Alexandra Basin Redevelopment 2

Bringing Dublin Port To 2040

Environmental Impact Assessment Report

Appendix 3-2 Consultation Meeting Records

Volume 3



CALAFORT ÁTHA CLIATH
DUBLIN PORT

TETRA TECH

Record of Meeting

Reference:	ABR2 Project
Meeting Name:	Consultation meeting with Dublin City Council Planning Section
Meeting date:	19.03.2026
Meeting location:	Virtual via MS Teams

Attendees

Name	Initials	Organisation
Brian Keeney	BK	Acting/Deputy City Planner
Kiaran Sweeney	KS	Senior Planner
Bryan Bellew	BB	Dublin Port Company
Mairead Rushe	MR	Dublin Port Company
Alan Barr	AB	Tetra Tech RPS
Helena Gavin	HG	Tetra Tech RPS
Garrett Fennell	GF	Fennell Public Affairs

Ref no.	Item	Actions	Date
1.	Introductions • DCC, DPC and Tetra Tech RPS provided an introduction to their team and their role in the project		
2.	Tetra Tech RPS and DPC gave a presentation on the proposed development.		
3.	The following discussion took place after the presentation: • Noted that DCC was the competent authority but would be required to prepare a chief executive's report on the application. • This report would be a composite of reports from other sections of DCC. • Planning Section is the arbiter on this report. • Advised that the application clearly set out rationale, reasons for works not being undertaken within the term of the permission and community gain approach. • Noted that new policies since the application was made will need to be captured. • Noted that from a planning perspective the development was acceptable in principle and was supported by the CDP. • Advised on contacts within transport, drainage and environment (noise) sections of DCC. • Open to further discuss if needed. • DPC invited them to attend liaison group meeting or boat trips.		

Record of Meeting

Reference:	Dublin Port ABR2 Project
Meeting Name:	Dublin City Council Environmental Health (Noise & Dust) Section
Meeting date:	01/04/26
Meeting location:	MS Teams

Attendees

Name	Initials	Role
Paul Rutherford	PR	DCC Env Health
Alan Barr	AB	TT EIA/DPC Advisor
Tony McNally	TMcN	TT Environmental Facilities Manager
Stephen Cleary	SC	EIA Noise Specialist

Apologies

Name	Initials	Role
Mairead Rushe	MR	DPC PMO
Louise McIntyre	LMcI	DCC Env Health

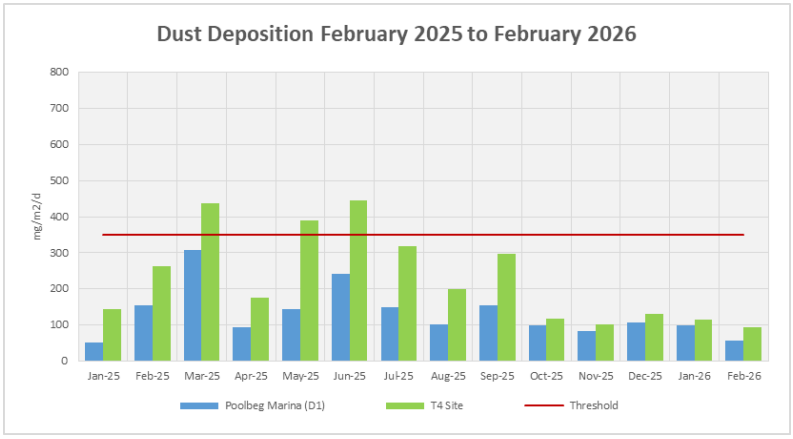
Ref no.	Item	Actions	Date
1.	**Overview of the ABR / ABR2 Projects** AB provided an overview of the ABR / ABR2 Projects • The ABR Project was granted a 10-year permission from ABP in July 2015. The permission lapsed in July 2025. • The construction of the ABR Project has transformed Alexandra Basin West (ABW) which is now a key operating hub within Dublin Port • All piling activity has been completed • The first phase of capital dredging within ABW has also been completed, dredging highly contaminated surface sediments for treatment and reuse as a fill material to Graving Dock #2 and stockpiling adjacent to Basin 52/53. • A new Ro-Ro Jetty within ABW has enabled *SeaTruck* to move operations from Basin 52/53 to ABW		

Ref no.	Item	Actions	Date
	• This in turn has allowed work to commence, under the MP2 Project, to construct Riverside Berth 52 which will close off Basin 52/53 • The infilling of the void space at Basin 52/53 was originally envisaged to be completed under the ABR Project but was not able to be completed within the 10-year period permitted by ABP. • The ABR2 Project is required to complete the capital dredging within ABW comprising moderately contaminated sediment and its treatment for reuse as a fill material to Basin 52/53.		
2.	**Key Points arising during the following discussion** A discussion took place following the presentation focussed on the environmental impact assessment of Terrestrial Noise and Dust. The key points arising are set out below: <u>Capital Dredging</u> • 24/7 capital dredging activity is proposed within the western portion of ABW, 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 ABW. • 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. <u>Treatment of Sediments and infilling of Basin 52/53</u>		

- The North Wall Quay Extension may be used for screening and washing of granular sediments dredged from ABW. 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.

<u>Dust</u>

- 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.

Ref no.	Item	Actions	Date
	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 ACP • The Planning Application to ACP will include the following supporting documents o EIAR which will set out both baseline and predicted noise levels at the most sensitive noise receptors. o CEMP which will include a Noise Management Plan		

Record of Meeting

Reference:	ABR2 Project
Meeting Name:	Consultation meeting with DCC Transportation Section
Meeting date:	14/04/2026
Meeting location:	Virtual via MS Teams

Attendees

Name	Organisation
Edel Kelly	DCC Transportation Section Head
Sean Callaghan	DCC Transportation Section
Ian Doyle	DCC Transportation Section
Mairead Rushe	Dublin Port Company
Richard Bingham	Tetra Tech
Conor O'Hara	Tetra Tech
John Durey	Tetra Tech
Emma Hayes	Tetra Tech

Ref no.	Item	Actions	Date
1.	Introductions DCC, DPC and Tetra Tech provided an introduction to their team and their role in the project		
2.	Tetra Tech and DPC provided an overview to the proposed development, noting it is the finalisation of the ABR Project, for which planning permission has lapsed. The DCC team had no prior briefing on the project from their planning department. TT noted that the EIA Scoping consultation was undertaken with DCC at the end of 2025, with response received from the Council in December 2025. TT agreed to re-send EIA Scoping Report for DCC review and response. Following discussion on Section 146B application for ABR, DCC requested to see Section 146B decision and report.	EIA Scoping report to be sent to DCC. Section 146B Details to be sent to DCC.	15/04/2026 15/04/2026

Ref no.	Item	Actions	Date
3.	The following discussion took place after the overview: Noted no overlap between ABR2 and 3FM /Tolka Greenway Projects for the present planning application for 3FM which is under review with ACP. 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.	Draft Traffic and Transportation Chapter to be circulated to DCC	May 2026

Record of Meeting

Reference:	ABR2 Project
Meeting Name:	Consultation meeting with DCC Drainage Section
Meeting date:	21/04/2026
Meeting location:	Virtual via MS Teams

Attendees

Name	Organisation
Daniel Lowe	DCC Drainage Section Head
Mairead Rushe	Dublin Port Company
Richard Bingham	Tetra Tech
Mark Magee	Tetra Tech
Alison Scott	Tetra Tech
John Durey	Tetra Tech
Emma Hayes	Tetra Tech

Ref no.	Item	Actions	Date
1.	Introductions DCC, DPC and Tetra Tech provided an introduction to their team and their role in the project DCC noted specific sections of DCC are looking at EIA Scoping report for queries (WFD and Floods section) which DCC will collate for TT.		
2.	Tetra Tech and DPC provided an overview to the proposed development, noting it is the finalisation of the ABR Project, for which planning permission has lapsed. EIA Scoping Report feedback from DCC in December, DCC meeting with Planning Section on 19th of March which recommended meeting with Drainage Section.		

Ref no.	Item	Actions	Date
3.	The following discussion took place after the overview: 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.	DCC to circulate further feedback if required.	

Record of Meeting

Reference:	ABR2 Project
Meeting Name:	Consultation meeting with NPWS
Meeting date:	15/05/2026
Meeting location:	Virtual via MS Teams

Attendees

Name	Organisation
Terry Doherty	NPWS
Paul O'Flaherty	NPWS
Mary Caffrey	NPWS
Richard Bingham	Tetra Tech
Alan Barr	Tetra Tech
James McCrory	Tetra Tech
David Welsh	Tetra Tech
Eve Atkinson	Tetra Tech
Tony McNally	Tetra Tech
Emma Hayes	Tetra Tech

Ref no.	Item	Actions	Date
1.	Introductions NPWS and Tetra Tech provided an introduction to their teams.		
2.	Tetra Tech provided an overview of the proposed development, noting it is the finalisation of the ABR Project, for which planning permission has lapsed. It was noted that NPWS had issued a response to the ABR2 Project EIA Scoping Report.	TT to circulate presentation to NPWS	

Ref no.	Item	Actions	Date
3.	The following discussion on the key environmental issues being addressed took place after the overview: 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 parent 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.		