



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	6 th meeting with Dublin Port Company		
Date	26/04/23	Start Time	15:00 p.m.
Location	N/A	End Time	16:00 p.m.

Representing An Bord Pleanála
Ciara Kellett, Director of Planning (Chair)
Pauline Fitzpatrick, Senior Planning Inspector
Niamh Thornton, Executive Officer
Representing the Prospective Applicant
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 15:00 p.m.

The Board's representatives referred to its previous meeting with the prospective applicant of the 23rd November, 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 opened its presentation with a recap of the proposed project and the 3rd General Arrangement.

Some changes since the last meeting were noted including changes to the proposed construction methodology of the SPAR road along the foreshore and of the wharf at Plot N. It was stated that both changes in methodology were also environmentally preferable.

It was stated that the SPAR would be a public road for HGV, public transport and active travel use.

Regarding the area marked Plot O, the terminal on the south side of the peninsula it was stated that containers here will be stacked 3-high, around the same height as a two-storey house. It was stated that these containers would not be seen from Strand Road. It was also highlighted that all cranes on site would be electric rail mounted gantries, lowering noise impact.

5.5km of active travel is included in the project. The prospective applicant clarified that it is likely that it will give a contribution to Dublin City Council to manage the active travel on the lands to the south of the peninsula and that this area will possibly not be included in the application. The prospective applicant stated that the active travel included for in this project will link into the Tolka Estuary Greenway.

Regarding traffic impacts, the prospective applicant estimates one HGV per minute in each direction on the SPAR and stated that there will not be surges in HGV volume throughout the day.

The prospective applicant stated that the proposed project will deliver around 12 million tonnes of capacity to the network, noting that this is three times the capacity of Rosslare Harbour.

The prospective applicant stated that it has earmarked an area suitable for a substation to facilitate Codling Wind Park and that it is working closely with the applicant there on the haul route for the Wind Park. This area will not form part of this application.

The second public consultation is ongoing and the prospective applicant stated that there has been high levels of meaningful engagement. Detailed consultation with the NPWS and landowners is ongoing.

The prospective applicant stated that it intends to submit a planning application in mid 2023 for a 15 year permission.

Discussion:

A number of questions were put to the Board's representatives in relation to the Marine Area Planning Act 2021 and how it might impact the application process. The Board clarified that it has written to the Department seeking clarification and advice on transitional arrangements. The Board's representatives will await a response from the Department before advising the prospective applicant.

Regarding current timelines for decisions within An Bord Pleanála, the Board's representatives stated that, as of this week, the Board has 15 Board members and it is hoped that the current backlog can be reduced as soon as possible.

It was clarified that there are now two Directors of Planning within the Board, with one specifically looking after Marine, Climate and SID cases.

It was stated that the national importance of SID cases is recognised but that the current significant backlog is affecting all case types.

Regarding the CPO aspect of the proposed project, the prospective applicant had stated in a previous meeting that it was seeking legal advice in relation to this. The prospective applicant clarified that this legal advice was in relation to whether it had sufficient interest to make the application in view of the CPO required under the

Harbours Act. It can confirm that it has. It was clarified that small sections of land from other agencies and possibly Port land with long-term leases would be included in the CPO.

Regarding the sequencing of applications, the Board advised that the CPO not be applied for prior to the planning application as it would be difficult to justify the need for CPO without an approved/concurrent application for planning.

Some discussion was had regarding the possibility of applying of a 15-year permission. The Board's representatives noted the wording in the new Planning Bill of 'not more than 10 years'. The Board stated that there doesn't appear to be room for discretion in relation to this timeframe.

When asked, the prospective applicant clarified that the SPAR would be designated as a public road with restricted access and that this designation aligns with the provisions of the development plan.

The Board's representatives advised that the prospective applicant capture everything with regard to cumulative impacts. It was also advised that the issue of rail connectivity be addressed robustly in the application. The prospective applicant confirmed that it is in ongoing discussion with Irish Rail in relation to this.

The Board asked that an A1 scale General Arrangement drawing and a development description be submitted to the Board.

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 16:00 p.m.



Ciara Kellett

Director of Planning