



An
Bord
Pleanála

Record of Meeting ABP-310268-21

Case Reference / Description	ABP-310268-21 Development of port lands on Poolbeg Peninsula, construction of a Southern Port Access Route comprising of a new bridge across the river Liffey		
Case Type	Pre-application consultation		
1st / 2nd / 3rd Meeting	8 th Meeting		
Date	19/12/23	Start Time	14:30pm
Location	MS Teams	End Time	15:15pm

Representing An Bord Pleanála
Ciara Kellett Director of Planning (Chair)
Pauline Fitzpatrick, Senior Planning Inspector
Lauren Griffin Executive Officer
Representing the Prospective Applicant
Barry O'Connell, Chief Executive, Dublin Port Company
Brendan Considine, Capital Programme, Director Dublin Port Company
Cormac Kennedy, Head of Property, Dublin Port Company
Garett Fennell, Project Manager, Fennell Public Affairs
Alan Barr, EIA Coordinator, RPS
Helena Gavin, Planning Manager, RPS

The meeting commenced at 14:30 p.m.

The Board welcomed the prospective applicant to the meeting and introduced those attending from the Board.

Presentation:

The prospective applicant opened its presentation with a reminder of the General Arrangement and an update on the proposed development.

The overall project will deliver a capacity of 11.5 million tonnes, Plot N and O will be a combined LO-LO terminal operation, with Plot N providing the berthage and container capacity and Plot O providing capacity for import containers. To access the site, the new SPAR bridge and road will be constructed, connecting the north port road system to the port tunnel.

Some changes since the last meeting were noted including changes to the proposed SPAR bridge. A viaduct running along the southern shore rather than a revetment is now proposed. It is stated that the change will be environmentally preferable.

The prospective applicant stated there has been ongoing discussion with the NTA since the public consultation last April regarding future proofing the SPAR bridge, in relation to the LUAS. The prospective applicant has proposed a bridge design that can be retrofitted to accommodate a future LUAS but it is not intended to include this as part of the proposed application.

The prospective applicant mentioned there was a conflict between the Poolbeg SDZ boundary line and the Dublin City Council Development plan in relation to Plot O on the south side of the Poolbeg Peninsula. The prospective applicant has corrected this and followed the exact Poolbeg SDZ. This has freed up an additional area on the eastern side. The prospective applicant has suggested this area be incorporated into the nature reserve.

The area identified as a District Heating Area adjacent to Plot O, is proposed as a wildflower meadow with a future application for its use as a utilities area. The prospective applicant mentioned that Codling Wind Park is finalising its design for its

substation north of the storm tanks. This will be the subject of a separate maritime area planning application.

The prospective applicant advised that the layout plan design is ongoing but will be finalised in January 2024.

The Department of Transport has published the Issues Paper reviewing the Ports Policy 2013, which supports 3FM.

The prospective applicant has confirmed it will not submit a CPO application to run concurrently with the application for the proposed development. The prospective applicant has been in public consultation with the Maritime Village and subsequently published the outcome of the meetings on the 3FM website.

The prospective applicant met with MARA on the 14th of December 2023. A letter of consent from MARA is not required prior to submission of the application and there are no barriers to submitting from a foreshore point of view. The prospective applicant is not required to secure a MAC before applying to the Board, due to an amendment made in the Historic and Archaeological Heritage and Miscellaneous Provisions Act. The process of securing a MAC will run parallel with the SID process.

The Prospective Applicant mentioned it will provide a red line boundary drawing which will include the offshore dumpsite. The Prospective Applicant stated that it intends to submit a planning application on by the end of Q2 2024, for a 15-year permission.

Discussion:

The Board's Representatives sought clarification on the proposed 2.1 hectare wildflower meadow, mentioning that changing the facility from a meadow to a utility area in short succession might cause problems. The prospective applicant explained that in the planning scheme it is identified for use as a utility area.

When discussing the update on the project the Board Representatives asked that before the prospective applicant closes the pre-application, an A1 drawing of the

proposed development, including the red line boundary, and a description of the nature and extent of the proposed development be provided to the Board.

The prospective applicant has been in talks with Irish Rail regarding the location for the management of rail freight within the greater Port Area. A site has been identified but this will not form part of the proposed application. The Board's Representatives queried the timeline for the said rail freight management development. The prospective applicant confirmed the two developments will not run at the same time. The Board Representatives advised that any application going forward must robustly address this matter. Regarding the Port Policy Issues Paper, the Board Representatives sought clarification as to whether the Issues Paper identified any difficulties for the 3FM project. The Prospective Applicant confirmed that it was supportive of the project.

The Board Representative inquired whether an EPA licence will be required. The Prospective Applicant confirmed an EPA licence will be required for offshore dumping at Beaufort which will be included in the red line drawings. Beaufort is a licenced site that has been used by the prospective applicant previously.

The prospective applicant has indicated its desire to hold another pre-application meeting in 2024 before submitting its planning application.

Conclusion:

The record of the instant meeting will issue in the meantime and the prospective applicant can submit any comments it may have in writing or alternatively bring any comments for discussion at the time of any further meeting. The onus is on the prospective applicant to either request a further meeting or formal closure of the instant pre-application consultation process.

The meeting concluded at 15:15pm.

A handwritten signature in blue ink, which appears to read 'Ciara Kellett', followed by the date '9/11/24'. The signature is written over a horizontal line.

Ciara Kellett

Director of Planning

