

An  
Bord  
Pleanála

## Record of Meeting ABP-310268-21

<b>Case Reference / Description</b>	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.		
<b>Case Type</b>	Pre-application consultation		
<b>1st / 2nd / 3<sup>rd</sup> Meeting</b>	7 <sup>th</sup> meeting		
<b>Date</b>	23/11/22	<b>Start Time</b>	11:00 a.m.
<b>Location</b>	N/A	<b>End Time</b>	12:20 a.m.

<b>Representing An Bord Pleanála</b>
<b>Staff Members</b>
Ciara Kellett, Assistant Director of Planning (Chair)
Una Crosse, Senior Planning Inspector
Niamh Thornton, Executive Officer
<b>Representing the Prospective Applicant</b>
Alan Barr, RPS Group
Cormac Kennedy, Dublin Port Company
Garrett Fennell, Fennell Public Affairs
Helena Gavin, RPS Group
Brendan Considine, Dublin Port Company
Barry O'Connell, Dublin Port Company
Michael Sheary, Dublin Port Company

The meeting commenced at 11:00 a.m.

The Board's representatives referred to its previous meeting with the prospective applicant of the 23<sup>rd</sup> June, 2022 and the record of that meeting. The prospective applicant stated that it had no comments to make on the record.

**Presentation:**

The prospective applicant provided its response to the meeting records of two meetings held between An Bord Pleanála and Dublin City Council and An Bord Pleanála and Irish Rail since the last meeting with the prospective applicant.

Regarding the Board's meeting with Dublin City Council, the prospective applicant stated that it had met with the Council on 22<sup>nd</sup> September, 2022 and that the project design has been re-evaluated in response to a number of the Council's comments. It was noted that the Dublin City Council Development Plan provides for the South Port Access Road (SPAR) to be a public road, however the prospective applicant's intention for this road is that it is used only by HGVs, public transport and pedestrians/cyclists.

Regarding the Board's meeting with Irish Rail, the prospective applicant commented that it is committed to Rail Freight, as set out in the 2040 Masterplan and that the 3FM project will be rail enabled, with rail connectivity facilitated on the north port lands with rapid road shunting proposed to the 3FM lands via the SPAR. The prospective applicant stated that this is a common method of Rail connectivity in ports around Europe, naming Gothenburg as an example. It was stated that the matter of rail connectivity will be addressed in detail in the application.

The prospective applicant presented the Board with a revised General Arrangement plan and gave the Board an update on changes since the last meeting. These include:

- The design advancement of the SPAR Bridge and road to the south of the Liffey.
- The introduction of the Maritime Village Area. The prospective applicant has engaged with the sailing and rowing clubs in relation to this and feedback has been positive.

- A change in road layout going into Areas N and O, splitting traffic, resulting in a decrease in traffic on a number of roads.
- Darmody Architects have been appointed to design the active travel aspect of the project.
- Work has progressed on the design of Port Park.
- The area which had been previously designated to form 'Pigeon House Park' will no longer be a park. Instead, this area will be used to facilitate a base substation for another developer to connect their offshore energy project to the National Grid. This will not form part of the 3FM project.
- The roundabout in front of Pigeon House harbour, which was also discussed at the meeting with Dublin City Council, is now substantially smaller in scale and the entrance into Pigeon House Harbour has been relocated. It was stated that this roundabout is being maintained, as opposed to having a crossroads, to facilitate public transport bus turning.

The prospective applicant presented a drawing of the proposed design of Area N. It was stated that the existing NORA Jetty would be relocated. This area will facilitate the largest Lo-Lo terminal in the country with a capacity of 6-7 million tonnes per annum.

Further detail was outlined in respect of the proposed infill of Area N which is required to create the container terminal structure. The prospective applicant stated that it would be achieved through a mix of solid infill and a deck suspended on piles. This solution was reached due to a number of constraints including the tern colony, the presence of birds which are qualifying interests of the SPA, the presence of a channel which is used for cooling waters from ESB and Irish Water's main discharge point, the Great South Wall and the path of migrating salmon. It was stated that the solid infill will not have an impact on the tidal flow. The prospective applicant stated that around one third of dredged material will be used to create the structure, reducing the amount of dredged material to be disposed of elsewhere.

The prospective applicant gave an update on the design of Area O. This area will store containers which have been shunted from Area N and are awaiting collection. The stacking arrangement proposed here is 1 over 3. It was stated that this stacking of containers will have a low visual impact on the area. Regarding noise, it was

stated that electrified rail mounted gantry cranes would be used in the area to minimise noise and environmental footprint.

The prospective applicant presented a design layout for Area K, north of Sean Moore Road Roundabout. This area is proposed as a Ro-Ro terminal to take unaccompanied trailers and is also proposed to facilitate a Lo-Lo container stack.

The prospective applicant stated that the plan has been designed to place any Lo-Lo operation as far away from sensitive receptors as possible.

It was stated that the commercial buffer between Area K and the SDZ will not form part of the 3FM planning application.

The prospective applicant stated that consultation is ongoing with statutory and non-statutory bodies. It was stated that the prospective applicant has inputted into the Irish Rail Transport study. Another round of significant consultation will be undertaken in December.

Regarding community gain, the prospective applicant stated that it has engaged with the feedback from Dublin City Council who want to ensure that community gain proposals for the area are innovative and relevant. The community gain element can be broken into three components: public realm improvements, increasing public access to heritage assets in the area and a community benefit fund.

The prospective applicant presented an image of the Maritime Village area and provided further detail and indicative images of Port Park.

It was stated that currently it is proposed to close pre-application consultations in March 2023 and submit the planning application in June, 2023.

### **Discussion:**

The Board's representatives asked the prospective applicant to provide the Board with an A1 drawing of the revised General Arrangement included in the presentation.

It was noted that the new arrangement included a number of design alterations to address the concerns of Dublin City Council.

The Board's representatives highlighted the matter of the use of the proposed SPAR and the policy framework for same... The prospective applicant stated that it is

hopeful to have NTA, TII and DCC aligned on the SPAR issue, to reach a suitable solution for all concerned.

Regarding consultation with Irish Rail, the prospective applicant stated that it had been involved in working groups with Irish Rail but that this had been superseded by the ARUP MDS Trans modal review. The prospective applicant reiterated that freight shunting is normal practice in ports around Europe.

The Board's representatives stated that the application must be consistent with the Climate Action Plan 2021. It was stated that the reference to rail within the 2040 Masterplan is considered to be strategic rather than specific and that the application should provide a robust argument for the proposals it intends incorporating in respect of rail/shunting. . It was advised that a clear explanation of what rapid road shunting comprises is provided as part of the application with examples of other Ports where this method is used.

The Board's representatives stated that it may have another meeting with Irish Rail and DCC prior to closing the consultation process.

Discussion was had regarding the proposals in respect of Area N and whether the proposed infilling had the potential to create adverse effects. The prospective applicant stated that the area does not lie within a Natura 2000 site and that it intends to demonstrate that the proposed development will result in no net loss to ecology. The prospective applicant clarified that it has met with the NPWS in relation to this matter.

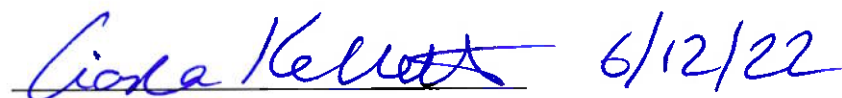
The Board requested a drawing showing the proposed application (red line) boundary so as to provide clarity around what will be included in the 3FM project prior to closing consultations. A development description of the proposed elements was also requested.

The prospective applicant addressed the Maritime Area Planning Act, 2021 and the potential impact this might have on the 3FM Project. The Board advised that the guidelines and regulations in respect of this Act are not yet available and that they will hopefully provide clarity on any impacts/overlap when they become available.

**Conclusion:**

The record of the instant meeting will issue in due course and the prospective applicant can submit any comments it may have. 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 12:20 p.m.



**Ciara Kellett**

**Assistant Director of Planning**