the following feedback:

- There were no concerns expressed about the ABR2 Project.
- There was keen interest on other DPC projects aimed at enhancing Port-City integration, notably, the construction of the Greenway along the northern boundary of the North Port which was given significant praise.
- Concerns were expressed over nuisance caused from piling activities during the construction of Riverside Berth 53 as part of the MP2 Project.
- The written submission will be taken into consideration within the next Dublin Port Masterplan review scheduled for 2028. The ABR2 Project proposal to deepen Alexandra Basin West and remove the legacy contamination issue does not conflict with the author's alternative vision for the basin.

3.4 Conclusions on Project Consultation

The development proposals advanced in the ABR2 Project reflect the significant levels of consultation that have taken place since 2011 on the future of Dublin Port.

The various submissions and comments made in relation to the ABR2 Project have been fully considered by the consultants in the preparation of the EIAR and by the Applicant in the design of the scheme. Every effort has been made to address all issues raised whether by changes to the design processes of the ABR2 Project and, where possible, mitigation measures have been proposed to minimise the environmental impacts of the ABR2 Project.

3.5 Project Scoping

3.5.1 Scoping Approach

Detailed scoping has been undertaken in respect to the ABR2 Project with an EIA Scoping Report prepared by Tetra Tech on behalf of DPC in respect of the proposed ABR2 Project. Scoping involves engaging in consultations with prescribed and other authorities, bodies and stakeholders and through public consultation, in accordance with the European Commission's 2017 "Environmental Impact Assessment of Projects Guidance on Scoping" and the EPA's "Guidelines on the information to be contained in Environmental Impact Assessment Reports (May 2022)", the latter of which states:

"There can be considerable benefits in the developer engaging in early consultation about the scope of an EIAR to help to identify the relevant issues. This can be done formally (under the legislation) or informally."

The EPA Guidelines (2022) define "scoping" as follows:

"Scoping" is a process of deciding what information should be contained in an EIAR and what methods should be used to gather and assess that information. It is defined in the European Commission Guidance (2017) as: 'The process of identifying the content and extent of the information to be submitted to the Competent Authority under the EIA process.'

Scoping is best carried out by personnel having appropriate expertise and relevant prior experience. Knowledge of the characteristics of the project type and of the sensitivities likely to be present in the receiving environment are particularly useful for scoping.

[…]

Scoping is carried out on a case-by-case basis because the significant issues for different projects are unlikely to ever be identical. However, there are standard issues that a developer should consider for each project to establish whether they apply in specific cases. The Advice Notes contain guidance on relevant environmental factors for principal project types. The potential for likely significant effects throughout different phases of the proposed project, are considered as far as possible at scoping stage – whether they would individually require consent or not. These include, as relevant, site investigations, construction, commissioning and operation to eventual decommissioning. Scoping also considers the range of alternatives to be considered in an EIAR.

In conducting the scoping process, and in preparing this EIAR, consideration has been given to publications including the Advice Notes and various other documents.

The scoping for the ABR2 Project has benefited from the environmental monitoring programme which is currently in place for the ABR Project and the MP2 Project construction.

The combined ABR Project and MP2 Project monitoring programme comprises:

- Continuous noise monitoring at three locations;
- Continuous dust monitoring at two locations;
- Periodic vibration monitoring;
- Continuous water quality monitoring within the inner Liffey channel at four locations (turbidity, dissolved oxygen, temperature, salinity, pH);

- Continuous water quality monitoring within Dublin Bay at four locations (turbidity at three depths) over the period October 2017 to March 2021. This was complemented by continuous wave climate and tidal current measurements;
- Passive Acoustic Monitoring (PAM) for Harbour Porpoise detection at two locations within Dublin Bay over the period October 2017 to March 2021 during the ABR Project capital dredging campaigns, and one location within the inner Liffey channel from July 2022;
- Static Acoustic Monitoring (SAM) for Harbour Porpoise detection at four locations within Dublin Bay over the period October 2017 to March 2021 during the ABR Project capital dredging campaigns, and at three locations from April 2022;
- Records of marine mammal sightings by MMOs during dredging and piling operations;
- Benthic surveys of the licenced dumping at sea site at the entrance to Dublin Bay;
- Monthly seal surveys at Bull Island;
- Lamprey surveys within the Liffey;
- Wintering waterbird surveys within the South Dublin Bay & River Tolka Estuary SPA;
- Tern colony surveys;
- Black guillemot surveys; and
- Underwater noise surveys during piling and dredging activities to validate models used to assess the impact on migratory fish and marine mammals.

The site-specific scientific data collected to date has been used to support the preparation of the EIAR and NIS for the ABR2 Project and facilitates a depth of understanding of the environment in and around Dublin Port including the River Liffey channel and Dublin Bay. The scope of the ABR2 Project was further considered in the context of the extensive environmental datasets collated during the review of the Dublin Port Masterplan during 2017 and 2018. Above all, the extensive consultation process undertaken during the review of the Dublin Port Masterplan and the Dublin Port Post 2040 Dialogue Papers and specifically for the ABR2 Project, described in **Sections 3.2** to **3.6** above, provided a sound basis for confirming the key issues to be addressed, the extent of the environmental appraisals required, and the level to which these issues needed to be addressed.

In addition to the requirements of the EIA Directive and Irish implementing legislation, the scope of this EIAR, conducted in respect of the ABR2 Project, has had due regard to the following documents, amongst others:

- European Commission Environmental Impact Assessment of Project Guidance on Scoping (Directive 2011/92/EU as amended by 2014/52/EU), 2017

- Guidelines on the information to be contained in Environmental Impact Assessment Reports (May 2022), Environmental Protection Agency
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment, 2018
- Dublin City Development Plan 2022-2028.
- The Habitats Directive
- The Water Framework Directive
- The Birds Directive
- The Maritime Area Planning Act 2021

3.5.2 Extent of Environmental Appraisals

The scoping process identified that no environmental topics under Article 3(1) of the EIA Directive could be scoped out.

The Environmental Appraisals were therefore designed to address the following environmental factors in order to appropriately identify, describe and assess the likely significant effects which could potentially impact upon them as a result of the implementation of the ABR2 Project:

- Biodiversity, Flora and Fauna;
- Land, Soils, Geology and Hydrogeology;
- Water Quality and Flood Risk;
- Air;
- Climate:
- Noise and Vibration;
- Coastal Processes;
- Traffic and Transportation;
- Services;
- Archaeology and Cultural Heritage;
- Landscape and Visual;
- Population and Human Health; and
- Waste.

The key issues identified through the comprehensive consultation process informed a series of specialist studies which were undertaken to enable the prediction of the likely environmental impacts

arising from the ABR2 Project and to specifically address the concerns raised during the consultation process.

The key specialist studies undertaken and where these can be found within the EIAR are presented in **Table 3-3**.

Table 3-3: Key specialist studies undertaken during the preparation of the EIAR

Specialist Study/Baseline Survey	Comment	Relevant EIAR Chapter
COMAH Land Use Planning Assessment	Appraisal of individual and society risk factors	**Chapter 6 Risk of Major Accidents and Disasters**
Coastal Process Modelling	Appraisal of the existing coastal processes and predicted changes resulting from the ABR2 Project and climate change - Tidal Currents / Waves / Sediment Movement / Extreme Storm Events / Dispersal of sediment plumes. Provision of input data for Water Quality and Biodiversity, Flora & Fauna studies	**Chapter 14 Coastal Processes**
Traffic Flow Modelling	Appraisal of traffic flows generated by the ABR2 Project construction phase Provision of input data for Terrestrial Noise and Air Quality studies	**Chapter 15 Material Assets - Traffic and Transportation**
Air Quality Modelling	Appraisal of air quality on human and ecological receptors	**Chapter 10 Air Quality**
Terrestrial Noise Modelling	Appraisal of Terrestrial Noise at the closest sensitive receptors	**Chapter 12 Terrestrial Noise and Vibration**
Underwater Noise Modelling	Appraisal of Underwater Noise (impact on marine mammals and fish)	**Chapter 13 Underwater Noise**
Carbon Calculations	Appraisal of Carbon Usage (construction phase)	**Chapter 11 Climate**

The specialist studies undertaken during the preparation of the EIAR, together with extensive baseline surveys which included relevant information obtained from the ABR Project and MP2 Project monitoring programmes, and information received from statutory and non-statutory bodies, enabled the potential impacts to be evaluated in terms of their significance, nature and magnitude.

3.5.3 Conclusions on Scoping

Through the scoping process, which has been carried out in advance of the preparation of this EIAR, the issues which are likely to be important during the EIA have been identified. The scoping process has identified the sources or causes of potential environmental effects, the pathways by which the effects can happen, and the sensitive receptors, which are likely to be affected, and has defined the appropriate level of detail for the information to be provided in the EIAR. All environmental topics have been comprehensively addressed within the EIAR.