



Case Reference / Description	Reconfigured ferry terminal, roadways, buildings and lands, new jetty, dredging works and all ancillary works at Dublin Port Company Estate, Dublin Port, Alexandra Road, Dublin 1.		
Case Type	Pre-application consultation		
1st / 2nd / 3rd Meeting	1 st meeting with the prospective applicant		
Date	1 st December, 2017	Start Time	11.00
Location	Offices of An Bord Pleanála	End Time	12.25
Chairperson	Brendan Wyse	Executive Officer	Lianna Slowey

Present		
Staff Member	Email Address	Phone
Brendan Wyse, Assistant Director of Planning		
Karla McBride, Senior Planning Inspector		
David Curran, Senior Executive Officer		
Lianna Slowey, Executive Officer	l.slowey@pleanala.ie	01-8737246

Representing Prospective Applicant	
Name	Title
Eamonn O'Reilly	Chief Executive, Dublin Port Company
Michael Sheary	Company Secretary/CFO, Dublin Port Company
Sarah Horgan	Project Manager, Dublin Port Company
Helena Gavin	RPS Planning and Environment (Planning)
Alan Barr	RPS Planning and Environment (Environmental)
Garrett Fennell	Solicitor and Public Affairs Consultant

Introduction

The representatives of An Bord Pleanála (ABP) welcomed the prospective applicant and introductions were made.

ABP referred to the letter received from the prospective applicant dated 13th October, 2017 formally requesting pre-application consultations.

The procedural matters relating to the pre-application consultation process were outlined as follows:

- ABP advised the prospective applicant that the purpose of the first meeting is an information gathering exercise.
- ABP 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.
- A further meeting or meetings may be held in respect of the proposed development.
- ABP may request further information and may direct the prospective applicant to engage in public consultations.
- ABP may hold consultations in respect of the proposed development with other bodies.
- The holding of consultations does not prejudice ABP in any way and cannot be relied upon in the formal planning process or any legal proceedings.

- ABP will serve formal notice at the conclusion of the process as to whether or not the proposed development is Strategic Infrastructure Development (SID). It may form a preliminary view at an early stage in the process as to whether the proposed development would likely constitute strategic infrastructure.

The prospective applicant was invited to outline the nature of the proposed development and to highlight any matters they wished to receive advice in relation to.

Presentation by the prospective applicant:

The prospective applicant presented an overview of the proposed development entitled “MP2 Project”. The presentation outlined the historical context of Dublin Port, comparison studies with other European ports, the growth potential for the port and the development towards full capacity by 2040.

The development challenges facing Dublin Port were identified, as follows – 30% growth in port volume throughout the last 5 years; port productivity has increased but Dublin Port has fallen behind in terms of keeping up with the demand; no capacity for expansion as constraints on all sides – Dublin Port will reach its capacity by 2040; need to allow up to 20 years for delivery of this project; aim to maximise expansion via existing brownfield sites within the existing footprint of Dublin Port; further infill now not contemplated; inland port storage area close to Dublin Airport identified.

Development within the port is guided by the Dublin Port Masterplan 2012-2040, a review of which was undertaken during 2017 following recent developments, such as the publication of NTA’s Transport Strategy for the Greater Dublin Area, 2016-2035, the designation of the Poolbeg West Strategic Development Zone and the publication of Dublin City Council’s Dublin City Development Plan 2016-2021. A new Strategic Environmental Assessment (SEA) has commenced for the port area and a formal Masterplan is expected to be prepared and adopted before this application is lodged.

To date one third of the masterplan projects have been delivered – ABR Project (ABP reference: PA0034) is under construction, and the redevelopment of Dublin Port internal road, cycle and pedestrian networks (Dublin City Council PA reg. ref: 3084/16) is under construction.

The proposed MP2 Project is the second major masterplan project and links in to the above-mentioned approved projects. 8 main elements of works were identified as follows (see annotated map on slide 19 of presentation):

1. Infill to the east of Oil Berth no. 4.
2. Demolish the end of the old eastern breakwater (including Harbour Office) and extend Berth 50A westwards.
3. Berth 50A to be extended by 90m over high voltage ESB cables buried beneath the river bed.
4. Demolish 2 existing terminal buildings and the Eucon freight office.
5. Remove all internal roads and fences to create a unified ferry terminal for up to 3 operators.
6. New ferry terminal with check-in facilities for freight and tourist traffic and incorporating facilities for State border control services.
7. Extend Berth 51A northwards by 100m and a double-tier Ro-Ro ramp to be installed.
8. New 330m berth with double-tiered Ro-Ro ramp. These works are envisaged to be the most challenging given the close proximity to SPA but there is a good rationale behind the proposal and the environmental impacts of the proposed works will be assessed. Not certain yet as to whether or not to proceed with this element.

The key points and issues of the proposed development were identified as follows:

- Timescale – target is to submit a planning application by the end of 2018,
- Engagement – there will be a comprehensive community engagement programme building on that carried out for the Masterplan Review 2017,
- Community Gain – there will be a substantial community gain proposal which will form part of the planning application,

- Strategic Infrastructure – Dublin Port Company believes that the project is Strategic Infrastructure and the planning application path is through ABP.
- Long Consent Duration – propose to deliver the MP2 Project over a series of sub-projects co-ordinated with other consented developments and request a 15-year duration of permission, if granted.
- Foreshore – small element of capital dredging required for the extension of berths, not as large scale as ABR Project.
- The project envisages using the infill of Oil Berth no. 4 to facilitate the disposal of contaminated dredge spoil/arising from elsewhere within the port using a similar approach as in the ABR Project. This would require an IED licence from the EPA.
- Alternatives – commitment to expansion using brownfield sites over greenfield sites.
- No expansion into the Bay – eastward development is limited to the provision of an additional river berth.
- Impact on the SPA – proposed additional river berth to be situated on the edge or just within the SPA. The environmental team have commenced assessment of this proposal.

This concludes the prospective applicant's presentation.

Matters discussed:

Current phase of previous approval

ABP inquired as to the current phase of previously approved application PA0034 (ABR Project). The prospective applicant outlined what physical works have started at Alexandra Basin:

- Season 1 dredging has commenced in the bay and will move inwards through 6 phases over 6 years, phase 1 is to be completed by March 2018.
- Crossberth Quay has been built and jetty completed.
- The corner of Alexandra Quay West and Ocean Pier West is completed.
- Ocean Pier West has commenced.

- Dredging of Alexandra Basin to commence next year, quay walls must be built before dredging works can be carried out.

Berths 52 and 53

ABP queried if the contaminated waste treatment facilities at berths 52 and 53 are to be closed off or if the area will still be needed for processing plant. According to the prospective applicant all masterplan projects are relative to each other and there is a balance between the delivery and overlap of projects.

Berth 50A

ABP questioned if there were any harbour heritage features to be retained at berth 50A. The prospective applicant advised that berth 50A forms part of the old eastern breakwater (designed by port engineer Bindon Blood Stoney) but is not a protected structure. It is proposed to reuse the materials from this location within new build areas as was done in the pedestrian and cycle path route which incorporated historical elements into the design.

Proposed jetty

ABP inquired as to the nature of the proposed jetty structure. The prospective applicant outlined that the proposed 2-tier jetty would be a closed structure, approx. 10-12m in width. The feasibility of the jetty is being looked at. No design is in place at present but it is envisaged that the jetty will be a sheet piled structure with tie backs in the centre, similar to others along the river, with corrugated iron and concrete as the proposed materials. The prospective applicant informed the meeting that a closed structure would require less dredging. Detailed hydrographic surveys have been carried out and impact on sediments and erosion have been assessed. Bird counts of the 12 species in the Tolka estuary are ongoing as they are qualifying interests of the SPA. Noise impact is not a serious concern because of the small scale of this element of the project. This project will have the benefit of the environmental and noise studies carried out in relation to the ABR project. ABP queried the impacts of this proposal on the hydrodynamic environment and the morphology of the Tolka Estuary.

Flooding impact on Clontarf coastline

ABP queried the possibility of flooding on the Clontarf coastline. The prospective applicant referred to Dublin City Council's Part X application for flood relief works and assured that there is no increased risk of flooding on Clontarf as a result of the proposed development.

High voltage powerlines

ABP questioned how the existing high voltage powerlines are to be addressed. The prospective applicant detailed that the high voltage powerlines are situated approx. 12m beneath the river bed. It is proposed to bridge the powerlines. The prospective applicant advised that it has previous knowledge and agreement with ESB for similar construction methods.

Community gain

ABP inquired as to the nature of community gain proposed. The prospective applicant outlined that there is a 1-acre site on East Wall Road, opposite a school, which is in their ownership and it is proposed to redevelop these lands as a public park or urban zoo/city farm. Alternatively, there is a proposal to deliver a pedestrian/cycle bridge across Promenade Road (which has consent) to connect to a 4km green route.

Wooden bridge to Bull Island

ABP queried if the wooden bridge to Bull Island is to be taken in charge by Dublin City Council, as per previous application. The prospective applicant advised that they are in the process of transferring lands in the vicinity to Dublin City Council but not the wooden bridge.

Frontage onto East Wall Road

A new cross road with Sherriff Street is proposed and Dublin City Council have approved works to link with ABR projects.

Design of new terminal building

ABP questioned if there is a design in place for the new terminal building. The prospective applicant advised that the terminal facility may be quite small and will be of good quality in terms of design given the location relative to the Tolka Estuary.

Environmental assessment

The prospective applicant outlined the environmental assessment carried out so far. ABR Project team has been retained. In terms of data collection there are significant benefits from the monitoring conditions attached to the previous application. Real time information is available in relation to the health of the estuary. 4 buoys are situated offshore recording real time wave activity which includes data recorded during the recent extreme weather events of Hurricane Ophelia and Storm Brian. Passive Acoustic Monitoring (PAM) and Static Acoustic Monitoring (SAM) are ongoing. Monthly seal surveys are carried out at Bull Island and have identified the presence of seals inside the Bull Wall. There is site specific information available in relation to the dredging works that have been carried out to date. Overwintering surveys of bird species have identified signs that the water quality in the area is improving. Lamprey is now present in the Tolka Estuary. Underwater noise specialists have been engaged as well as a specialist in environmental law.

Treatment of Wastewater

ABP queried if there was to be a treatment facility for wastewater effluent from cruise ships. The prospective applicant advised that cruise ships do not discharge in Dublin Port or Dublin Bay, and that this is subject to international regulations.

Stakeholder engagement process

The prospective applicant circulated a document entitled “An outline of a proposed consultation/information programme for an application by Dublin Port Company to An Bord Pleanála for planning permission for the MP2 Project 2017/2018” which illustrates their stakeholder engagement process. Community engagement is expected to commence in early 2018. Dublin Port Company is a key member of Dublin Bay Biosphere and is in regular consultation with the NPWS. The prospective applicant assured that this application will have more certainty than the ABR project

as it will have the benefit of the knowledge and surveys from the previous application.

Amendments to ABR Project

The prospective applicant identified a possible amendment to the ABR Project and queried whether the appropriate avenue would be via this application or an amendment to the previous application. The possible amendment is in relation to the permitted new berths at Berths 52 and 53 which may require a minor change in orientation for marine safety. ABP advised the prospective applicant to submit more information regarding this as early as possible in the pre-application consultation process.

Conclusion

The prospective applicant invited ABP to Dublin Port to conduct a site visit.

Further meetings will be held. The prospective applicant will advise in due course when it requires the next meeting.

Meeting concluded at 12.30 p.m.

Brendan Wyse
Assistant Director of Planning
December, 2017