

Copy of Site Notice



SITE NOTICE

PLANNING AND DEVELOPMENT ACT 2000, AS AMENDED

Notice of Direct Planning Application to An Bord Pleanála in respect of a Strategic Infrastructure Development DUBLIN CITY COUNCIL

In accordance with section 37E of the Planning and Development Act 2000, as amended, Dublin Port Company gives notice that it proposes to make an application for permission to An Bord Pleanála (the Board) for a period of 15 years for development generally at: Bond Drive, Promenade Road, T10 Link Road, Tolka Quay Road, Alexandra Road, East Wall Road, North Wall Quay Extension (protected structure), Oil Berth No. 4 and Berth 52/53 in Dublin 1 and 3; east of Tom Clarke Bridge, north of the R131 and over the River Liffey; Pigeon House Road, South Bank Road, Whitebank Road and Shellybanks Road; Poolbeg Yacht & Boat Club, Stella Maris Rowing Club and Marina off Pigeon House Road; Marine Terminals Limited (MTL) Lift-on Lift-off (Lo-Lo) container terminal and Berths 41-45 off Pigeon House Road, South Bank Road and Whitebank Road; quayside yards associated with South Bank Quay off Pigeon House Road; sludge jetty and Berth 47A off Pigeon House Road; Poolbeg Oil Jetty and Berth 48 off Pigeon House Road; and; a site to the south and east of South Bank Road and south of Shellybanks Road at Poolbeg, Dublin 4.

The proposed development referred to as the '3FM Project' seeks to provide the following:

- A link between the southern port area to the northern port area and the M50 Tunnel through the development of a new bridge crossing the River Liffey and new road providing a southern port access route.
- Relocation of the existing Lo-Lo container terminal currently operated by MTL and its expansion onto a new open-piled wharf structure constructed over the River Liffey north of the National Oil Reserves Agency (NORA) Poolbeg Facility and ESB Poolbeg Generating Station with access from Pigeon House Road. This terminal will be supported through the reuse of a separate quayside container yard at South Bank Quay with access from Pigeon House Road.
- Conversion of the existing Lo-Lo container terminal currently operated by MTL to become a new Roll-on Roll-off (Ro-Ro) freight terminal which will be supported by an associated but separate hardstanding yard generally to the south of the Dublin Waste to Energy Facility and South Bank Road via an extension to South Bank Road to link with Shellybanks Road.
- A new Maritime Village Campus and associated marina berthage replacing existing rowing and sailing clubs' facilities on the peninsula, and provision for the relocation of Port Operations from the north port estate to beside this campus off Pigeon House Road.
- New public realm and open spaces largely contained within a Port Park, heritage installations along the Great South Wall (protected structure) and active travel pathways.

The proposed development will consist of the following elements:

- A) **Southern Port Access Route (SPAR) and Road Network Improvements:** Construction of a new public road (c.2.3km long), including an opening bridge (c.220m long) at North Wall Quay Extension (protected structure) over the River Liffey to the east of Tom Clarke Bridge, a viaduct (c.595m long) parallel to the south bank of the River Liffey together with active travel associated infrastructure and facilities; overall new road and existing road network improvements works to include for active travel pathways (c.7km long) and new or upgraded footways (c.4.9km long); works to enable integration with the existing and permitted road, cycling and pedestrian network to include amendments to planning permissions Board Ref. PL29N.PA0034 (to allow connection to the SPAR through Terminal 3 and Terminal 4 (south) and omit the protective marina wash wall to facilitate a new marina), Board Ref. PL29N.312692 (to facilitate a slip road from East Wall Road onto Alexandra Road, and to permitted 'North Wall Square' to facilitate the new bridge), and, Dublin City Council Reg. Ref. 3084/16 and 3773/20 (to facilitate road/junction upgrades); road and junction works to Bond Drive, Promenade Road, T10 Link Road, Tolka Quay Road, Alexandra Road, R131, Pigeon House Road, Whitebank Road realignment, South Bank Road (to include extension and link with Shellybanks Road), Shellybanks Road, and to provide for access/egress arrangements; works to North Wall Quay Extension and Great South Wall (protected structures); provision for site clearance and demolition of existing buildings (c.2,587sq.m); and; provision for all associated infrastructure and site works.
- B) **Lo-Lo Container Terminal:** Construction of a Lo-Lo Container Terminal which will cater for container handling and stacking (6 containers high) and for vessels up to 240m long to be supported by an associated but separate Container Yard for handling and stacking (6 containers high). The terminal will consist of 2no. sites referred to as Area N (9.1ha) and Area L (4.6ha):
- **Lo-Lo Container Terminal (Area N):** Site clearance and demolition works to include existing buildings (c.1,551sq.m) some within the curtilage of the Pigeon House Former Power Station (protected structure) but not including the power station itself, the removal of existing jetty structure, and associated infrastructure; construction of a new open-piled wharf with a reinforced concrete deck (c.135m wide with berthing face c.650m length), mooring and berthing dolphins connected by walkways, new oil manifold and above-ground pipelines to facilitate fuel transfer to NORA Poolbeg Oil Storage Tanks, 3-storey administration building (c.15.1m high, c.1,623sq.m), and maintenance building (c.12.5m high, c.1,383sq.m); installation of container handling and stacking infrastructure including ship-to-shore crane, crane rails, rubber tyred gantry cranes and refrigerated container gantries; capital dredging works for berthing pocket (c.533,000cu.m to standard dredge depth -13.0m CD); provision of access/egress from Pigeon House Road through the curtilage of Pigeon House Former Power Station (protected structure) and via a new bridge over the Great South Wall (protected structure); provision of exclusion zone and works to Great South Wall (protected structure); provision of exclusion zone and visual barrier to existing tern platform structure; and; provision of all other supporting and ancillary infrastructure, equipment and facilities, including quayside infrastructure and furniture, internal road network, parking, security and control access kiosks, vehicle access control frames, high mast lights (c.30m high) (HMLs), access gates, emergency access ramp and resurfacing.
 - **Lo-Lo Container Yard (Area L):** Site clearance and demolition works to include existing buildings (c.3,846sq.m), other structures and associated infrastructure; construction of a new reinforced concrete yard and single storey administration building (c.4.9m high, c.264sq.m); provision of accesses/egresses from Pigeon House Road and works to Great South Wall (protected structure); installation of container handling and stacking infrastructure to include refrigerated container gantries and rubber tyred gantry cranes; and; all associated site works and infrastructure, such as circulation road, parking, security and control access kiosks, vehicle access control frames, access gates and HMLs.
- C) **Ro-Ro Freight Terminal:** Construction of a Ro-Ro Freight Terminal which will cater for container handling and stacking (6 containers high), trailer parking/loading and for vessels up to 240m long to be supported by an associated but separate Terminal Yard for trailer parking and/or single-height container storage. The terminal will consist of 2no. sites Area K (c.12.9ha) and Area O (c.5.3ha):
- **Ro-Ro Terminal (Area K):** Site clearance and demolition works to include existing buildings (c.1,073sq.m), other structures and associated infrastructure; construction of new concrete deck slab for container stacking and parking/loading, 2-storey amenity building (c.10.9m high, c.903sq.m), and maintenance building (c.12.5m high, c.1,339sq.m); installation of steel combined wall system to front of the existing quay (c.235m) along Berths 44 and 45; dredging works to facilitate installation of scour protection measures to existing ESB 220kV cables; provision of single tier Ro-Ro ramps to cater for 2no. berths; installation of container handling and stacking infrastructure including refrigerated container gantries and rubber tyred gantry cranes; provision of main access/egress from Whitebank Road; exclusion zone and works to Great South Wall (protected structure); and; provision of all other supporting and ancillary infrastructure, including equipment and facilities, such as quayside furniture, internal road network, separate staff access, parking, security and control access kiosks, vehicle access control frames, HMLs and access gates.
 - **Ro-Ro Terminal Yard (Area O):** Site clearance and demolition works to include existing buildings (c.365sq.m), other structures and associated infrastructure; construction of a new concrete yard slab for stacking and parking/loading and single storey administration building (c.5.0m high, c.146sq.m); provision of a new reinforced retaining wall along the southern boundary with planting; provision of access/egress to proposed extension of South Bank Road with Shellybanks Road; and; provision of all other supporting and ancillary infrastructure, equipment and facilities, including internal road network, parking, security and control access kiosks, vehicle access control frames, HMLs and access gates.

- D) **Ship Turning Circle:** Construction of a ship turning circle (c.325m in diameter) to accommodate vessels up to 240m long to include demolition works of existing structures including sludge jetty; excavation works at Berth 47A; infill works (c.26,500cu.m) south of the proposed turning circle to include retaining combined wall system (c.225m) and provision of hardstand; and; capital dredging works to a standard dredge depth -10.0m CD (c.444,000cu.m); installation of navigation markers and lights; and; installation of revetment to protect Pigeon House Harbour Wall (protected structure) and all associated site works.
- E) **Maritime Village Campus and Port Operations:** Site clearance and demolition works to include existing buildings, Poolbeg Yacht & Boat Club, Stella Maris Rowing Club and store (c.820sq.m) and other associated structures such as existing 100-berthing marina; construction of a 5-storey building (c.27m high, 1,670sq.m) for Port Operations with associated pontoon and dedicated access/egress to the SPAR, a 2-storey clubhouse building (c.13.7m high, c.2,364sq.m) for rowing and yacht clubs and a maritime training centre, maintenance buildings (c.12.2m high, c.1,089sq.m and c.187sq.m), a 258-berth marina facility and a 9-berth rowing pontoon facility with associated infrastructure, fuel berth, slipway, slipway hoist, and public spaces; capital dredging works to standard dredge depth -3.0m CD (c.197,000cu.m) to marina berths; provision of quayside and berthing infrastructure to Berth 41; access/egress from Pigeon House Road; and; other ancillary development works and infrastructure, including infill works, communications mast, parking, set down and delivery areas, bicycle store, waste management facilities, lighting, solar photovoltaic (PV) roof panels, access gates, and public furniture, such as installation of memorial and feature crane.
- F) **Port Park:** Site clearance and demolition works to include existing buildings (c.1,039sq.m) and structures; construction of Port Park (c.2.5ha) generally to the south and east of South Bank Road to include a sports pitch with floodlighting, parkland, wildflower meadow, active travel pathway stops and linkages into the wider network, landscaping, toilets, play tower, park furniture, and all ancillary site works; planting to the existing berm to the south of Area O to provide screening to port-related uses and proposed Coastal Park (c.1.6ha); and; an extension of the existing Irishtown Nature Park (c.1.1ha).
- G) **Tern Structure:** Construction of a permanent marine structure (dolphin) to expand the available habitat and range of the Dublin Port Tern Colonies.
- H) **Heritage:** A series of works to the Great South Wall (protected structure) to include removal/restoration/increase of parapet height at appropriate locations; restoration of existing surface remnants and wall structure where possible; and; reconstruction of parapet at appropriate locations. Proposals also include the provision of markers, totems, and interpretive elements ranging from c.3-4m high at c.30m intervals to delineate the alignment of the Great South Wall (protected structure) in locations where the original line of the wall is not evident.
- I) **Ancillary Works:** Ancillary works will include piling, boundary walls and treatments, International Ship and Port Facility Security (ISPS) fencing (2.9m high) where necessary, landscaping and hardscaping, public realm improvements, public street/park lighting, CCTV, solar PV roof panels, waste management facilities, permanent diversion of utilities and services, provision for new services and utilities including electrical substations and all ancillary site works. The proposed development will also include temporary construction works such as construction compounds, dredging to facilitate construction, temporary Ro-Ro ramps for construction, temporary marina at North Wall Quay Extension (protected structure), temporary utility and services diversions, waste management facilities and all other associated site works.

The overall planning application site area extends to c.1,000ha.

As provided for in section 41 of the Planning and Development Act 2000, as amended, permission is sought for a period of 15 years to facilitate the orderly completion of the proposed development.

An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared with respect to the proposed development and accompany this application for permission.

Protected Structures are located within the application site boundary. Seveso sites are located within and in the vicinity of the application site boundary.

A separate Industrial Emissions (IE) Licence, a Dumping at Sea Permit and a Maritime Area Consent will be required for the proposed development.

A copy of the application for permission, the Environmental Impact Assessment Report and the Natura Impact Statement may be inspected free of charge or purchased on payment of a specified fee (which shall not exceed the reasonable cost of making such copy) during public opening hours for a period of eight weeks commencing on 31st July 2024 at the following locations:

- The Offices of An Bord Pleanála, 64 Marlborough Street, Dublin 1, D01 V902.
- The Offices of Dublin City Council, Civic Offices, Woodquay, Dublin 8, D08 RF3F.
- The Offices of Dublin Port Company, Port Centre, Dublin Port, Alexandra Road, Dublin 1, D01 H4C6.

The application may also be viewed/downloaded on the following website: www.dublinport3fm.ie.

Submissions or observations may be made **ONLY** to An Bord Pleanála (the Board) 64 Marlborough Street, Dublin 1, D01 V902 (and may also be made online at www.pleanala.ie) during the above-mentioned period of eight weeks relating to –

- (i) the implications of the proposed development for proper planning and sustainable development, and
- (ii) the likely effects on the environment of the proposed development (including the likely effects on any European site), if carried out.

Any submissions / observations must be accompanied by a fee of €50 (except for certain prescribed bodies) and must be received by the Board not later than 5.30 p.m. on 25th September 2024. Such submissions/observations must also include the following information:

- (i) the name of the person making the submission or observation, the name of the person acting on his or her behalf, if any, and the address to which any correspondence relating to the application should be sent,
- (ii) the subject matter of the submission or observation, and
- (iii) the reasons, considerations and arguments on which the submission or observation is based in full.

Any submissions or observations which do not comply with the above requirements cannot be considered by the Board. The Board may at its absolute discretion hold an oral hearing on the application (refer to “A Guide to Public Participation in Strategic Infrastructure Development” at www.pleanala.ie).

The Board may in respect of an application for permission:

- (a) decide (i) to grant the permission, or (ii) to make such modifications to the proposed development as it specifies in its decision and grant permission in respect of the proposed development as so modified, or (iii) to grant permission in respect of part of the proposed development (with or without specified modifications of it of the foregoing kind), and any of the above decisions may be subject to or without conditions, or
- (b) decide to refuse to grant the permission.

Any enquiries relating to the application process should be directed to the Strategic Infrastructure Development Section of An Bord Pleanála (Tel. 01-8588100).

A person may question the validity of any such decision of the Board by way of an application for judicial review, under order 84 of the Rule of the Superior Courts (S.I. No. 15 of 1986, as amended by S.I. No. 691 of 2011), in accordance with section 50 of the Planning and Development Act 2000, as amended. Practical Information on the review mechanism can be accessed on the Board’s website (www.pleanala.ie) under the following heading: Legal Notices – Judicial Review Notice. This information is also available on the Citizens Information Service website (www.citizensinformation.ie).

Signed:



Agent’s Address: Helena Gavin, RPS Group Limited, West Pier Business Campus, Dún Laoghaire, Co. Dublin, A96 N6T7.

Date of publication of Site Notice: 22nd July 2024