

An
Bord
Pleanála

Record of Meeting ABP-310268-21 1st meeting

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, Poolbeg Peninsula and River Liffey, Dublin City		
Case Type	Pre-application consultation		
1st / 2nd / 3rd Meeting	1 st		
Date	13/07/21	Start Time	11.00 a.m.
Location	N/A	End Time	12.25 p.m.

Representing An Bord Pleanála
Ciara Kellett, Assistant Director of Planning (Chair)
Una Crosse, Senior Planning Inspector
Niamh Thornton, Executive Officer
Representing the Prospective Applicant
Helena Gavin
Alan Barr
Garrett Fennell
Eamon O'Reilly
Cormac Kennedy
Brendan Considine

The meeting commenced at 11.00 a.m.

The Board referred to the letter received from the prospective applicant requesting pre-application consultations and advised the prospective applicant that the instant meeting essentially constituted an information-gathering exercise for the Board; it also invited the prospective applicant to outline the nature of the proposed development and to highlight any matters it wished to receive advice on from the Board. The Board mentioned general procedures in relation to the pre-application consultation process as follows:

- The Board will keep a record of this meeting and any other meetings, if held. Such records will form part of the file which will be made available publicly at the conclusion of the process. The record of the meeting will not be amended by the Board once finalised, but the prospective applicant may submit comments on the record which will form part of the case file.
- The Board will serve notice at the conclusion of the process as to the strategic infrastructure status of the proposed development. It may form a preliminary view at an early stage in the process on the matter.
- A further meeting or meetings may be held in respect of the proposed development.
- Further information may be requested by the Board and public consultations may also be directed by the Board.
- The Board may hold consultations in respect of the proposed development with other bodies.
- The holding of consultations does not prejudice the Board in any way and cannot be relied upon in the formal planning process or any legal proceedings.

Presentation by the prospective applicant:

The prospective applicant gave a high-level presentation on the proposed development namely, the 3FM project. This project is part of the overall development of Dublin Port and accords with the 'Dublin Port Masterplan 2012-2040', which was reviewed in 2014 and is now called the 'Dublin Port Masterplan 2040'. This presentation was the first general arrangement of the proposed development. The prospective applicant has held consultations with numerous prescribed bodies and from the feedback received will refine plans and develop a second general arrangement.

The proposed applicant stated that the 3FM project development focuses on development of the south side of Dublin Port. The planning history of the North Port lands were outlined with the works in respect of the extant SID developments explained. The 3FM project is the final project required to provide the planned capacity of Dublin Port as per the Masterplan which sees Dublin Port reaching its maximum capacity no later than 2040.

The prospective applicant stated that the 3FM project will focus on capacity for unitised freight, roll-on/roll-off and lift-on/lift-off. The prospective applicant also stated that Brexit will not significantly change the distribution of unitised freight across the Irish port system and that demand will continue to grow in Dublin Port until maximum throughput capacity is reached. The prospective applicant noted the development approach within Dublin Port of maximising the use of brownfield sites.

The prospective applicant outlined the considerations in respect of traffic growth in respect of the growth of Dublin Port as port volumes are primarily transported on land by road.

The prospective applicant reiterated that the aim of the 3FM project will be to intensify the use of the south port lands. The prospective applicant highlighted a number of aspects of the proposed development including the need for a new bridge crossing over the river Liffey and a new road on the foreshore along Pigeon House Road. The prospective applicant clarified that the new road would take all port traffic, public transport and waste disposal traffic resulting in a reduction in traffic along Pigeon House Road.

The prospective applicant outlined to the Board a number of areas proposed to be developed as part of the project (areas shown on map at end of presentation):

- Area K – To go from Lo-Lo (Lift-on/Lift-off) container use to Ro-Ro (Roll-on/Roll-off) freight terminal.
- Area L – No change proposed.
- Area M – Currently a brownfield site. Infilling to be completed and a multipurpose berth created.
- Area N – A new Lift-on/Lift-off terminal to be created. The prospective applicant noted that road access would be needed to facilitate this terminal which may require use of third party lands.
- The prospective applicant added that beyond Area N dredging would be required to allow for a turning area.
- Area O – This area will be for storage and needed to support the container terminal at Area N.

The prospective applicant also noted location of Pigeon House Harbour and the Great South Wall, in relation to the proposed development site and the heritage importance of both.

The prospective applicant described the location of tern colonies and outlined the proposal to undertake a tern colony management plan.

Discussion:

The Board noted that public perception in respect of Dublin Port is that it is an activity undertaken on the north port lands with less awareness of the extent of port lands to the south of the river.

It was suggested that key issues arising include traffic management, tern colonies, and heritage matters including the Great South Wall.

The Board sought information regarding alternatives considered. The prospective applicant clarified that continued growth would have to be facilitated in the future. The prospective applicant stated that the study of alternatives re-inforced their opinion that brownfield regeneration of existing port lands is preferable to development in a greenfield location. The prospective applicant stated that there is a strategic national need for the proposed development to facilitate economic growth.

The prospective applicant stated that one of the solutions included in the document entitled 'Dublin Port Post 2040 Dialogue' is the idea of a satellite port. The Board requested a copy of this document.

A brief discussion ensued in respect of the potential for the proposal or alternatives to same to require IROPI. The prospective applicant stated that it was of the opinion that the proposed development would necessitate IROPI.

A brief discussion was had around the new Maritime Area Planning Bill and if this would be of relevance. It was agreed more detail is likely to be available by the time a second meeting is held on this proposed development.

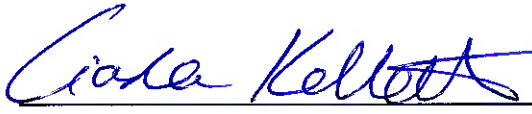
The Board suggested that the prospective applicant consider how they would propose to address the matters arising in respect of the proposed development in future meetings, whether by proposed works or thematically and that this can be discussed at the next meeting.

Conclusion:

The Board advised the prospective applicant that it is open to it to keep the pre-application process open for the time being and said that a further meeting can be facilitated.

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 12.25 a.m.

 29/7/21

Ciara Kellett

Assistant Director of Planning