Alexandra Basin Redevelopment 2

Bringing Dublin Port To 2040

Environmental Impact Assessment Report

Appendix 1-1 EIA Screening Exercise

Volume 3



CALAFORT ÁTHA CLIATH
DUBLIN PORT

TETRA TECH

ABR2 Project

Environmental Impact Assessment
Screening Statement

ABR2 Project
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REPORT

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1 Introduction

This Environmental Impact Assessment (EIA) Screening Statement has been prepared by RPS, on behalf of the applicant, Dublin Port Company (DPC) in respect of the proposed ABR2 Project.

DPC is applying for a 10-year permission to facilitate the construction of the ABR2 Project, and as such, this EIA Screening Statement has been prepared to assist DPC in fulfilling its duties in accordance with the European Commission Environmental Impact Assessment of Projects Guidance on the preparation of the Environmental Impact Assessment Report (Directive 2011/92/EU, as amended by 2014/52/EU), and the transposing legislation, pursuant to Part X of the Planning and Development Act 2000 (as amended) and Part 10 Planning and Development Regulations 2001 (as amended).

This Statement documents the evaluation, undertaken on behalf of DPC, seeking to establish whether the ABR2 Project is likely to have a significant effect on the environment and, as such, requires EIA to be carried out prior to a decision on a development consent application being made.

2 The Proposed Project

2.1 ABR Project

The Alexandra Basin Redevelopment (ABR) Project was the first Strategic Infrastructure Development (SID) project to be brought forward for planning consent by DPC from the Dublin Port Masterplan 2040 (PL 29N.PA0034). The ABR Project was granted permission for a period of 10 years from the 8th of July 2015. Under the ABR Project the following work elements were granted permission:

At Alexandra Basin West:

- The infilling of Graving Dock No.2 (6,055m^2)
- The excavation and restoration of historic Graving Dock No.1
- The removal of infill material (9,000m^2)
- The relocation of the ore concentrates loading system within Alexandra Basin West
- The relocation of double deck ramp No.4 to new river berth at Berths Nos. 52/53
- The demolition of the bulk jetty (3,200m^2)
- The demolition of a section of North Wall Quay Extension (21,700m^2)
- The demolition of five control rooms/buildings/oil bunds (1,715m^2)
- The demolition of a floating ramp on the Liffey side of North Wall Quay Extension
- The demolition of a Lead-in Jetty at Graving Dock No.2 within the Basin
- The construction of new quay walls at North Wall Quay Extension (937m in length) including a rounded eastern end using salvaged stone material from demolished sections of quay
- Moving and reconstruction of existing light house to east end of revised North Wall Quay Extension.
- Extension of Alexandra Quay West (130m in length)
- Rebuilding of existing quay walls in the remainder of the Alexandra Basin West having an aggregate length of 1200m^2.
- New 273m long Ro-Ro jetty and provision of three Ro-Ro ramps
- Interpretative glazed pavilions (36m^2) on the west of the reconfigured North Wall Quay Extension and the presentation of a salvaged historic concrete block from the demolished section of the quay
- The dredging of 470,000m^3 of contaminated material to a depth of -10.0m CD over an area of 194,000m^2 within the redeveloped Alexandra Basin and its subsequent remediation
- Conservation works to the existing pump house and to retained sections of North Wall Quay Extension

At Berth 52/53:

- The demolition of existing Berths 52 and 53
- The demolition of the jetty at Berth 52 (500m^2)
- The demolition of concrete dolphin at Berth 53 (500m^2)
- The construction of a new river berth at Berths 52/53 (300m long)
- The construction of a new 75m mooring jetty at new river berth

- The construction of a new 40m long mooring jetty to extend the existing Berth 49 (50m long)
- The infilling of the Terminal 5 Ro-Ro basin (45,650m^2)
- The raising of existing levels by 1.4m over an area of 95,000m^2
- Dredging of new river berth to -10m CD

Within the Navigation Channel:

- Construction of a marina protection structure to a height of +7.0m CD and a length of 220m on the South side of the River channel
- 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 a total distance of 10,320m

However, due to unforeseen circumstances, the construction phase was not fully completed in accordance with the plans and particulars submitted. In addition, since the ABR Project was granted planning permission, DPC has also secured planning permission for the MP2 Project, in July 2020. The MP2 Project, as permitted, amended elements of the ABR Project with respect to the alignment of Riverside Berths 49 and 52 to allow for the insertion and alignment of a new Riverside Berth 53.

As such, the following work elements have not been completed or have since been amended by the consented MP2 Project:

At Alexandra Basin West:

- The excavation and restoration of historic Graving Dock No.1
- The demolition of a section of North Wall Quay Extension (21,700m^2)
- The demolition of a floating ramp on the Liffey side of North Wall Quay Extension
- The construction of new quay walls at North Wall Quay Extension (937m in length) including a rounded eastern end using salvaged stone material from demolished sections of quay
- Moving and reconstruction of existing light house to east end of revised North Wall Quay Extension.
- Rebuilding of existing quay walls in the remainder of the Alexandra Basin West having an aggregate length of 1200m^2.
- Interpretative glazed pavilions (36m^2) on the west of the reconfigured North Wall Quay Extension and the presentation of a salvaged historic concrete block from the demolished section of the quay
- The dredging of 470,000m^3 of contaminated material to a depth of -10.0m CD over an area of 194,000m^2 within the redeveloped Alexandra Basin and its subsequent remediation

At Berth 52/53:

- The demolition of existing Berths 52 and 53
- The demolition of the jetty at Berth 52 (500m^2)
- The demolition of concrete dolphin at Berth 53 (500m^2)
- The construction of a new river berth at Berths 52/53 (300m long)
- The construction of a new 75m mooring jetty at new river berth
- The construction of a new 40m long mooring jetty to extend the existing Berth 49 (50m long)

- The infilling of the Terminal 5 Ro-Ro basin (45,650m^2)
- The raising of existing levels by 1.4m over an area of 95,000m^2
- Dredging of new river berth to -10m CD

Within the Navigation Channel:

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

2.2 Overview of the ABR2 Project

As noted above, the ABR Project was the first SID project to be brought forward for planning consent in July 2015. The second SID project, as set out in the Dublin Port Masterplan 2040, reviewed 2018, is the MP2 Project, which was brought forward for planning consent in July 2020 (ABP-304888-19). The MP2 Project, as permitted, amended elements of the ABR Project with respect to the alignment of Riverside Berth 52 to allow for the insertion and alignment of a new Riverside Berth 53 (Figure 2-1). The new Riverside Berth is currently under construction through a causeway, and once constructed, the basin will be closed off from the main navigational channel and the operational basin berths can be decommissioned and will include the demolition of a jetty at Berth 52 and a concrete dolphin at Berth 53. A treatment plant and WWTW will be constructed on the causeway or at Berth 49. Works can then commence to infill the basin, as proposed under the ABR2 Project.

Infill material will comprise remediated dredge material, extracted from Alexandra Basin West. Bed conditions in Alexandra Basin West comprise sandy, silty, clays, and extensive sampling and environmental testing has shown that this material is contaminated with metals such as Arsenic, Copper, Chromium, Cadmium, Nickel, Lead, Mercury and Zinc. Elevated levels of Tributyltin (TBT) have also been recorded. Dredged contaminated sediments are therefore to be treated for re-use as infill in accordance with an IE Licence granted by the EPA in November 2016 (P1002-02). The area of the infilled existing basin of berth 52/53, the landside area to the immediate east, between this infilled basin and Terminal Road South, and the landside area to the west of this infilled basin, will have the existing levels raised by 1.4m over an area of 95,000m^2, using a combination of clean imported materials and where suitable, treated remediated material from dredged sediments originating from Alexandra Basin West.

The excavation and restoration of Graving Dock No. 1 has now been excluded due to the need to retain hard standing areas close to the berth due to pressures on DPC from stakeholders/tenants to facilitate the growth in volume of containers and dry goods between Ireland, the UK and mainland Europe. Graving Dock No. 1 remains preserved and protected and may be excavated at a later stage under a specific consent.

Figure 2-1 illustrates the development area for the ABR2 Project.

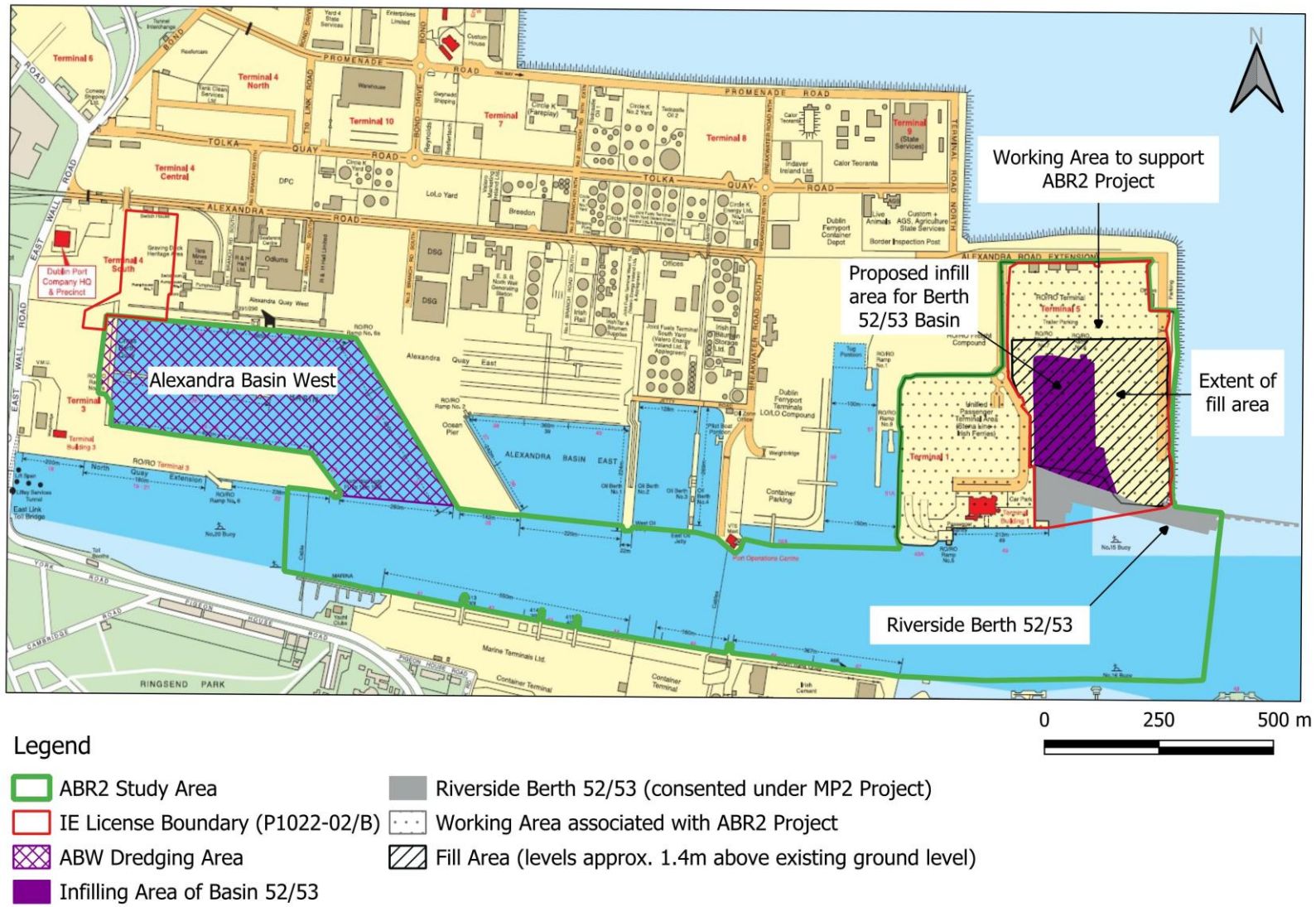


Figure 2-1: ABR2 Project Development Area

3 Legislative Basis for EIA

EIA originates from EU environmental policy. The initial Directive of 1985 and its three amendments have been codified by Directive 2011/92/EU of 13th December 2011. Directive 2011/92/EU has been amended in 2014 by Directive 2014/52/EU. Together these comprise the EIA Directive.

The EIA Directive 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 is carried out, where relevant, before development consent is given.

The EIA Directive is transposed into Irish legislation by the Planning and Development Act 2000 (as amended) and the Planning and Development Regulations 2001 (as amended). Both the EIA Directive and Irish legislation set out in detail the entire EIA process.

Developments that require EIA (Part 10 of the Planning and Development Regulations 2001), are detailed in Part 1 and Part 2 of Schedule 5, Development for the Purposes of Part 10, Article 93. These classes of development set out in Schedule 5 are for the purposes of Section 176 of the Planning and Development Act 2000, as amended.

4 Screening Considerations

Table 4-1 sets out the screening considerations for the ABR2 Project. The table has been adapted from the template developed by the Office for the Planning Regulator[1] (accessed 17/06/2025) to assist Planning Authorities in the screening of development for EIA.

Table 4-1: EIA Screening for the ABR2 Project

Planning Register Reference	NA
Development Summary	See Chapter 3
Was a screening determination carried out under Section 176A-C?	☐ Yes, no further action required ☒ No, Proceed to **Part A**
A. Schedule 5 Part 1 - Does the development comprise a project listed in Schedule 5, Part 1, of the Planning and Development Regulations 2001 (as amended)?	
☐ Yes, specify class __[insert here]_____	**EIA is mandatory** - No Screening required
☒ No	Proceed to **Part B**
B. Schedule 5 Part 2 - Does the development comprise a project listed in Schedule 5, Part 2, of the Planning and Development Regulations 2001 (as amended) and does it meet/exceed the thresholds?	
☐ No, the development is not a project listed in Schedule 5, Part 2	**No Screening required**
☒ Yes, the project is listed in Schedule 5, Part 2 **and** meets/exceeds the threshold, specify class (including threshold): **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 hectares.	**EIA is mandatory** - No Screening determination is required

[1] https://publications.opr.ie/planning-practice-view-file/PONYB1EKER

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.	
☐ Yes, the project is a type listed **but** is sub-threshold:	Proceed to **Part C**

C. If Yes, has Schedule 7A information/screening report been submitted?

☐ Yes, Schedule 7A information / screening report has been submitted by the applicant	**Screening determination required**
☐ No, Schedule 7A information / screening report has not been submitted by the applicant	**Preliminary Examination required**

5 Conclusion

An EIA screening exercise was completed in Chapter 4 of this EIA Screening Statement to determine whether or not an EIA is required for the ABR2 Project.

This screening exercise concluded that an EIA is required for the ABR2 Project with regards to Schedule 5 Part 2 of the Planning and Development Regulations 2001, as amended. The ABR2 Project falls within the following classes of development:

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;* and

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.*

In screening the ABR2 Project, the applicant has determined that the thresholds set out in the EIA Directive, and applicable Irish Regulations were exceeded and, therefore, an EIA would be required to be undertaken by the relevant competent authority in the context of the application for development consent.