

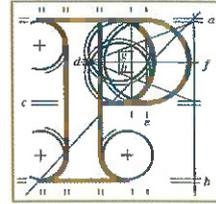
Appendix E - Application Form (Question 18) Pre-Application Consultations



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Our Case Number: ABP-310268-21

Your Reference: Dublin Port Company



**An
Bord
Pleanála**

RPS Group Limited
West Pier Business Campus
Dun Laoghaire
Co. Dublin
A96N6T7

Date: 29 July 2021

Re: 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

Dear Sir / Madam,

I have been asked by An Bord Pleanála to refer further to the above-mentioned pre-application consultation request.

Please find enclosed a copy of the written record of the meeting of the 13th July, 2021.

If you have any queries in relation to the matter please contact the undersigned officer of the Board.

Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

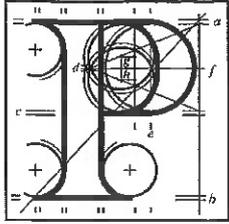
Yours faithfully,

Niamh Thornton
Executive Officer
Direct Line: 01-8737247

PC07

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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.

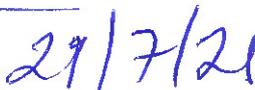
The Board suggested that the prospective applicant consider how they would propose to address the matters arising in respect of the proposed development in future meetings, whether by proposed works or thematically and that this can be discussed at the next meeting.

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.

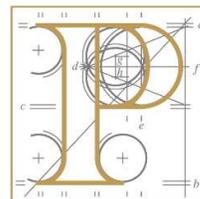
 

Ciara Kellett

Assistant Director of Planning

Our Case Number: ABP-310268-21

Your Reference: Dublin Port Company



An
Bord
Pleanála

Helena Gavin
RPS Group Limited
West Pier Business Campus
Dun Laoghaire
Co. Dublin
A96N6T7

Date: 03 November 2021

Re: 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

Dear Madam,

I have been asked by An Bord Pleanála to refer further to the above-mentioned pre-application consultation request.

Please find enclosed a copy of the written record of the meeting of the 21st October 2021.

If you have any queries in relation to the matter please contact the undersigned officer of the Board.

Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

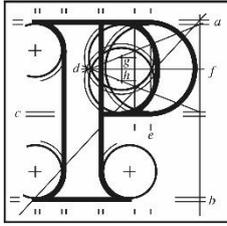
Niamh Thornton
Executive Officer
Direct Line: 01-8737247

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An
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Record of Meeting ABP-310268-21 2nd 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.		
Case Type	Pre-application consultation		
1st / 2nd / 3rd Meeting	2nd		
Date	21/10/21	Start Time	11:03 a.m.
Location	N/A	End Time	12:17 p.m.

Representing An Bord Pleanála

Staff Members

Ciara Kellett, Assistant Director of Planning (Chair)

Una Crosse, Senior Planning Inspector

Niamh Thornton, Executive Officer

Representing the Prospective Applicant

Alan Barr

Cormac Kennedy

Garrett Fennell

Helena Gavin

Brendan Considine

Eamonn O'Reilly

The meeting commenced at 11:03 a.m.

The Board referred to its previous meeting with the prospective applicant of the 13th July, 2021 and the record of this meeting. The Board asked if the prospective applicant had any comments it wished to make on the record of the meeting. The prospective applicant replied that it had no comments.

Presentation:

The prospective applicant gave a presentation on the progress made since the last meeting in July.

The prospective applicant stated that the National Development Plan 2021-2030 had been published in the meantime, noting that there were no projects proposed to significantly increase capacity in the other Tier 1 ports around Ireland and noting the inclusion of the proposed 3FM project in the Plan.

Since the first pre-application consultation meeting, the prospective applicant has continued to undertake consultations with prescribed and interested bodies. The prospective applicant intends to hold public consultations in November and December 2021 in advance of commencing the EIAR.

The prospective applicant stated that a number of revisions had been made to the General Arrangement drawing since the first meeting and that this is still being refined, having regard to the ongoing environmental investigations and surveys.

The proposed development comprises of six key elements which were explained in further detail as below:

Part 1: This Southern Port Access Route (SPAR). The main elements of this part of the proposed development includes a new 178m opening bridge across the River Liffey and a new road along the foreshore, 1.6km in length. The purpose of this route is to provide an alternative access for HGV traffic thereby removing it from the existing road network. The road will also facilitate waste trucks and public transport and an active travel route including pedestrian and cycle ways.

Part 2: Change of Port function Lo-Lo to Ro-Ro – Area K. This part of the development consists of a change of function within the area with little works necessary. One ramp is to be demolished and replaced by two ramps.

Part 3: New Container Terminal - Areas N and O. This will include 650m of new berths. The prospective applicant stated that the container terminal is the potentially noisiest part of the Port. Some dredging works will be required at this point. The area will contain ship to shore cranes and stacked containers. Area O will be for stacking containers, with HGVs coming and going from both areas.

Part 4: Turning Area. The proposed development of Area M, which was included in the original plans, has been omitted. The turning area, which was originally located at the Great South Wall has been relocated to Area M. The turning area will be 325m in diameter. The prospective applicant stated that this revision has a number of advantages, including that it: works better for Port navigation; includes the removal of an existing sludge jetty, which is currently in disrepair; and, will facilitate the protection of the tern colonies. Two hardpoints will be included to prevent ships from drifting and disrupting the tern colonies. It was also noted that a Bird Watch Ireland report had reported an increase in the tern colonies here. The presence of otters within the area has also been noted.

Part 5: Community Gain. 6.1 hectares of new public realm area will be created in three locations and 5.5km of active travel infrastructure will be provided for, including 3.9km of new infrastructure and 1.6km existing to be upgraded.

Part 6: Provision of 1 hectare of land to accommodate utilities required for developments including: residential development within the Poolbeg West SDZ; utilities to facilitate the waste to energy Covanta plant; and, to facilitate future offshore wind energy projects.

Discussion:

The Board's representatives thanked the prospective applicant for providing a copy of the Dublin Port Masterplan 2040 subsequent to the last meeting.

It was agreed that the prospective applicant would provide the Board with a large-scale hardcopy of the general layout as presented at today's meeting.

It was noted as a positive that the prospective applicant is seeking to work with developers of other projects within the area including offshore wind energy projects. It was recommended that the consideration of cumulative impacts within the EIAR should be robust.

The Board's representatives advised that, due to the separation distance between Area N and Area O, that the storage and ancillary operation of area O is clearly outlined.

Discussion was had around the SPAR – Southern Port Access Road and whether or not this would be a public or private road. The prospective applicant clarified that its intention was to apply for a private access road but that the road would be designed in a manner that it could be opened to the public in the future.

It was noted that the removal of development of Part M has alleviated some immediate concerns particularly in respect of impacts on the tern colonies. When questioned on the dredging to take place in this area, it was clarified that only a small amount of dredging would be necessary here.

The prospective applicant stated that it's opinion is that the proposed development would not necessitate IROPI procedures.

The Board's representatives stated that the Maritime Area Planning Bill is currently going through committee stage and that more information may be available on this by the end of the year.

It was agreed that a site visit would be organised before the next meeting.

Conclusion:

The Board will be in touch in due course to arrange a site visit.

The record of the instant meeting will issue in the meantime 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.

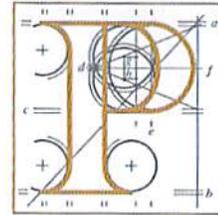
The meeting concluded at 12:17 p.m.

Ciara Kellett

Assistant Director of Planning

Our Case Number: ABP-310268-21

Your Reference: Dublin Port Company



An
Bord
Pleanála

RPS Group Limited
West Pier Business Campus
Dun Laoghaire
Co. Dublin
A96N6T7

Date: 10 March 2022

Re: 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

Dear Sir / Madam,

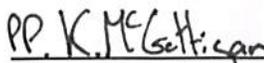
I have been asked by An Bord Pleanála to refer further to the above-mentioned pre-application consultation request.

Please find enclosed a copy of the written record of the meeting of the 22nd February, 2022.

If you have any queries in relation to the matter please contact the undersigned officer of the Board.

Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,


Niamh Thornton
Executive Officer
Direct Line: 01-8737247

PC07

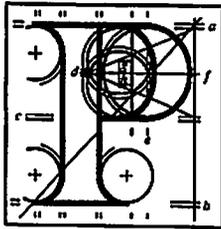
Recipient:	<i>Pranny</i>
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Project no.:	
File no.:	
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An
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Record of Meeting ABP-310268-21 3rd meeting

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.		
Case Type	Pre-application consultation		
1st / 2nd / 3rd Meeting	3rd		
Date	22/02/21	Start Time	11:00 a.m.
Location	N/A	End Time	12:00 p.m.

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

The meeting commenced at 11:00 a.m.--

The Board's representatives referred to its previous meeting with the prospective applicant of the 21st October, 2021 and the record of that meeting. The prospective applicant stated that it had no comments to make on the record.

The Board's representatives thanked the prospective applicant for facilitating a site visit in November, 2021.

Presentation:

The prospective applicant gave a presentation on the progress made since the last meeting in October, 2021.

The prospective applicant stated that the third General Arrangement was being presented today and that this arrangement would be further updated as the project progresses.

The prospective applicant stated that it is at stage 8 in its 17-stage plan. Stage 8 is preparation of the planning application and commencement of work on the EIAR and the NIS. It is envisaged that this will be completed in early 2023.

Giving an update on unitised volumes of Ro-Ro and Lo-Lo freight post Brexit, the prospective applicant stated that its view of the long-term growth trends underpinning Masterplan 2040 have not changed and that demand will continue to grow in Dublin Port until maximum throughput capacity is reached.

The prospective applicant has set up a Virtual Conversation Room to facilitate its consultation process and launched a national advertising campaign to inform the public of the project and the public consultation process. The Conversation Room attracted 5,000 visitors and 41 submissions were received from 37 parties.

Some detail was given on the feedback received from the public consultations where there was considerable interest. Some of the topics raised included visual impact, bridge design, moving the port, flood risk, impact on traffic and the SPAR. There was strong support for the proposed enhanced community facilities.

The prospective applicant has made submissions regarding the Southern Port Access Road (SPAR) to the NTA's Draft Transport Strategy for the Greater Dublin Area 2022-2042 and to the Draft Dublin City Development Plan 2022-2028. The 3FM project depends on the SPAR being delivered at the same time as the other works.

Regarding the Luas Red Line extension to Poolbeg, the prospective applicant stated that this project will be designed to be compatible with a possible future extension to the Luas line.

The prospective applicant has been approached by prospective offshore wind farm developers with respect to facilitating grid connections associated with major offshore renewable energy projects. Further updates will be given at a future meeting.

The prospective applicant posed two questions to the Board's representatives regarding the best way to approach uncertainty of elements within the planning application. The first was regarding two possible options for cargo handling equipment and the second was regarding administration and maintenance buildings which would be required in Areas N and O, the details of which could only be finalised when the terminal operator has been identified.

The prospective applicant then gave an overview of the changes to the General Arrangement since the last meeting.

Discussion:

Regarding the two queries on the best way to approach uncertainty within the planning application, the Board's representatives advised of potential approaches. The prospective applicant could submit two possible design details as part of the application documentation with complete assessments of both options. The Board's representatives highlighted the importance of separating the two options and being very clear on the potential impacts of both within the NIS and EIAR documentation, if this is the preferred approach.

The Board's representatives also referred to section 146B of the P&D Act which recognises that for large complex infrastructural projects, amendments may be

required and this is also an option that the prospective applicant may wish to consider.

It was clarified that the prospective applicant cannot apply for outline permission for buildings as part of the subject approval application.

The Board advised that the treatment of the area reserved for the potential future development of an extension to the Luas line be carefully considered within the application documentation and reference to same is clear to ensure public understanding of what is or is not being proposed.

The Board awaits clarity on the evolving situation in Area M in a future meeting.

Regarding the provision of space/infrastructure to facilitate grid connections for offshore renewable energy projects, it was advised that it would be prudent to ensure that projects were appropriately considered under cumulative and in combination effects.

The Maritime Area Planning Act was mentioned, noting that it has been passed by the Oireachtas but that regulations are to follow which may provide further information. The Board's representatives advised the prospective applicant to review this Act.

It was noted that Macro and Micro Alternatives considered will be included in the application documentation. The Board's representatives noted the iterations of the proposal based on feedback from public consultation.

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 12:00 p.m.

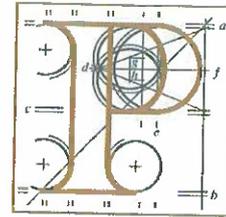
C. Kellett 10/3/22

Ciara Kellett

Assistant Director of Planning

Our Case Number: ABP-310268-21

Your Reference: Dublin Port Company



**An
Bord
Pleanála**

RPS Group Limited
West Pier Business Campus
Dun Laoghaire
Co. Dublin
A96N6T7

Date: 8th July 2022

Re: 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

Dear Sir / Madam,

I have been asked by An Bord Pleanála to refer further to the above-mentioned pre-application consultation request.

Please find enclosed a copy of the written record of the fourth meeting of the 23rd of June 2022.

If you have any queries in relation to the matter please contact the undersigned officer of the Board.

Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

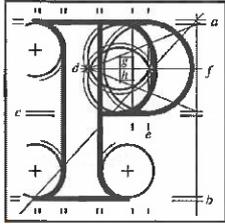
Yours faithfully,

Niamh Thornton
Executive Officer
Direct Line: 01-873 7247

PC07

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An
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Pleanála

Record of Meeting ABP-310268-21 4th 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.		
Case Type	Pre-application consultation		
1st / 2nd / 3rd Meeting	4th		
Date	23/06/22	Start Time	11:00 a.m.
Location	N/A	End Time	11:35 a.m.

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

The meeting commenced at 11:00 a.m.

The Board's representatives referred to its previous meeting with the prospective applicant of the 22nd February, 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 gave an update on the project since the last meeting in February, 2022.

Regarding timescales, the prospective applicant stated that it envisages keeping the pre-application consultation open until March 2023, with the intention of lodging the application in June, 2023 should the Board deem the project to be SID.

The prospective applicant gave an update on the status of the proposed general arrangement. The prospective applicant is in ongoing discussions with Dublin City Council regarding the proposed development which is resulting in changes to General Arrangement version 3. Discussions are ongoing around roads, active travel, district heating, lands south of K₂ and the possible inclusion of a playing field in Port Park. The target is to produce a Draft Final Arrangement by November for public consultation in December, 2022.

Detailed design and environmental impact analysis have commenced.

Giving an update on unitised volumes of Ro-Ro and Lo-Lo freight, the prospective applicant stated that Dublin Port's share of national volumes has dropped from 85% in 2020 to 79% in 2021. It was stated however that this is significantly higher than its share in 2000 and in the first 5 months of 2022, Dublin Port's volumes were only 1.7% lower than their record levels of 2019. It was stated that the national dependence on Dublin Port's capacity will continue as population and economic growth drive port volumes.

The prospective applicant stated that Dublin Port Company has sufficient interest in most land included in the application site. A CPO may also be required, and the Port Company has CPO powers under the Harbours Act, 1996. Legal advice is currently being sought.

Discussion:

The prospective applicant asked if there was any update on when the provisions of the Maritime Area Planning Act, 2021 will commence. The Board's representatives stated that the Maritime Area Consent (MAC) process opened in April and requests for pre-application consultations with the Board were expected from September, 2022. It was noted that, if this pre-application consultation process stays open until March, 2023, as envisaged, associated Regulations may be available and there would be more clarity by that time.

The Board's representatives clarified that the proposed project had not been presented formally at Board level and that the prospective applicant would be advised if this were to happen.

Regarding EIA Scoping, it was noted that the prospective applicant intends to carry out its own scoping. A formal scoping request will not be made to the Board.

It was clarified for the prospective applicant that where an application is submitted to the Board with an associated CPO application, both applications are generally dealt with by the same inspector and decided by the Board at the same time. The Board tends to hold oral hearings in relation to CPO cases but this is entirely at the discretion of the Board.

The Board's representatives requested that an A1 hard copy of the updated General Arrangement version 3.0 be provided 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 11:35 p.m.

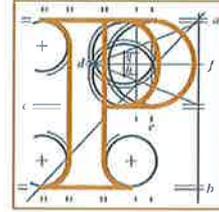
 7/7/22

Ciara Kellett

Assistant Director of Planning

Our Case Number: ABP-310268-21

Your Reference: Dublin Port Company



**An
Bord
Pleanála**

RPS Group Limited
West Pier Business Campus
Dun Laoghaire
Co. Dublin
A96N6T7

Date: 6th December 2022

Re: 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

Dear Sir / Madam,

I have been asked by An Bord Pleanála to refer further to the above-mentioned pre-application consultation request.

Please find enclosed a copy of the written record of the seventh meeting of the 23rd November, 2022

If you have any queries in relation to the matter, please contact the undersigned officer of the Board.

Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

Niamh Thornton
Executive Officer
Direct Line: 01-8737247

PC07

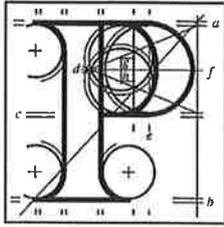
Recipient:	Planning
Register:	1
RPS	12 DEC 2022
File #:	
PM:	

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An
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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	7 th meeting		
Date	23/11/22	Start Time	11:00 a.m.
Location	N/A	End Time	12:20 a.m.

Representing An Bord Pleanála
Staff Members
Ciara Kellett, Assistant Director of Planning (Chair)
Una Crosse, 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 11:00 a.m.

The Board's representatives referred to its previous meeting with the prospective applicant of the 23rd 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 22nd 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.

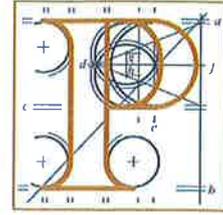
 6/12/22

Ciara Kellett

Assistant Director of Planning

Our Case Number: ABP-310268-21

Your Reference: Dublin Port Company



**An
Bord
Pleanála**

RPS Group Limited
West Pier Business Campus
Dun Laoghaire
Co. Dublin
A96N6T7

Date: 09 May 2023

Re: 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

Dear Sir / Madam,

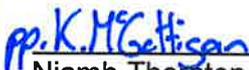
I have been asked by An Bord Pleanála to refer further to the above-mentioned pre-application consultation request.

Please find enclosed a copy of the written record of the sixth meeting of the 26th April 2023.

If you have any queries in relation to the matter please contact the undersigned officer of the Board.

Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

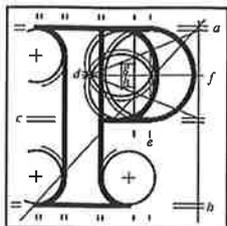

Niamh Thornton
Executive Officer
Direct Line: 01-8737247

PC07

Recipient:	Planning
Registration:	1
RPS	10 MAY 2023
Project ref:	
File Ref:	
PM:	

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D01 V902	D01 V902



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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.

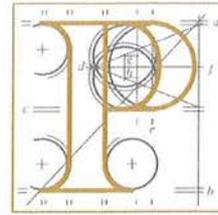
 9/5/23

Ciara Kellett

Director of Planning

Our Case Number: ABP-310268-21

Your Reference: Dublin Port Company



An
Bord
Pleanála

RPS Group Limited
West Pier Business Campus
Dun Laoghaire
Co. Dublin
A96N6T7

Date: 15 January 2024

Re: 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

Dear Sir / Madam,

I have been asked by An Bord Pleanála to refer further to the above-mentioned pre-application consultation request.

Please find enclosed a copy of the written record of the meeting of the 19th December 2023.

If you have any queries in relation to the matter please contact the undersigned officer of the Board.

Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

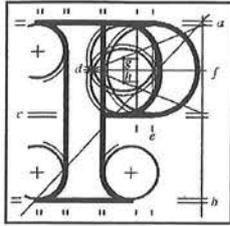
Yours faithfully,

Niamh Thornton
Senior Executive Officer
Direct Line: 01-8737247

PC07

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Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902



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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	8 th Meeting		
Date	19/12/23	Start Time	14:30pm
Location	MS Teams	End Time	15:15pm

Representing An Bord Pleanála
Ciara Kellett Director of Planning (Chair)
Pauline Fitzpatrick, Senior Planning Inspector
Lauren Griffin Executive Officer
Representing the Prospective Applicant
Barry O'Connell, Chief Executive, Dublin Port Company
Brendan Considine, Capital Programme, Director Dublin Port Company
Cormac Kennedy, Head of Property, Dublin Port Company
Garett Fennell, Project Manager, Fennell Public Affairs
Alan Barr, EIA Coordinator, RPS
Helena Gavin, Planning Manager, RPS

The meeting commenced at 14:30 p.m.

The Board welcomed the prospective applicant to the meeting and introduced those attending from the Board.

Presentation:

The prospective applicant opened its presentation with a reminder of the General Arrangement and an update on the proposed development.

The overall project will deliver a capacity of 11.5 million tonnes, Plot N and O will be a combined LO-LO terminal operation, with Plot N providing the berthage and container capacity and Plot O providing capacity for import containers. To access the site, the new SPAR bridge and road will be constructed, connecting the north port road system to the port tunnel.

Some changes since the last meeting were noted including changes to the proposed SPAR bridge. A viaduct running along the southern shore rather than a revetment is now proposed. It is stated that the change will be environmentally preferable.

The prospective applicant stated there has been ongoing discussion with the NTA since the public consultation last April regarding future proofing the SPAR bridge, in relation to the LUAS. The prospective applicant has proposed a bridge design that can be retrofitted to accommodate a future LUAS but it is not intended to include this as part of the proposed application.

The prospective applicant mentioned there was a conflict between the Poolbeg SDZ boundary line and the Dublin City Council Development plan in relation to Plot O on the south side of the Poolbeg Peninsula. The prospective applicant has corrected this and followed the exact Poolbeg SDZ. This has freed up an additional area on the eastern side. The prospective applicant has suggested this area be incorporated into the nature reserve.

The area identified as a District Heating Area adjacent to Plot O, is proposed as a wildflower meadow with a future application for its use as a utilities area. The prospective applicant mentioned that Codling Wind Park is finalising its design for its

substation north of the storm tanks. This will be the subject of a separate maritime area planning application.

The prospective applicant advised that the layout plan design is ongoing but will be finalised in January 2024.

The Department of Transport has published the Issues Paper reviewing the Ports Policy 2013, which supports 3FM.

The prospective applicant has confirmed it will not submit a CPO application to run concurrently with the application for the proposed development. The prospective applicant has been in public consultation with the Maritime Village and subsequently published the outcome of the meetings on the 3FM website.

The prospective applicant met with MARA on the 14th of December 2023. A letter of consent from MARA is not required prior to submission of the application and there are no barriers to submitting from a foreshore point of view. The prospective applicant is not required to secure a MAC before applying to the Board, due to an amendment made in the Historic and Archaeological Heritage and Miscellaneous Provisions Act. The process of securing a MAC will run parallel with the SID process.

The Prospective Applicant mentioned it will provide a red line boundary drawing which will include the offshore dumpsite. The Prospective Applicant stated that it intends to submit a planning application on by the end of Q2 2024, for a 15-year permission.

Discussion:

The Board's Representatives sought clarification on the proposed 2.1hectare wildflower meadow, mentioning that changing the facility from a meadow to a utility area in short succession might cause problems. The prospective applicant explained that in the planning scheme it is identified for use as a utility area.

When discussing the update on the project the Board Representatives asked that before the prospective applicant closes the pre-application, an A1 drawing of the

proposed development, including the red line boundary, and a description of the nature and extent of the proposed development be provided to the Board.

The prospective applicant has been in talks with Irish Rail regarding the location for the management of rail freight within the greater Port Area. A site has been identified but this will not form part of the proposed application. The Board's Representatives queried the timeline for the said rail freight management development. The prospective applicant confirmed the two developments will not run at the same time. The Board Representatives advised that any application going forward must robustly address this matter. Regarding the Port Policy Issues Paper, the Board Representatives sought clarification as to whether the Issues Paper identified any difficulties for the 3FM project. The Prospective Applicant confirmed that it was supportive of the project.

The Board Representative inquired whether an EPA licence will be required. The Prospective Applicant confirmed an EPA licence will be required for offshore dumping at Beaufort which will be included in the red line drawings. Beaufort is a licenced site that has been used by the prospective applicant previously.

The prospective applicant has indicated its desire to hold another pre-application meeting in 2024 before submitting its planning application.

Conclusion:

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.

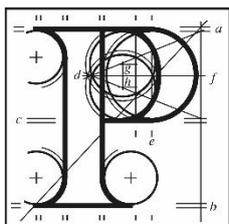
The meeting concluded at 15:15pm.

 9/1/24

Ciara Kellett

Director of Planning

Resident:	Planning
Request No:	1
EP3	16 JAN 2024
File Ref:	
PM:	



Case Reference / Description	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 etc. Meeting	9 th		
Date	25/03/24	Start Time	11:00 a.m.
Location	Virtually	End Time	11:35 a.m.

Representing An Bord Pleanála		
Ciara Kellett, Director of Planning (Chair)		
Pauline Fitzpatrick, Senior Planning Inspector		
Eimear Reilly, Executive Officer	e.reilly@pleanala.ie	01-8737184
Representing the Prospective Applicant		
Barry O'Connell, Chief Executive, Dublin Port Company		
Brendan Considine, Capital Programme Director, Dublin Port Company		
Cormac Kennedy, Head of Property, Dublin Port Company		
Garett Fennell, Project Manager, Fennell Public Affairs		
Alan Barr, EIA Coordinator, RPS		
Helena Gavin, Planning Manager, RPS		

Introduction

The Board's representatives referred to the previous meeting with the applicant, which was held on 7th December 2023, and to the record of this meeting. The Board enquired as to whether the prospective applicant had any comments to make on the record of this meeting. The prospective applicant replied that it did not.

Presentation made by the prospective applicant:

The prospective applicant began its presentation by outlining a revised general arrangement for the proposed development. It shared a drawing of the arrangement and highlighted the changes made in relation to Area L stating that the area did not previously form part of the original plans for the proposed development. It referred to the Dublin Port Masterplan 2040, noting that Area L was stated to support a range of bulk commodities with low growth potential and a future life that is likely to be shorter than the duration of the Masterplan. The Masterplan states that Dublin Port had intended to consider any opportunities that may arise to redevelop Area L for more intensive cargo handling activities.

The prospective applicant explained that while Area L was originally part of the South Port, with plans to develop this post-2030, it has changed this plan since the previous meeting. It explained that while Area O was originally designated for Lo-Lo, it has chosen to alter this plan so that Area L will now facilitate Lo-Lo instead. It explained that its decision to do so is in response to feedback arising from public consultation.

It proposes to leave Ecocem in situ at Area L while the remainder of Area L is proposed to be developed for Lo-Lo. It noted that Area L can accommodate the same Lo-Lo capacity as Area O as the height of the Lo-Lo stacks can be increased at Area L. It also clarified that Area L would operate in tandem with Area N and that Area O would be used for unaccompanied, single height, Ro-Ro freight trailers. Further to this, it noted that the change of location from Area O to Area L also resolved issues regarding restrictions to activity at Area O at night.

It stated that Area K would remain as a Ro-Ro unaccompanied freight trailer terminal and the two Ro-Ro ramps at area K would support both Area K and Area O. It also stated that the additional Ro-Ro capacity at Area O would partially compensate for the permanent loss of Ro-Ro capacity at the North Port.

The prospective applicant outlined other minor changes to the proposed general arrangement, stating that it proposes to combine the port park and wildflower meadow area surrounding Area O as one single entity. This, combined with the coastal park south of Area O, equates to approximately 5.2 hectares. It also noted that the move allowed for better opportunities for biodiversity gain through integrating the wildflower meadow with the port park. It stated that the Poolbeg West SDZ requires port park to be 1.9 hectares and that this change provides for approximately 5.2 hectares.

In relation to this, it also noted that it has had discussions with Dublin City Council regarding its proposed District Heating Scheme. Its repositioning to the east side of Area O is the preferred location for Dublin City Council.

It stated that the areas shown in purple on the general arrangement drawing are the site for the Codling Wind Park substation and the District Heating Scheme and it was clarified that neither project is included as part of the proposed development.

The prospective applicant stated that all changes to the general arrangement will be outlined in the EIAR in detail in the Alternatives chapter and that all ecological surveys will be updated prior to submission of any planning application.

Discussion:

The following matters were discussed:

- The Board's representatives sought clarity regarding the initial use of Area O as a site compound before being used for Ro-Ro. In response, the prospective applicant clarified the sequence of the general arrangement and confirmed that it proposes to use Area O as a site compound at first along with various other operators such as Codling Wind Park, ESB, and Uisce Éireann who require use of part of the land at Area O. It stated that it has

been in contact with the various operators and has compiled a plan for use of the area for the next few years in response to their needs.

- The Board's representatives sought clarity as to whether Area O would be subdivided into construction compounds for specific operators. The prospective applicant replied that its use as a construction compound and its ultimate use for Ro-Ro trailers would be identified within the application.
- The Board's representatives requested that the prospective applicant submit a red line boundary for the proposed development prior to or along with any subsequent request to close the pre-application consultation process and emphasised the importance of this. The prospective applicant agreed to provide this but stated that the final red line boundary might be altered slightly before the application is submitted. The Board's representatives emphasised the importance of submitting a red line boundary that is as close to the final version as possible.
- When asked by the Board's representatives, the prospective applicant confirmed that it has consulted with Irish Rail since the last meeting about the development of the freight yard at the North Port and has indicated its support for the proposed development.
- When asked by the Board's representatives, the prospective applicant confirmed that it has consulted with Dublin City Council since the last meeting in order to outline the recent changes to the general arrangement for the proposed development. It stated that the changes were received positively by the local authority. Further to this, the Board's representatives asked if Dublin City Council had made the applicant aware of the proposed works to the Tom Clarke Bridge/Point Bridge, to which the prospective applicant had confirmed that it had been made aware and has had various consultations with the local authority in relation to proposed pedestrian links from the south docks to the north docks.
- The prospective applicant indicated that the instant meeting would likely be the final meeting in relation to the proposed development and sought clarity

on some procedural matters. In response to these procedural questions the Board's representatives advised that, in the event of receiving notice from the Board that the proposed development would likely constitute strategic infrastructure development, the prospective applicant may submit a draft newspaper notice to the Board's SIDs/LAPs section via email to review before the notice is published of any subsequent planning application. The Board's representatives also advised that that the Board's SIDs/LAPs section be consulted by phone or email regarding any further procedural queries that the prospective applicant may have.

- When asked, the Board's representatives advised that, following receipt of a formal closure request, the Inspector's report and recommendation will be discharged to the Board for decision as soon as is practicable.
- The prospective applicant stated its intention to submit a formal closure request soon, and its intention to submit the planning application in July 2024.

Conclusion:

The Board's representatives advised that the onus is on the prospective applicant to either request a further meeting or formal closure of the instant pre-application consultation process. The Board's representatives advised that 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.

Ciara Kellett

Assistant Director of Planning