Alexandra Basin Redevelopment 2

Bringing Dublin Port To 2040

Environmental Impact Assessment Report

Appendix 3-3 EIA Scoping Consultation Responses

Volume 3



CALAFORT ÁTHA CLIATH
DUBLIN PORT

TETRA TECH

An Roinn Aeráide, Fuinnimh agus Comhshaoil
Department of Climate, Energy and the Environment

Geological Survey
Suirbhéireacht Gheolaíochta
Ireland | Éireann

Dr Emma Hayes
Tetra Tech RPS, Elmwood House,
74 Boucher Road
Belfast, BT12 6RZ,

11 December 2025

Re: Alexandra Basin Development Phase 2 — EIA Scoping Report Consultation
Your Ref: n/a
Our Ref: 25/188

Dear Emma,

Geological Survey Ireland is the national earth science agency and is part of the Department of Climate, Energy and the Environment. We provide independent geological information and interpretation and gather various data for that purpose. Please see our website for data availability.

With reference to your email received on the 18 November 2025, concerning the Alexandra Basin Development Phase 2 — EIA Scoping Report Consultation, we recommend using our various data sets when conducting the EIAR, SEA, planning and scoping processes for developments, plans and policies. For more detailed information on how to access this data please access 'Data and Maps' Data & Maps (gsi.ie) on our 'Geoscience for planning' webpage. Use of our data or maps should be attributed correctly (please refer to each individual dataset's metadata for correct attribution).

For specific data available for Environmental Assessment and Planning topics please follow this link [Data by Environmental Assessment and Planning Topic (gsi.ie)], where you will find our data arranged by environmental assessment topic as illustrated below:

Land and soils
Soil • Subsoils (Quaternary Geology) • Tellus Geochemistry • Geotechnical *Geology* • Bedrock • Geophysics • Bedrock & Quaternary 3D

Water
Groundwater • Aquifers GW vulnerability, GWPSs (GWPPs) *Surface water* • Tellus Geochemistry *Estuarine & marine waters* • Marine and coastal *Flooding* • GWClimate • Karst

Climate Change
Carbon accounting / Carbon balance • Geothermal • Carbon capture and storage *Climate change trends* • National coastal change assessment

Cultural Heritage
Archaeology • Cherish *Underwater Archaeology* • Shipwrecks

Material Assets
Built Services • Natural resources (Minerals & Aggregates) • Active quarries

The Landscape
Landscape Appearance & Character • Physiographic units *Historical landscapes* • Historic mines

Other Relevant Data		
Natural (Geo) hazards • Landslide Susceptibility Mapping • Groundwater flooding • Coastal vulnerability • Subsidence • Radon	*Natural heritage* • Geoheritage (County Geological Sites) • Dimension Stone/Stone Built Ireland	

Other Comments

Should development go ahead, all other factors considered, Geological Survey Ireland would much appreciate a copy of reports detailing any site investigations carried out. The data would be redacted for confidentiality and added to Geological Survey Ireland's national database of site investigation boreholes, implemented to provide a better service to the civil engineering sector. Data can be sent to the Geological Mapping Unit, at mailto:GeologicalMappingInfo@gsi.ie.

If we can be of any further help, please do not hesitate to contact me Clare Glanville, or my colleague Trish Smullen at GSIPlanning@gsi.ie.

Yours sincerely,

Dr. Clare Glanville
Senior Geologist
Geoheritage and Planning Programme
Geological Survey Ireland

Trish Smullen
Geologist
Geoheritage and Planning Programme
Geological Survey Ireland

The publicly available data referenced/presented here, should in no way be construed as Geological Survey Ireland support for or objection to the proposed development or plan. The data are made freely available to all and can be used as independent scientific data in assessments, plans or policies. It should be noted that in many cases these data are a baseline or starting point for further site specific assessments.

An Roinn Iompair
Department of Transport

Dr Emma Hayes
Tetra Tech RPS
Elmwood House
74 Boucher Road
Belfast
BT12 6RZ
Northern Ireland

7th January 2026

RE: ABR2 EIA Scoping Report Consultation

The Marine Survey Office of the Department of Transport has no objection to the proposals provided in the ABR2 EIA Scoping Report Consultation from a safety of navigation perspective.

However, the following shall be noted;

1. The applicant shall ensure all appropriate measures are taken for the duration of any on-site activity. Any hazard to safe navigation shall be easily identifiable to all mariners operating within or in the vicinity of the license area.
2. All vessels engaged in the project must conform to Irish Certification standards, vessels shall be manned by suitably qualified personnel, additionally where equipment is carried an Irish Load line survey may be required. The applicant should contact the Marine Survey Office Dublin for clarification in relation to the above matters.
3. The applicant shall, through consultation and agreement with the Department of Transport, Marine Survey Office arrange for the publication of a Marine Notice through the Maritime Safety Policy Division. Where a Marine Notice is published and subsequent changes to dates, area of or schedule of works, the licensee must inform MSPD of any relevant changes.

4. The licensee shall arrange for a local notice to mariners to be published through Dublin Port.

5. The promulgation and frequency of Navtex and radio broadcast warnings shall be agreed with the IRCG for the duration of the license period.

6. The marking and lighting of any moored instruments shall be carried out in consultation with the Marine Survey Office and Commissioners of Irish Lights. Lighting and marking shall be compliant with International Association of Aids to Navigation (IALA) requirements. Information regarding the position of any markings that create a hazard to navigation shall be promulgated to the mariner via publication of a marine notice or local notice and all available means appropriate.

7. A notification detailing the proposed works must be sent to the UK Hydrographic Office (email: sdr@ukho.gov.uk) prior to commencement of the licensed activities or establishment of structures that may impact the safety of navigation, at least 14 days before commencement of the works. The information supplied must include the start date and end date, a description of the works, positions of the work area and structures (referred to WGS84 datum), and details of any marking arrangements. Copies of any bathymetric survey data shall be provided to sdr@ukho.gov.uk and the INFOMAR program at support@geodata.gov.ie. Copies of all local notice to mariners issued must be provided to the UKHO within 5 days.

Central Policy, Coordination and Reform
An Roinn Iompair
Department of Transport
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gcu@transport.gov.ie www.gov.ie/transport

Energy for generations

esb.ie

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27 Lower Fitzwilliam Street
Dublin, D02 KT92, Ireland
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21 January 2026

Dr Emma Hayes
Tetra Tech RPS
Elmwood House
74 Boucher Road
Belfast, BT12 6RZ

RE: Response to EIA Scoping Consultation – Alexandra Basin Redevelopment 2 (ABR2) Project

Dear Dr Hayes,

Thank you for your correspondence regarding the Environmental Impact Assessment (EIA) Scoping Report for the proposed Alexandra Basin Redevelopment 2 (ABR2) Project at Dublin Port.

Following a review of the Scoping Report and associated project documentation, ESB wishes to provide the following observations.

Clarification on ESB Assets
Section 15.4 of the EIA Scoping Report, under the heading of Electricity Supply, Network and Infrastructure, provides information about ESB assets. We wish to clarify that Dublin Bay Power Station, while set back from the shoreline, is an integral part of the electricity infrastructure on the Poolbeg Peninsula. This facility plays a critical role in supporting electricity supply for the Greater Dublin Area and takes its cooling water directly from the port area.

We recommend that Section 15.4 be updated to reflect the strategic importance of Dublin Bay Power Station and its operational dependency on the port's water resources.

ESB Sub-Aqua Cables
ESB has critical sub-aqua electricity transmission infrastructure within and adjacent to the proposed works area. These assets are essential for maintaining electricity supply to the Greater Dublin Area.

- All dredging, infilling, and associated marine works must incorporate measures to avoid physical disturbance or exposure of these cables.
- We request that detailed cable location data be integrated into the project's construction methodology and risk assessments.

Proximity of ESB Cooling Water Intake
The ESB cooling water intake for Dublin Bay Power Station is located in close proximity to the proposed dredging and infill works.

- It is critical that dredging activities do not compromise water quality or flow conditions at this intake.
- Turbidity, suspended solids, and contaminant mobilisation should be carefully managed to prevent operational impacts on the power station.
- Continuous water quality monitoring during dredging and infilling is recommended, with agreed trigger levels and contingency measures.

Dredging and Contaminated Sediment Management

- We note from the Scoping Report that Alexandra Basin West contains sediments contaminated with heavy metals and organotins (TBT, DBT).
- ESB supports the proposed treatment and reuse of dredged material under EPA licence conditions.
- Strict controls must be in place to prevent accidental release of untreated material or contaminated water during transport and processing.

Mitigation and Coordination

- Embedded mitigation measures outlined in the Scoping Report (e.g., silt curtains, bubble curtains, environmental dredging techniques) should be rigorously implemented.
- ESB requests early engagement on detailed method statements and the Construction Environmental Management Plan (CEMP) to ensure alignment with our operational requirements.

ESB does not object to the ABR2 Project in principle but emphasises that the protection of our sub-aqua cables and cooling water intake is of paramount importance. We request that these considerations are fully addressed in the EIA and subsequent design and construction phases.

Please confirm receipt of this response and advise on the next steps for stakeholder engagement. Should you require any further assistance or wish to clarify any points raised, please do not hesitate to contact me.

Yours sincerely,

Colm Cummins
Group Property Planning Manager | Engineering & Major Projects | ESB
27 Fitzwilliam Street Lower, Dublin 2, D02 KT92

An Roinn Talmhaíochta,
Bia agus Mara
Department of Agriculture,
Food and the Marine

29th December 2025

Dr Emma Hayes,
Tetra Tech RPS,
Elmwood House,
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BT12 6RZ
emma.hayes1@rps.tetratech.com

RE: Alexandra Basin Redevelopment 2 (ABR2) Project: Environmental Impact Assessment (EIA) Scoping Report

Dear Dr Hayes,

The Marine Divisions of the Department of Agriculture, Food and the Marine (DAFM) welcome the opportunity to provide comments on the **Environmental Impact Assessment (EIA) Scoping Report for the Alexandra Basin Redevelopment 2 (ABR2) Project at Dublin Port,** ahead of the resubmission of the planning application for the completion of the project.

It is essential that the sea-fishing and aquaculture sectors are fully recognised and given a high priority as a long-standing, pre-existing, and traditional activity in the marine environment. Fishers and aquaculture site holders are primary food producers dependent upon certain marine areas which are particularly important for food production. This primary production is critical to supplying the downstream indigenous seafood processing and export industries and in sustaining the livelihoods of coastal communities. The importance of these primary and secondary food production activities is reflected in the Government's Food Vision 2030 policy.

To inform DAFM comments, observations on the scoping report were requested from the Marine Institute (MI). The MI advised that the proposed activities would have no substantial impact on fish stocks, fisheries, or aquaculture. However, the planning application should consider the following:

- The developer's aim should be to promote co-existence and minimise potential disruption to commercial fishing activities in the area.
- The evaluation of potential impacts of the development on commercial sea fishing activities needs to be considered within the context of the requirements set out under the Maritime Area Planning Act and the National Marine Planning Framework. (NMPF). The principles in the NMPF of avoiding, minimising, or mitigating impacts on access to existing activities (including specific policies on Fisheries and Aquaculture) should be followed and any proposed development activity should incorporate the principle of maximising coexistence with established activities in marine areas.

- DAFM would urge that early and ongoing consultation with the fishing industry continues to ensure minimum impacts on the seafood industry.
- All relevant fishing organisations should receive any applicable Marine Notice/s, and be made aware of any proposed works, at the earliest opportunity to ensure the optimum coordination of activities and to limit potential disturbances to fishing activities to the greatest extent possible.

Yours sincerely,

Marine Divisions
An Roinn Talmhaíochta, Bia agus Mara
Department of Agriculture, Food and the Marine

Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

Dr Emma Hayes
Tetra Tech RPS, Elmwood House, 74 Boucher Road
Belfast, BT12 6RZ, Northern Ireland
Email: emma.hayes1@rps.tetratech.com

19 December 2025

ABR2 Project - Environmental Impact Assessment Scoping Report Comments

Dear Dr Hayes

Dublin City Council welcomes the opportunity to comment on the enclosed Environmental Impact Assessment (EIA) Scoping Report relating to a planning application that Dublin Port Company will be making to An Comisiún Pleanála for development at Dublin Port.

The proposed application is to secure planning consent for aspects of the Alexandra Basin Redevelopment Project, which was consented in 2015, but which consent subsequently expired before completion of the works. This application, the Alexandra Basin Redevelopment 2 (ABR2) Project, seeks to secure consent for aspects of the original project which require completion.

The ABR2 Project will comprise works in two areas of Dublin Port, Alexandra Basin West and at Berth 52/53.

The Scoping Report is generally comprehensive in nature, setting out both the information to be contained in the EIAR and the information assessment methodology, i.e., desktop studies, surveys, and modelling. The nature and specific characteristics of the ABR2 Project is described in detail.

Dublin City Council strongly advise that the EIAR, including the various assessments and studies take account of the policies and objectives of the Dublin City Development Plan 2022-2028.

In addition, it is advised that the "Guidelines on the information to be contained in Environmental Impact Assessment Reports" (May 2022) published by the Environmental Protection Agency (EPA) and Guidance on EIA Scoping, European Commission, 2017, be consulted and inform the preparation of the EIAR.

Dublin City Council looks forward to participating in any future consultation process relating to this important Strategic Infrastructure Development for the city and region.

Regards,

Brian Keaney

Brian Keaney

A/Deputy City Planner

An Roinn Tithíochta,
Rialtais Áitiúil agus Oidhreachta
Department of Housing,
Local Government and Heritage

Your Ref: ABR2 Project
Our Ref: G Pre00368/2025 (Please quote in all related correspondence)

21 January 2026

RPS Group
Elmwood House
74 Boucher Road
Belfast
BT12 6RZ
Northern Ireland

Via email: Emma.Hayes1@rps.tetratech.com ; Richard.Bingham@rps.tetratech.com

Proposed Pre-Planning Development: Tetra Tech RPS, on behalf of Dublin Port Company: EIA Scoping Report Consultation for proposed application is to secure planning consent for aspects of the Alexandra Basin Redevelopment Project, which was consented in 2015, but which consent subsequently expired before completion of the works. This application, the Alexandra Basin Redevelopment 2 (ABR2) Project as set out below, seeks to secure consent for aspects of the original project which require completion. Dublin Port

A chara

I refer to correspondence received in connection with the above. Outlined below are heritage-related observations/recommendations co-ordinated by the Development Applications Unit under the stated headings.

Archaeology

It is noted that the subject of the scoping consultation, the Alexandra Basin Redevelopment (ABR) project 'ABR2 Project', will comprise of dredging within Alexandra Basin West, and infilling within Berth 52/53 following the insertion and alignment of a new Riverside Berth consented under the MP2 Project. The original ABR Project was granted permission for a period of 10 years from the 8th of July 2015 but was not fully completed. A Section 146B application (ABP-322353-25) to alter the terms of the development, including omission of the North Wall Quay Extension, was adjudicated by An Coimisiún Pleanála as being 'not be material and has confirmed these to the terms of the planning permission (PL 29N.PA0034). Therefore, a new planning application will be submitted for the ABR2 Project'. The EIA scoping for this new planning application includes the submitted *ABR2 Project Environmental Impact Assessment Scoping Report* (RPS, Tetratech 4.11.2025), whose contents and section on Cultural Heritage (Section 16) has been reviewed by the Department. Impacts proposed to be scoped in for Cultural Heritage include the proposed capital dredging at Alexandra Basin West and the infilling at Berth 52/53 Basin and a range of recommended

mitigation measures are set out: 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.

It is noted that the baseline desk assessment, augmented by a suite of archaeological investigations undertaken since the original development was permitted, records that 'the majority of sites and features recorded on the landside of the ABR Project, as consented in 2015 are of relatively modern date, dating from the 19th century and more recently, and refer to the Industrial Heritage of the river and the Port. Many of these structures survived based on cartographic evidence only and did not present as upstanding remains. The North Wall Quay Extension is the largest upstanding cultural heritage item within Alexandra Basin West, and was not a protected structure when the Environmental Impact Statement was submitted in 2014. Its partial demolition was permitted. The series of features associated with the north and the south bull walls would not be impacted by the ABR Project, as consented in 2015, except for the submerged terminus of the Great South Wall at Poolbeg Lighthouse, where further rock armour protection was required due to the deeper dredge design levels'. The demolition of a length of the historic North Wall Quay Extension that was permitted under ABR Project will not now take place and this is welcomed by the Department.

As noted in the EIA scoping document, 'in terms of the underwater environment, the archaeological risk was informed by the historic records of some 300 shipwreck events reported to have occurred on the approaches to the port since records began in the mid-1700s. A much smaller number of known shipwreck locations are charted, and four such shipwreck sites were positioned within the dredging footprint at the eastern end of the navigation channel'. The Wreck Inventory of Ireland Database (WIID) contains numerous entries for shipping and other losses in the environs of the proposed development area and it is therefore possible that it contains wrecks or elements of lost vessels, including archaeological objects, which have been previously undocumented. Section 3 of the National Monuments (Amendment) Act 1987 is the primary piece of legislation for the protection of wrecks over 100 years old and archaeological objects underwater irrespective of age. Wrecks that are less than 100 years old and archaeological objects or the potential location of such a wreck or archaeological object can also be protected under Section 3 of the 1987 (Amendment) Act. Over 18,000 wrecks have been recorded to date in the WIID, ranging from small fishing boats, dugout canoes and coastal traders to steamships and ocean going ships. Though earlier sources have been included where obtainable, the Inventory is largely based on documentary sources available from after 1700AD. As such, previously unrecorded wreck sites, including those dating to earlier periods, may await discovery in the area under consideration here.

National heritage policy, as set out in *Frameworks and Principles for the Protection of the Archaeological Heritage* states 'there should always be a presumption in favour of avoiding developmental impacts on the archaeological heritage' and, given the archaeological sensitivity of the application area, this core principle should be proactively enshrined within

the design process. It includes emphasis on the non-renewable nature of the archaeological heritage, the need to always consider its preservation in-situ as the first option, and the need to carry out appropriate levels and forms of archaeological assessment in advance of development.

It should be also noted that the *National Planning Framework* states that 'the protection of archaeological heritage is recognised as a core component to achieving sustainable development'[1] and the *National Marine Planning Framework*[2] includes the statement that:

'Proposals should consider the potential impact of their application on heritage assets from the earliest stages of project development, taking into account the potential risk of damage to, or degradation of, assets. Expert advice will be required at all stages to inform the development of the proposals. Such proposals may include plans to avoid locations where heritage assets may be located, or to minimise compromise or harm through the use of less invasive construction techniques. Proposals should consider evidence for the level of significance of a heritage asset, including information and advice from relevant regulators and advisors, and on how they are managed. This applies to both identified heritage assets and the potential for such assets to be discovered during development or activity.' (National Marine Planning Framework, 89).

In light of the above, and without prejudice to further related submissions, the Department broadly concurs with and its proposed embedded mitigation measures as set out in Section 16.6 therein.

Whilst the Department broadly concurs with the EIA Scoping Report and its recommendations for mitigation as set out in Section 16.6 therein, in light of the above, the Department advises that the following additional archaeological investigations are undertaken prior to applying for planning approval, in order to inform the final engineering designs and the contents of the Cultural Heritage assessment in the EIAR and its attendant mitigation proposals.

- Pre consent licenced geophysical survey (including Sub Bottom Profiler survey) of marine works areas, to include provision for archaeological investigation by way of dive survey and metal detection of any identified potential underwater cultural heritage features.
- Advance archaeological screening of all intrusive site investigation works carried out as part of the EIA or design process and a programme of archaeological assessment of geotechnical cores by a suitably qualified geoarchaeologist, to include provision for the scientific dating and palaeoenvironmental analysis of any identified submerged palaeolandscape materials that are identified.

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

[2] https://assets.gov.ie/139100/f0984c45-5d63-4378-ab65-d7e8c3c34016.pdf

The results of these investigations, and those identified in the EIA scoping document, should form part of the EIA process, with a synthesis of their outcomes incorporated within the EIA Report and the detailed technical reports included as Appendices.

Nature Conservation

Having studied the EIA Scoping Report in relation to the ABR 2 Project, and in particular Chapter 6 of this report concerning the potential effects of the proposed development on Biodiversity, the Department is satisfied that the approach set out in this document to surveying the development site and its environs to establish baseline ecology of these areas, including the flora and fauna present in them, and to analysing the possible effects of the ABR2 Project on the locally occurring plant and animal populations, should in general allow an accurate assessment of this project's potential ecological effects and the identification of any possible adverse effects on local biodiversity that might arise from it. The details set out in the Scoping Report regarding the methodology to be followed in drawing up the EIA also gives confidence that the EIA should facilitate the adoption during the development phase of the proposed project of suitable mitigation measures to prevent any adverse effects on flora, fauna and ecologically significant habitats occurring, and provide for the monitoring of ecological conditions during both the construction and operational phases of the proposed development so as to ensure that the mitigation measures employed will succeed in avoiding any detrimental effects on biodiversity as result of the project's implementation.

However, it is noted that in Section 6.2.5.3 of the EIAR concerning otter, a species subject to system of strict protection extending to its breeding and resting places (holts and couches) under the Habitats Directive (92/43/EEC), it is stated no signs or evidence of the presence of otter was found in the extended survey for this species to 150 m outside the proposed development site boundary undertaken in June 2025. Strangely, these results are in conflict with the results of other otter surveys carried out by RPS Tetra Tech in April and May 2024 in connection with DPC's proposed 3FM Project, and reported in Chapter 7 'Biodiversity' of the EIAR submitted in support of the company's application to An Bord Pleanála in July 2024 to carry out this project (ABP Ref. 320250-24). In the course of the April and May 2024 survey work an otter holt previously identified in 2019 during an otter survey carried out by Triturus Ltd for Dublin City Council was proven to be still active. The holt concerned is located in rock armour facing the Tolka Estuary on the northern edge of the Dublin Port area and just outside the boundary of the site that is the subject of the current application. This holt was again found to be active during additional otter surveys undertaken by RPS Tetra Tech in December 2024 and January and February 2025, the results of which were detailed in Technical Note 1 'Ecological Survey for Otter & Badger (2025)' included in Further Information (FI) submitted to Bord Pleanála in April 2025 in support of the DPC's application for permission for the 3FM Project. In Technical Note 1 a record by a stakeholder/member of the public of an otter using a holt in February 2025 located under Sea Safari Ltd's offices at Poolbeg Marina on the opposite side of the Liffey from the Alexander Basin, and immediately adjacent to the red line site boundary of the presently proposed development, is in addition reported, as well as records of otter spraint at two sites on the southern bank of the Liffey

Estuary also just outside the red line site boundary and opposite the Berth 52/53 Basin to be infilled as part of the currently proposed development.

It is recommended that when assessing the possible effects of the proposed ABR2 Project on otter as part of the compilation of the EIA on this project, the otter surveys referred to above carried out in connection with evaluation of the effects of 3FM should be taken into account, and that this assessment should encompass evaluation of the potential in-combination effects of both these projects, as well as other developments in the Dublin Port area such as the laying out of the Port Greenway, on otter, and set out measures to mitigate any adverse effects on this species identified.

In Table 6.3 on page 68 of the EIA Scoping Report it is acknowledged that there is a risk of the loss of nesting habitat for black guillemot as a result of the ABR2 Project. The finalised EIA for this project should make provision for the installation of nest boxes suitable for this bird species similar to those already installed elsewhere in Dublin Port by the DPC in substitution for any lost black guillemot nest sites. These substitute nest boxes should be located as close as possible to the lost nest sites.

You are requested to send further communications to the Development Applications Unit (DAU) at **manager.dau@npws.gov.ie**.

Is mise le meas**,**



Diarmuid Buttimer
Development Applications Unit
Administration

Uisce Éireann
Bosca OP 448
Oifig Sheachadta na
Cathrach Theas
Cathair Chorcaí

Uisce Éireann
PO Box 448
South City
Delivery Office
Cork City

www.water.ie

Uisce Éireann's Ref: PN26000036125

Planning Ref: EIA Scoping Report Consultation

Planning Authority: An Coimisiún Pleanála

Issue Date: 4 February 2026

Development Location: Dublin Port Company

Development Description:

Environmental Impact Assessment (EIA) Scoping Report for ABR2 Project - Alexandra Basin Redevelopment

A Chara,

Thank you for your recent EIAR Scoping Request which we have reviewed. Uisce Éireann has the following comments for your consideration:

Service Connections

Water

The EIA Scoping document refers to the need for water and wastewater during the construction phase. Unless it can be clearly demonstrated that the additional water supply is covered by the existing Industrial Emission Licence,. a pre connection enquiry must be lodged with Uisce Éireann to assess the feasibility of this temporary connection.

Wastewater

The report states '*During the construction phase, the installation of a wastewater treatment plant for the duration of treatment works will be required, which will have an associated discharge into the existing sewerage infrastructure of Dublin Port, however, this will be regulated under the IE Licence*.'

It must be demonstrated that additional load proposed can be catered for by the existing IE licence. A copy of the licence must be submitted to Uisce Éireann. If the existing licence does not allow for the additional load, a pre connection enquiry must be lodged with Uisce Éireann to assess the feasibility of the temporary wastewater connection.

Stiúrthóirí / Directors: Jerry Grant (Cathaoirleach / Chairperson), Niall Gleeson (POF / CEO), Gerard Britchfield, Douglas Millican, Michael Nolan, Patricia King, Eileen Maher, Cathy Mannion, Paul Reid, Michael Walsh.
Oifig Chláraithe / Registered Office: Teach Colvill, 24-26 Sráid Thalbóid, Baile Átha Cliath 1, D01 NP86 / Colvill House, 24-26 Talbot Street, Dublin, Ireland D01NP86
Is cuideachta ghníomhaíochta ainmnithe atá faoi theorainn scaireanna é Uisce Éireann / Uisce Éireann is a designated activity company, limited by shares.
Cláraithe in Éirinn Uimh.: 530363 / Registered in Ireland No.: 530363.

A Confirmation of Feasibility for temporary water and wastewater services must be obtained from Uisce Éireann prior to lodgement of the planning application.

Pre-Connection Enquiry Phase | Connections | Uisce Éireann (formerly Irish Water)

Diversion or Decommissioning of Uisce Éireann Assets

As shown in the figure below there are existing Uisce Éireann Assets within the area proposed to be filled. These assets will likely need to be diverted or decommissioned.



Uisce Éireann does not permit build over of its assets. Separation distances from public infrastructure, as per Uisce Éireann's Standards, Codes and Practices must be achieved.

A diversion/build over enquiry must be submitted to Uisce Éireann Diversions Section (diversions@water.ie) prior to the lodgement of a planning application where a potential build over of public assets is in question and/or where the applicants proposals cannot achieve separation distances from public infrastructure as per UÉ Standards & Codes of Practice.

Additional Advice

In addition to the above, the following aspects of water & wastewater services should be addressed in the scope of an EIAR and planning proposals, ahead of submitting your planning application to avoid unnecessary delays.

a) Protection of drinking water source(s) from potentially adverse impacts is a priority for Uisce Éireann. It is Uisce Éireann's current policy to maintain safe and secure drinking water supplies and ensure that development will not give rise to any deterioration in water quality. Development proposals shall not impact public drinking water sources and/or abstraction point(s). It is also a requirement of the Water Framework Directive that waters used for the abstraction of drinking water are protected to avoid deterioration in quality. Where a development proposal has the potential to impact an Uisce Éireann Drinking Water Source(s), the applicant shall provide details of measures to be taken to ensure that there will be no negative impact to Uisce Éireann's Drinking Water Source(s) during the construction, operational and decommissioning phases of the development.

b) Hydrological / hydrogeological pathways between the applicant's site and receiving waters should be identified as part of an EIAR and/or the planning application.

c) Where the development proposes the backfilling of materials, the applicant is requested to include breakdown of the chemical components of the materials proposed.

d) Where the development proposes the backfilling of materials, the applicant is requested to include details of best practice monitoring regime(s) to inform protection of ground waters, aquifers and drinking water source abstractions.

e) Potential impacts of the development on the capacity of water services (*i.e. do existing water services have the capacity to cater for the new development*) - If your proposals require a connection(s) to either a public water supply or sewage collection system, you are advised to submit a Pre-Connection Enquiry (PCE) enquiry to Uisce Éireann to determine the feasibility of connection to the Uisce Éireann network ahead of lodging your planning application. The PCE should be submitted to Uisce Éireann well in advance of lodging your planning application. Lodging a COF with your planning application helps avoids delays in the consenting process.

f) In relation to a development that would discharge trade effluent, any upstream treatment or attenuation of discharges required prior to discharging to an Uisce Éireann collection network.

g) In relation to the management of surface water; the potential impact of surface water discharges to combined sewer networks and potential measures to stop surface waters from combined sewers. Uisce Éireann does not permit surface waters into our sewer network.

h) Any physical impact on Uisce Éireann assets – reservoir, drinking water source, treatment works, pipes, pumping stations, discharges outfalls etc. including any relocation of assets.

i) When considering a development proposal, the applicant is advised to determine the location of public water services assets, possible connection points from the applicant's site / lands to the public network and any drinking water abstraction catchments to ensure these are included and fully assessed in any pre-planning proposals. Details, where known, can be obtained by emailing an Ordnance Survey map identifying the proposed location of the applicant's intended development to datarequests@water.ie

j) Other indicators or methodologies for identifying infrastructure located within the applicant's lands are the presence of registered wayleave agreements, visible manholes, vent stacks, valve chambers, marker posts etc. within the proposed site.

k) Any potential impacts on the assimilative capacity of receiving waters in relation to Uisce Éireann discharge outfalls including changes in dispersion / circulation characterises. Hydrological / hydrogeological pathways between the applicant's site and receiving waters should be identified within the report.

l) Any potential impact on the contributing catchment of water sources either in terms of water abstraction for the development (*and resultant potential impact on the capacity of the source*) or the potential of the development to influence / present a risk to the quality of the water abstracted by Uisce Éireann for public supply should be identified within the report.

m) Where a development proposes to connect to an Uisce Éireann network and that network either abstracts water from or discharges wastewater to a "protected"/ sensitive area, consideration as to whether the integrity of the site / conservation objectives of the site would be compromised should be identified within the report.

n) Uisce Éireann does not permit build over of its assets. Separation distances from public infrastructure, as per Uisce Éireann's Standards, Codes and Practices must be achieved. It is the applicant's responsibility to submit a diversion enquiry to Uisce Éireann Diversions Section (diversions@water.ie) prior to construction, where a potential build over of public assets is in question and/or where the applicants proposals cannot achieve separation distances from public infrastructure as per UÉ Standards & Codes of Practice. As an applicant you are required to;

- survey the site to determine the exact location of the public assets. Any trial investigations should be carried out with the agreement and in the presence of Uisce Éireann. All queries relating to in situ public infrastructure should be directed to diversions@water.ie
- Provide evidence of separation distances between the existing Uisce Éireann assets and proposed structures, other services, trees, etc. have to be in accordance with UÉ Standards & Codes of Practice

o) Where an existing connection is in place, the applicant or developer may be required to enter into a new or revised water and/or wastewater connection agreement(s) with Uisce Éireann prior to the commencement of this development.

p) Where new connection(s) are sought, the applicant shall enter into water and/or wastewater connection agreement(s) with Uisce Éireann prior to the commencement of this development.

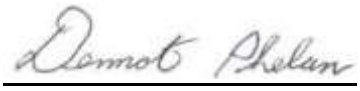
q) Any person discharging trade effluent** to a sewer, must have a Trade Effluent License issued pursuant to section 16 of the Local Government (Water Pollution) Act, 1977 (as amended). More information and an application form for a Trade Effluent License can be

found at the following link: https://www.water.ie/business/trade-effluent/about/ . Trade effluent is defined in the Local Government (Water Pollution) Act, 1977 (as amended).

Queries relating to the comments above should be directed to planning@water.ie

EIAR Scoping Requests should be sent to planning@water.ie

Yours sincerely,



Dermot Phelan
Connections and Developer Services

ABR2 Project - Gas Networks Ireland Consultation
No formal submission made, however an email from Dana Wolkiewicz of GNI on 27/11/25 stated concerns over possible interaction with transmission pipeline. Following a meeting with GNI and DPC on 01/12/25, it was confirmed that there are no issues.

ABR2 EIA Scoping Report Consultation Health and Safety Authority
No formal submission made, however an remail response was made noting that no observations to be made, however noted that the Project will take place near several COMAH sites and will need to be informed of any developments with the application via email to LandUsePlanning@hsa.ie.

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Tetra Tech RPS

Elmwood House

74 Boucher Road

Belfast

BT12 6RZ

Northern Ireland

22/12/2025

Pre-Planning consultation – Dublin Port Company – Alexandra Basin Redevelopment 2 (ABP2)

Dear Dr. Hayes,

Further to the email dated 17th November 2025, from Tetra Tech RPS, acting on behalf of Dublin Port Company (DPC), requesting feedback from Irish Lights on the Environmental Impact Assessment (EIA) Scoping Report relating to a planning application that DPC will be making to An Coimisiún Pleanála (ACP) for development at Dublin Port.

Based on the EIA as provided for An Bord Pleanála, at a minimum the two existing Aid to Navigation (AtoN) located at the East and West sides of the infill basin area will need to be disestablished, in addition to other AtoN changes which may be required. Therefore, Irish Lights recommends that the Local Lighthouse Authority (LLA), Dublin Port Company in this case, should conduct a review of the AtoN requirements for the planned development, including any construction buoyage, turbidity monitoring buoyage or other changes to temporary or permanent AtoN needed.

In addition, the following points are noted:

- Dublin Port Company, as the Local Lighthouse Authority, must obtain a Statutory Consent from the Commissioners of Irish Lights for any new AtoN (including temporary), changes to existing AtoN, or removal of AtoN which may no longer be needed. This consent is required prior to the commencement of associated works, to comply with the provisions of S.I. No. 477/2011. Details of how to make an application for Statutory Consent are available on the Irish Lights website at Statutory Consent at https://www.irishlights.ie/safety-navigation/statutory-consent.aspx

Commissioners of IRISH LIGHTS | Navigation and Maritime Services

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- Irish Lights advises that any construction lighting or shore based operational lighting must not obscure or otherwise impact on the conspicuity of existing Aids to Navigation.
- Any Appropriate Assessment (or Appropriate Assessment Screening) conducted as part of this planning submission should consider the potential impact of deployment of surface marking buoys and associated moorings which may be required as part of the project.

Irish Lights is open to arrange an online or F2F meeting with applicants to provide further advice on statutory requirements regarding AtoN in advance of making any planning application to An Coimisiún Pleanála.

Yours sincerely,



John Dawson
Navigation Services Manager
Navigation, Maritime & Consenting

MARA
An tÚdarás Rialála Limistéir Mhuirí
Maritime Area Regulatory Authority

Dr. Emma Hayes,
Tetra Tech RPS,
Elmwood House,
74 Boucher Road,
Belfast,
BT12 6RZ,
Northern Ireland.
Email: emma.hayes1@rps.tetratech.com

Date: 01st December 2025

Re: Dublin Port – ABR2 EIA Scoping

Dear Dr. Hayes,

We acknowledge receipt of your email correspondence, dated 17th November, 2025, in relation to consultation on the scoping on the information required in an Environmental Impact Assessment (EIA) to be supplied for the proposed development by Dublin Port Company for the Alexandra Basin Redevelopment Project at Dublin Port.

The Maritime Area Regulatory Authority, or MARA, is a new state agency that was established on 17th July 2023. MARA's functions, are set out under the Maritime Area Planning Act, 2021, and extend to the entire maritime area, from high water of ordinary tides to the outer limit of the continental shelf, encompassing the State's territorial seas and Exclusive Economic Zone. MARA facilitates a streamlined consenting process for projects in the maritime area and a route for projects to the planning system, by assessing applications for Maritime Area Consents (MACs) which are the right to occupy the seabed. MARA's functions in this new consenting system for the maritime area include the following;

- Assessing Maritime Area Consent (MAC) applications for the maritime area, which are required by developers before development permission can be sought;
- Granting marine licencing for specified activities listed in Schedule 7 of the Maritime Area Planning Act (MAP Act), to inform the prep;
- Compliance and enforcement of MACs, licences, An Coimisiún Pleanála maritime development consents;
- Investigations and prosecutions;
- Administration of the existing Foreshore consent portfolio;
- Fostering & promoting co-operation between regulators of the maritime area.
- MARA is a body under the aegis of the Department of the Environment, Climate and Communications

MARA welcomes the opportunity to provide our views on the scope and extent of the information required to be contained within the EIA at this stage of the process and wish to highlight the various maritime consents within Ireland's maritime area such as; Maritime Area Consents, Maritime Usage Licences and Foreshore Act Consents, which may be of relevance for consideration in the context of cumulative assessments.

MAC Applications:
Applications Received - MARA - The Maritime Regulator
Applications Determined - MARA - The Maritime Regulator

Maritime Usage Licences:
Applications - MARA - The Maritime Regulator
Applications Determined - MARA - The Maritime Regulator

Foreshore:
Foreshore Applications - MARA - The Maritime Regulator

Foreshore:
gov - Foreshore Notices (www.gov.ie)

An Coimisiún Pleanála:
Maritime Area Planning | An Bord Pleanála (pleanala.ie)

Local Government Planning Authorities:
Local Government Ireland Planning System

The GIS Data Download section of the MARA website has been updated with a Web Feature Service (WFS) for newly 'Determined' applications in ESRI Shapefile format: https://www.maritimeregulator.ie/knowledge-centre/data-downloads/.

Maritime Usage Licences (MULs)
The MAP Act requires MARA to licence marine usage activities as specified in Schedule 7 of the MAP Act, (not being a maritime usage which requires development permission). MARA is the appropriate regulatory body for consenting maritime usage licences (MULs) as set out in Schedule 7 of the MAP Act, which includes marine environmental surveys which may be required to inform a planning application. MARA wish to highlight that MARA considers it appropriate that the development application to the planning authority should include for all aspects of a development's lifecycle including; pre construction detailed design surveys, construction, operation, maintenance and decommissioning activities, to avoid project splitting.

Maritime Area Consents (MACs)

address:
An tÚdarás Rialála Limistéir Mhuirí / Maritime Area Regulatory Authority
An Dara Urlár, Teach Menapia, Páirc Ghnó Dhraighní, Draighneach, Loch Garman, Y35RF29.
2nd Floor, Menapia House, Drinagh Business Park, Drinagh, Wexford, Y35RF29.

email:
info@mara.gov.ie

website:
www.maritimeregulator.ie

Any proposed development within the maritime will in general require a Maritime Area Consent (MAC) prior to seeking planning permission, unless as specified in Schedule 3 and 4 of the MAP Act where a MAC doesn't apply for example, where its considered privately owned maritime site, or an existing foreshore lease or licence for the proposed can be demonstrated. Please note that a MAC specifies the permitted maritime usage and accordingly, the planning application and approval can only consider this usage. The MAC also specifies the spatial representation (map) of the consent area. Any change to the spatial extent can only be done by a material amendment to the MAC by MARA. The MAC area should include all aspects of the development including temporary and construction areas.

Early consultation with MARA is encouraged to determine whether any proposed activities, usages or projects would require a Maritime Usage Licence (MUL) or Martine Area Consent (MAC).

Rehabilitation Schedule

In accordance with Section 96 of the Maritime Area Planning Act 2021, the holder of a MAC shall, before expiration (if any) of the MAC, rehabilitate that part of the maritime area subject of the MAC, and any other part of the maritime area, adversely affected by the maritime usage the subject of the MAC. The rehabilitation schedule should include particulars of the following;
(a) the proposed programme of rehabilitation;
(b) the proposed date, or the occurrence of the event, on which the programme will start to be implemented and (if no ongoing maintenance is required by the programme) the proposed date on which the programme will have been fully implemented;
(c) the estimated costs of the programme;
(d) the expected timelines for applying for and obtaining the other authorisations in order to enable the applicant to discharge that obligation.

The Planning Authority should be cognisant in their assessment of any future applications in the maritime area, for decommissioning, rehabilitation, and the long term implications to the State of leaving structures or materials in situ. The management of the State's maritime area is the responsibility for MARA.

MARA as a prescribed body

The Maritime Area Regulatory Authority (MARA) welcomes the opportunity to submit our views on planning applications within and directly adjacent to the maritime area. MARA is a prescribed body for all maritime development by virtue of Section 279A of the Planning & Development Act 2000 (as amended) for the purposes of Part XXI, and as set out in Schedule 1 of the Planning and Development (Maritime Development) Regulations, 2023. MARA wish to confirm our desire to be consulted with if and when an application is submitted for this proposal.

MARA
An tÚdarás Rialála Limistéir Mhuirí
Maritime Area Regulatory Authority

The making of submissions or observations by the Maritime Area Regulatory Authority shall not prejudice the performance by it of any of its other functions. Our comments should not be interpreted as inferring any aspect of assessment of the scoping documents or proposed development.

If you have any queries or require further information in relation to this matter, please contact the undersigned in the Assessment, Research and Data Unit of MARA directly. I would be grateful if receipt of this correspondence, could be formally acknowledged by email to the following consultation@mara.gov.ie

Yours sincerely,



Niamh Lennon
Senior Marine Planning Advisor
Assessment, Research and Data Unit

Dr Emma Hayes
Tetra Tech RPS,
Elmwood House,
74 Boucher Road
Belfast,
BT12 6RZ,
Email: emma.hayes1@rps.tetratech.com

Dáta|Date 22 December 2025. **Ár dTag|Our Ref.: TII25-134150**

Re: Dublin Port alteration to ACP Ref. No.: 29N.PA0034 -EIAR Scoping Report Consultation

Dear Dr. Hayes,

I acknowledge receipt of your email of relating to the above updated EIAR Scoping exercise. Transport Infrastructure Ireland (TII) wishes to advise that it is not in a position to engage directly with planning applicants with respect to proposed developments. TII will endeavour to consider and respond to planning applications referred to it given its status and duties as a statutory consultee under the Planning Acts. The approach to be adopted by TII in making such submissions or comments will seek to uphold official national road and light rail policy and guidelines including *Spatial Planning and National Roads Guidelines for Planning Authorities* (DoECLG, 2012), *TII's 'Code of engineering practice for works on, near, or adjacent the Luas light rail system'* and TII Publications. Regard should also be had to other relevant guidance available at www.TII.ie

Of particular concern to TII will be the interactions between the proposal and the M50 Dublin Tunnel. The M50 Dublin Tunnel is one of the largest and most complex infrastructural projects and is a critical element of the City's and nations infrastructure. It is in the public interest that, in so far as is reasonably practicable, that the Tunnel continues to serve its intended strategic purpose. Its importance to the nation and region's transport system is recognised in the Transport Strategy for the Greater Dublin Area, 2022-2040 indicates under Measure ROAD2 – National Roads Requirements bullet 9 as follows:

"*The primary functions of the Dublin Tunnel will be maintained and protected. These functions are to facilitate the movement of goods vehicles between Dublin Port and the national road network and to facilitate access to the City Centre for public transport service vehicles, whilst also facilitating the "strategic' movement of goods to and from Dublin City Centre, subject to appropriate vehicle size and time restrictions.*
It is also essential that the structural integrity of the Tunnel from incompatible over ground development is ensured."

These identified functions support the requirements of National Strategic Outcome 2 of the National Planning Framework (NPF) 'Enhanced Regional Accessibility' and National Strategic Outcome 6 : High-Quality International Connectivity.

TII is charged with managing the operation and maintenance of the M50 Dublin Tunnel, an important aspect of which is managing its safety capacity to cater for current and future citywide transportation demands. Similar to the demand for Port activities, the current economic and population growth circumstances are putting increasing demand on the national road network and on the Dublin Tunnel which needs to be protected and maintained appropriately given its finite capacity both in structure and operation.

Taking these policy objectives and functions into consideration, TII prioritises the need for development projects within the Port to appropriately assess, identify and implement appropriate solutions which demonstrate that the protection of the safety, capacity, and efficiency of the Dublin Tunnel (M50). This is especially critical as the lands to be developed as part of the proposed project will rely both on the receiving existing local road network and the M50 Dublin Tunnel for access.

Also given the time that has elapsed since the previous consent approval, TII recommends addressing the changes in growth and the altered transportation infrastructural circumstances in the vicinity of the Port through

Próiseálann BIÉ sonraí pearsanta a sholáthraítear dó I gcomhréir lena Fhógra ar Chosaint Sonraí atá ar fáil ag www.tii.ie
TII process personal data in accordance with its Data Protection Notice available at www.tii.ie

appropriate consultation and coordination with and between the NTA, Dublin City Council and TII at the earliest possible opportunity. This will ensure matters related to the protection of the safety, efficiency, and capacity of the M50 Dublin Tunnel, will be suitably addressed prior to finalisation of this project and the submission of the proposals for planning consent.

TII advises that future Luas, Rail, Metro and Bus Connects alignments are a matter for the National Transport Authority (NTA). Furthermore, the reservation for the Southern Port Access Route is also a matter for the NTA and Dublin City Council.

With respect to EIAR scoping issues, the recommendations indicated below provide only general guidance for the preparation of an EIAR, which may affect the national roads and / or light rail networks. EIAR assessment and mitigation in TII's opinion should have regard to the following documentation:

- **National Roads:** Official policy for development at or near national roads is set out in in the DoECLG *Spatial Planning and National Roads Guidelines for Planning Authorities* (2012) available at https://www.gov.ie/en/collection/85b83-planning-guidelines-standards/

- **TII Publications**:- As part of TII's responsibilities for managing and improving the country's national road and light rail networks, the Authority sets development guidance and standards for traffic and road assessments and construction that may be necessary by reason of proposed development location, scale or typology to be prepared to accompany applications for developments or works. Technical guidance and standards are contained in TII Publications, available at https://www.tiipublications.ie/.

Taking account of the above and having regard to the EPA *Guidelines on the information to be contained in Environmental Impact Assessment Reports,* 2022,it is recommended as appropriate that the national road networks are recognised as strategic transport assets under "material assets" in the EIAR assessment and mitigation should have regard to the following:

National Road Network:

- TII would be specifically concerned as to potential significant impacts the development would have on the national road network (and junctions with national roads) in the proximity of the proposed development.
- The EIAR should have regard to any prior Environmental Impact Statement or Assessment Report and all conditions and/or modifications imposed by An Bord Pleanála regarding road schemes in the area. The developer should in particular have regard to any potential cumulative impacts.
- The EIAR should have regard to the provisions of Chapter 3 of the DoECLG *Spatial Planning and National Roads Guidelines* in the assessment.

National Road Structures

- The requirements of the TII Standard: 'Technical Approval of Road Structures on Motorways and Other National Roads for structures' (TII, 2009, DN-STR-03001). This Standard specifies the procedures to be followed, in order to obtain Technical Acceptance for structures on motorway and other national road schemes and for the submission of as built records. The procedures cover the design of all road structures, including bridges, tunnels, subways, culverts, buried corrugated steel structures, retaining walls, reinforced earth structures, gantries, environmental noise barriers and temporary structures under or over motorways or other roads carrying public traffic.
- The Technical Acceptance Requirements for the assessment, alteration, modification, strengthening and repair of all road structures must be prepared in accordance with the Technical Approval of Road Structures on Motorways and Other National Roads for structures' (TII, 2009, DN-STR-03001).

Luas:

- For general guidance for any proposed development in close proximity to an existing Luas Line; any prospective development should ensure there is no adverse impact on Luas operation and safety including its infrastructure. Observing the requirements of the following guidance will inform the type of assessments required to demonstrate no adverse impact from intended development.
    - *TII's 'Code of engineering practice for works on, near, or adjacent the Luas light rail system'* available at https://www.luas.ie/work-safety-permits.html.
    - *Light Rail Environment - Technical Guidelines for Development*, TII Publication no. PE-PDV-00001 available at https://www.tiipublications.ie/.

Other Relevant TII Publications:

- The developer, in preparing EIAR, should have regard to TII Publications with respect to technical standards and procedures associated with all forms of national roads infrastructure and assets.
- It would be important that, where appropriate, subject to meeting the appropriate thresholds and criteria and having regard to best practice, a Traffic and Transport Assessment be carried out in accordance with relevant guidelines, noting traffic volumes attending the site and traffic routes to/from the site with reference to impacts on the national road network and junctions of lower category roads with national roads. The Authority's *Traffic and Transport Assessment Guidelines* (TII Publication No. PE-PDV-02045) should be referred to in relation to proposed development with potential impacts on the national road network. The scheme promoter is also advised to have regard to Section 2.2 of the Guidelines which addresses requirements for sub-threshold TTA,
- The designers and assessors are asked to consult TII Publications to determine whether a Road Safety Audit is required including for areas subject to construction works.
- *Light Rail Environment - Technical Guidelines for Development*, TII Publication no. PE-PDV-00001 available at https://www.tiipublications.ie/

Construction and the National Road Network:

- Elements of the national road network are operated and managed by a combination of (Public Private Partnerships) PPP Concessions, Motorway Maintenance and Renewal Contracts (MMaRC) and local road authorities in association with TII. In relation to this proposal TII expects that consultation with the M50 PPP Contractor, via TII and the relevant road authorities will be undertaken.
- Preparation of a Construction Environmental Management Plan (CEMP) including a Construction Traffic Management Plan (CTMP) which will reflect mitigation and monitoring for the national road network to ensure that the strategic function of the national road network is safeguarded.
- Separate structure approvals/permits and other licences and works specific deeds of indemnity may be required in connection with the proposed haul route, including where temporary modification to the road network may be required. Consultation with relevant local authorities, PPP Companies and MMaRC Contractors may also be required.
- All structures on the haul route(s) should be checked by the applicant/developer to confirm their capacity to accommodate any abnormal load proposed, including abnormal weight load.
- Any damage caused to the pavement on the existing national road arising from any temporary works due to the turning movement of abnormal loads (e.g. tearing of the surface course, etc.) shall be rectified in accordance with TII Pavement Standards and details in this regard shall be agreed with the Road Authority prior to the commencement of any development on site.

Notwithstanding, any of the above, the developer should be aware that this list is non-exhaustive, thus site and development specific issues should be addressed in accordance with best practise.

For clarity:

1. The issuing of this correspondence is provided as best practice guidance only. This correspondence does not prejudice TII's statutory right to make any observations, requests for further information, objections or appeals following the examination of any valid planning application referred.
2. No part of this submission shall be construed as TII giving consent to access or alter any national road infrastructure assets including drainage regimes, structures, safety, etc. If any damage is caused by any development works to the national road or associated assets, overground or underground, costs arising to fully remediate all impacted infrastructure assets to TII Publications standards and requirements will be pursued.

Yours sincerely,



Tara Spain,
Head of Land Use Planning

Uisce Éireann Development Management Planning

Guidance Notes



Pre Planning Guidance

Authorised Development

- Uisce Éireann will only process Connection Applications for ‘authorised developments’. An authorised development is any development that has been granted planning permission. Before lodging your planning application, you should consider the following:

Planning Application

It is an applicant’s responsibility to ensure that planning applications are accompanied with appropriate documentation addressing planning and environmental requirements for the development permissions being sought.

1. Pre Connection Enquiry

UÉ provides guidance on feasibility of water & wastewater connections via its Pre-Connection Enquiry process (PCE). Applicants should submit a PCE to UÉ well in advance of lodging a planning application. This ensures UÉ can complete a feasibility assessment and issue a Confirmation of Feasibility (COF) for water & wastewater services to the applicant ahead of lodging a planning application.

UÉ strongly recommends a valid COF is included in planning applications for development types under the Planning and Development Act 2000.

Pre Planning Guidance



2. EIA & LRD

For **Environmental Impact Assessment** (EIA) qualifying developments applicants are requested to submit an EIAR Scoping Request to Uisce Éireann at least 6 months ahead of lodging a planning application, irrespective of whether the proposals require a connection to the public network or not. Seeking Uisce Éireann's opinion on EIAR avoids delays within the consenting process.

Under the **Large-scale Residential Development** (LRD) Regulations it is mandatory to include a valid Confirmation of Feasibility letter (COF) from Uisce Éireann with your LRD planning application. It is also strongly recommended to include your COF at LRD stage 1 & stage 2 pre planning meetings.

Other Guidance ahead of submitting your Planning Application



Uisce Éireann does not permit build over of its assets. Uisce Éireann recommends you demonstrate separation distances from public infrastructure can be achieved in your planning application plans and layouts.



Where a diversion is required, you are strongly advised to secure a Diversions Confirmation of Feasibility from UÉ, and include this in your planning application.

Contact diversions@water.ie



It is important to engage early with UÉ.

Pre-Consultation & EIAR Scoping requests should be submitted to us at least 6 months ahead of submitting planning application



Ensuring the protection of drinking water sources is a priority for UÉ.

UE takes a *precautionary* approach.



Queries for the Development Management Planning Team and EIAR Scoping Requests should be sent to planning@water.ie.