



An
Bord
Pleanála

Record of Meeting 29N.PC0252 2nd meeting

Case Reference / Description	29N.PC0252 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	2 nd		
Date	24/04/18	Start Time	11 a.m.
Location	Parnell Room	End Time	12.20 p.m.
Chairperson	Brendan Wyse	Executive Officer	Kieran Somers

Attendees		
Representing An Bord Pleanála		
Staff Member	Email Address	Phone
Brendan Wyse, Assistant Director of Planning		
Karla McBride, Senior Planning Inspector		
David Curran, Senior Executive Officer		
Kieran Somers, Executive Officer	k.somers@pleanala.ie	01-8737107

Representing the Prospective Applicant		
Eamonn O'Reilly, Chief Executive, Dublin Port Company		
Michael Sheary, Company Secretary, Dublin Port Company		
Sarah Horgan, Project Manager		
Helena Gavin, RPS (Planning)		
Alan Barr, RPS (Environmental)		
Garrett Fennell, Solicitor and Public Affairs Consultant		
Adam Cronin, Atkins Byrne Looby		

The meeting commenced at 11 a.m.

The Board referred to its previous meeting with the prospective applicant of the 1st December, 2017 and the record of same. The Board enquired if the prospective applicant had any comments to make on the record of this meeting. The prospective applicant replied that it had no comments to make.

The Board referred to some of the key issues which had been discussed at the first meeting. These included; the Dublin Port masterplan review; the 15-year permission being sought; the proposed new eastern jetty still at design stage and under consideration; community engagement; and ongoing liaison with the National Parks and Wildlife Service (NPWS).

Prospective applicant's presentation:

The prospective applicant recapped on the constituent elements of the proposed development. It said that the amendment it had previously been proposing to the Alexandra Basin Redevelopment [ABR project], in relation to the realignment of Berths 52 and 53, is no longer to be pursued. The design of the project elements have been brought to a stage whereby the preparation of the EIAR can now commence. The prospective applicant held a meeting with representatives from Dublin City Council on the 29th March, 2018.

The prospective applicant advised the Board that the lighthouse lantern affected by the refurbishment of Berth 50A would be re-used elsewhere in the port. The proposal for Berth 51A, including an extension northwards and a double-tier Ro-Ro ramp, has now been omitted from the project.

The proposed infill to the east of oil berth 4 and the refurbishment and lengthening of oil berth 3 will effectively comprise future-proofing in the context of the anticipated reduction in oil products, generally in line with national policy.

Infrastructure will be put in place for shore-side electricity to replace the use of diesel for berthed ships; provision for gas supply will also be included.

The proposed unified ferry terminal building will include check-in facilities for freight and tourist traffic and incorporate other such facilities. The design of the building would take into account the sensitivity of the location. The building would be approximately 20 metres in height. The nearby multi-storey car park would be approximately 14 metres in height with space for about 300 cars. The prospective applicant confirmed that Dublin City Council had not provided any feedback on this as of yet.

The prospective applicant also referred to a new two-tier elevated ramp and bridge structure that would be located in the north-east section of the site. This structure would allow for the separation of inbound and outbound vehicles and it would be similar to the current arrangement at Dover Port in the UK. The prospective applicant also identified an area in the north-west section that would be designated for use for State Services (customs, emigration etc.).

The prospective applicant made reference to the Calor Gas site and the proximity of this Seveso site to the proposed terminal building. It said that it has commenced discussions with the Health and Safety Authority in relation to all relevant sites.

The proposed new eastern jetty will now comprise a 330-metre berth linked to land by a double-tiered Ro-Ro ramp. The entire structure would be approximately 500 metres in length. The structure would be located outside the SPA and can be constructed in such a way so as not to directly impact on the European Site.

The jetty has gone through a number of design iterations which have been the subject of modelling. The structure would run parallel to the SPA site boundary. It will comprise an open structure based on mooring dolphins sitting on piles. A revetment structure underneath will protect the SPA when vessels are turning.

A series of surveys have been undertaken since the time of the previous meeting, including bird counts which were used to inform the design and location of the jetty. The final design of the jetty has been changed quite considerably as a result. Vehicular access would be restricted and foot passengers would travel by bus to and from the terminal building. The prospective applicant said that the proposed jetty would have no impact on the morphology of the SPA. Responding to the Board's query on the matter, it said that no consultations regarding this have taken place so far with the NPWS.

The prospective applicant said that alternatives with respect to the proposed jetty will be set out in the EIAR to accompany the planning application. Noting this, the Board's representatives said that the need for this element of the proposed development would have to be robustly justified in any planning application. The Board also advised the prospective applicant to liaise closely with the NPWS. The prospective applicant undertook to do so and commented that marine safety is a key consideration here and with particular regard to the proposed length of the structure and its relationship to the previously permitted berths under the ABR project. It also noted operational requirements as being of significance.

In a policy context, the prospective applicant said that it had made detailed submissions to the Department with regard to the National Planning Framework – Project Ireland 2040. With regard to Dublin Port generally, the prospective applicant noted the reference in the document to limited expansion into Dublin Harbour. It added that it considers the proposed development to be consistent with the National Planning Framework.

The prospective applicant noted the progress on the review of the Dublin Port masterplan. The draft of the revised masterplan was published on the 16th April, 2018 and a six-week consultation period has now commenced. This will conclude on the 28th May, 2018. It is currently aiming to publish the new masterplan circa July 2018. An SEA has been carried out.

The prospective applicant noted that the proposed development is incorporated in the new masterplan. It said that the future development of all lands within its ownership will be set out in the masterplan. This will provide further justification for the proposed development.

In relation to community gain, the prospective applicant reiterated its proposal for a city farm which would be located on its lands off the East Wall Road. It is having on-going discussions with the Parks Division of the local authority in relation to such an amenity and noted that the management and running of this farm would be a matter for further discussion.

In respect of public and stakeholder consultation, the prospective applicant presented the Board with a matrix of consultations which are to take place. In relation to statutory consultees a time period of six weeks has been allowed and, based on feedback, face-to-face meetings will be arranged thereafter.

The prospective applicant referred in particular to oil berth 4 and the proposed infill to the east. Noting that this is a significant element of the overall project, the prospective applicant said that it would hope to obtain a flexible consent with regard to the types of materials that could be used for infill; these might include contaminated materials which would require a relevant licence from the EPA. The prospective applicant said that it would seek to have more information on this matter by the time of a further meeting with the Board. It also confirmed that any such materials for the proposed infill would come solely from within Dublin Port itself and would comprise mainly dredged materials and demolition waste.

The prospective applicant indicated that its current intention is to lodge the planning application by the end of October 2018.

Conclusion:

The Board's representatives said that at least one more meeting would be required for this particular pre-application consultation process. They also undertook to meet with the SID division of the Board in order to provide an update on the project. A further meeting will then be arranged. The record of the instant meeting will issue in the meantime.

The meeting concluded at 12.20 p.m.

Brendan Wyse

Assistant Director of Planning