

To: An Coimisiún Pleanála

64, Marlborough Street

Dublin 1

DOI V902

15.01.2026

AN COIMISIÚN PLEANÁLA	
LDG-	100-001218
ACP-	LDG - 086421-26
15 JAN 2026	
Fee: €	50.0
Type:	DA(1)
Time:	9.56
By:	HAND



RE: DIRECT PLANNING APPLICATION TO AN COIMISIÚN PLEANÁLA FOR A PORT DEVELOPMENT (TERRESTRIAL AND MARINE WORKS) AT ROSSLARE EUROPORT, COUNTY WEXFORD.

ROSSLARE OFFSHORE RENEWABLE ENERGY HUB

PLANNING REGISTER REFERENCE OA26 323952

SUBMISSION BY ROSSLARE HARBOUR LIFEBOAT STATION

Introduction

Rosslare Harbour Lifeboat Station wishes to make a submission and observations in relation to the above planning application lodged with The Commission on 10.12.2025.

This submission is made pursuant to the provisions of Section 291 of the Planning and Development Act 2000, as amended. And pursuant to the provisions of Article 5 of the Planning and Development (Maritime Development) Regulations 2023. (S.I. No. 100 of 2023).

Rosslare Harbour Lifeboat Station is part of The RNLI. The RNLI is the charity that saves lives at sea. Established in 1824, the RNLI has 238 lifeboat stations across the United Kingdom and the island of Ireland. 46 lifeboat stations are on the island of Ireland. Like all Lifeboat Stations, we provide a 24/7, 365 rescue and assistance service to those in difficulty at sea.

Rosslare Lifeboat Station is funded totally by donations and bequests from the public. Our volunteer crew members are trained to the highest standards. We are a recognised emergency service and liaise closely with state emergency services such as the Irish Coast Guard, The National Ambulance Service and An Garda Síochána.

Rosslare Harbour RNLI has a long presence in the area. First established in 1838, we moved to Rosslare Port in the 1920s, and our present boat house and berth were constructed in 1985. Rosslare Harbour enjoys an excellent relationship with the applicants, Irish Rail, the Port Authority. Our operations are facilitated to the best possible level.

Our operational area extends North to Cahore, south to Black Rock, Carnsore Point and east on The Irish Sea for 25 miles. We also work closely with our flanking stations

in Kilmore Quay and Wexford Town, and have been involved in many joint service calls over the years.

As a charity, we do not propose to make any substantive comments or observations on the merits or otherwise of this planning application. Our concern is to ensure as far as possible that, as an existing stakeholder in the Port, our future needs are catered for in the context of the new proposed developments. Particularly in relation to the new Small Boat Harbour [SBH].

Accordingly, our comments and observations should be read in the context of the implications of the proposed development for proper planning and sustainable development and maritime spatial planning

Comments and Observations.

The application documents - in particular the Environmental Impact Assessment Report [EIAR] – contain elements which we feel are relevant to our future presence in Rosslare Europort. Application extracts are in italics. The details most relevant to us are highlighted in bold.

The Proposed Development is designed to provide facilities that accommodate a wide range of infrastructure uses, both for current requirements and anticipated future needs.

The EIAR considers a project design life for the quay structures and marine works of 50 years from completion of construction. All port facilities developed for the ORE [Offshore Renewal Energy] Hub will be retained and required by Iarnród Éireann – Irish Rail for ORE, traditional port activities and community use beyond this time period (with ongoing maintenance and repairs undertaken) and therefore it is not considered necessary to plan for decommissioning and reinstatement works or for closure of the quays, storage areas, new Small Boat Harbour or parts of the ORE Hub once they are in-place.

The new Small Boat Harbour will be securely separated from the much larger vessels and operations in the main ORE facility.

Proposals for the new Small Boat Harbour include marine enabling works and installation of services for potential future developments which may include Operations & Maintenance (O&M) facilities required by the ORE industry for major repairs and replacement of turbine components and a new RNLi base. Undertaking these advance works as part of the Proposed Development ensures construction and environmental efficiencies while marine plant is readily available. The buildings and facilities required for these potential future uses are not included in the Proposed Development.

Construction of a new Small Boat Harbour consisting of:

- a 50m long fixed quayside berth and an 80m long floating pontoon

- a 2.4m wide pontoon to provide 64 no. berths
- 1 no. fixed berth for emergency service vessels
- 10 no. single storey storage sheds
- a slipway for launching and recovery activities
- **marine enabling works and installation of services to provide for potential future uses.**
- **A 40 metre lifeboat berth**

Ancillary works

Site access to the Proposed Development and a new access road and footpath/cycle track to the proposed new Small Boat Harbour.

Pre Application consultations with stakeholders.

Wexford County Council.

*ABP [Planning Commission] may attach a condition requiring, in whole or in part, (i) the construction of the financing of a facility, or (ii) the provision of the financing of the provision of a service, in the area in which the proposed development would be situated, being a facility or service that, in the opinion of the Board **would constitute a substantial gain to the community. WCC would encourage Rosslare Europort to work with the local community in this regard.***

Shipping and Navigation Stakeholders.

Irish Coastguard

Consider impacts of Proposed Development on search and rescue.

Royal National Lifeboat Institution

RNLI advised provision for vessel berthing for Severn class vessels and allowance for a new building/s were required by RNLI to facilitate move from existing location to new location.

EIAR Provision: RNLI has been consulted on the final layout of the new Small Boat Harbour and specifically the proposed berthing arrangements and provision of services, as described in EIAR Chapter 6: Project Description and shown on the Application Drawings.

24/7 access to proposed Small Boat Harbour and Fishing Quay - Construction of pontoon facilities for 64 boats - 7 m wide and 49 m long concrete slipway - Secure parking for 50 vehicles (2,100 m²) - 10 number 4 m * 3 m steel sheds - Associated site works including lighting, power, water and CCTV.

EIAR 6.3.8 NEW SMALL BOAT HARBOUR

A new Small Boat Harbour with enhanced access provisions will be constructed to replace the existing Small Boat Harbour, which will be infilled as part of the land reclamation works. The location of the new Small Boat Harbour is shown in Figure 6.2, location ID 4, and the layout is shown on Figure 6.5 and Figure 6.6. **The depth of water within the new Small Boat Harbour will be -4m CD. The new Small Boat Harbour will be securely separated from the much larger vessels and operations in the main ORE facility.** The works will be sequenced such that access to the existing Small Boat Harbour will be maintained until the proposed New Small Boat Harbour becomes operational. **Once operational, the existing vessels moored at the existing facility will be moved to the new one before the works commence on reclamation of that area.** The only exception will be the existing sheds, which are to be removed during the Site Preparation phase. Replacement sheds are proposed; however, these will not be available for use until the New Small Boat Harbour is completed and operational. The new Small Boat Harbour will provide an 50m long fixed quayside berth, with an 80m long floating pontoon for local commercial fishing vessels. It will also provide berths for 64 local boats. **These berths will be on pontoon spine walkways with individual fingers to access each boat, and a gangway from the adjacent carpark.** A separate 127m long floating pontoon will be provided with 10 no. berths, for use by vessels such as crew transfer vessels, and a 20m long fixed quay will also be provided. 1 no. berth will be provided from a fixed quay structure for use by emergency service vessels.

The proposed development also includes 10 steel sheds for landside storage of fishing and sailing equipment. A detailed layout of the new Small Boat Harbour is illustrated on the drawings submitted with the application. **The proposed new Small Boat Harbour includes marine enabling works and installation of services for potential future developments which may include Operations & Maintenance (O&M) facilities and a new RNLI base. Safeguarded capacity has been included in the Proposed Development for these potential future installations, as have ducting and pipework as necessary to accommodate them.** Including these safeguarding measures as part of the Proposed Development ensures construction and environmental efficiencies, by avoiding abortive work or duplication of excavations at a given location where possible. The buildings and facilities required for these potential future uses are not included in the Proposed Development.

We very much welcome these commitments in the Planning Report to cater for our future needs as outlined and highlighted in the above extracts.

The key issues to the future provision for Rosslare Harbour Lifeboat Station operations in the new development and in particular the new SBH are as below:

Construction of a new Small Boat Harbour consisting of:

- a slipway for launching and recovery activities

- *marine enabling works and installation of services to provide for potential future uses.*
- *A 40 metre berth for the RNLI*

Rosslare Harbour Lifeboat Station response:

- ✓ Marine works and services to facilitate future RNLI Station in the new SBH. are noted and welcomed
- ✓ Provision of a 40 metre berth for the Lifeboat, (09) on SBH site layout and key plan, is noted and welcomed.
- ✓ We would ask that the future provision of a Helicopter Pad in the SBH to assist in our rescue services be considered.

Ancillary works

New access road and footpath/cycle track to the proposed new Small Boat Harbour.

Rosslare Harbour Lifeboat Station response:

- ✓ Independent access to the Lifeboat Station by volunteer crew is crucial for timely service call response times.

Wexford County Council. pre-application issues

...would constitute a substantial gain to the community. WCC would encourage Rosslare Europort to work with the local community in this regard.

Rosslare Harbour Lifeboat Station response:

- ✓ All major Renewable Energy projects have a Community Gain element.

Shipping and Navigation Stakeholders.

Irish Coastguard:

Consider impacts of Proposed Development on search and rescue.

Royal National Lifeboat Institution:

RNLI advised provision for vessel berthing for Severn class vessels and allowance for a new building/s were required by RNLI to facilitate move from existing location to new location.

Rosslare Harbour Lifeboat Station response:

- ✓ We acknowledge that the new SBH design separates it from the existing Port activities and the

proposed ORE activities and facilities. We too obviously have an interest in the impacts of the proposed development on search and rescue operations.

EIAR PROVISION:

RNLI has been consulted on the final layout of the new Small Boat Harbour and specifically the proposed berthing arrangements and provision of services, as described in EIAR Chapter 6: Project Description and shown on the Application Drawings.

EIAR 6.3.8 NEW SMALL BOAT HARBOUR

The depth of water within the new Small Boat Harbour will be -4m CD. The new Small Boat Harbour will be securely separated from the much larger vessels and operations in the main ORE facility.

Once operational, the existing vessels moored at the existing facility will be moved to the new one before the works commence on reclamation of that area.

The proposed new Small Boat Harbour includes marine enabling works and installation of services for potential future developments which may include Operations & Maintenance (O&M) facilities and a new RNLI base. Safeguarded capacity has been included in the Proposed Development for these potential future installations, as have ducting and pipework as necessary to accommodate them.

Rosslare Harbour Lifeboat Station response:

- ✓ We note that the water depth in the new SBH will be -4m CD. We would respectfully request that this minimum depth be maintained when the SBH is operational to ensure the efficient use of the Lifeboat.
- ✓ We would suggest that provision be made for Lifeboat fuelling arrangements in the new proposed berth.
- ✓ The EIAR extracts above restate the elements relevant to the RNLI, and we welcome them.

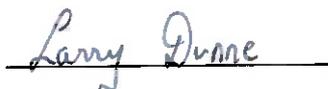
Conclusion.

The main focus of Rosslare Harbour Lifeboat Station is to ensure that these welcome commitments are reflected in the decision to grant permission for the overall development. We acknowledge that while future works to ensure these future needs will require specific planning permission, we respectfully request that the commitments and infrastructural provisions for our future relocated operations in the SBH included in the current application are considered to be an intrinsic element of any grant of permission.

Please find 6 copies of relevant drawings attached.

1. Site context map.
2. SBH montage.
3. Site plan of potential future development area in new SBH.
4. Proposed site layout key plan.
5. Site layout sheet 2 new SBH and ORE Hub.
6. Drawing detail showing proposed Lifeboat berth marked 09.

Kind regards.



Larry Dunne

On behalf of Jamie Ryan, Rosslare Harbour Lifeboat Operations Manager and the
Rosslare Harbour Lifeboat Station Operations Team

c/o Larry Dunne

19, Ros Mór,

Rosslare Harbour,

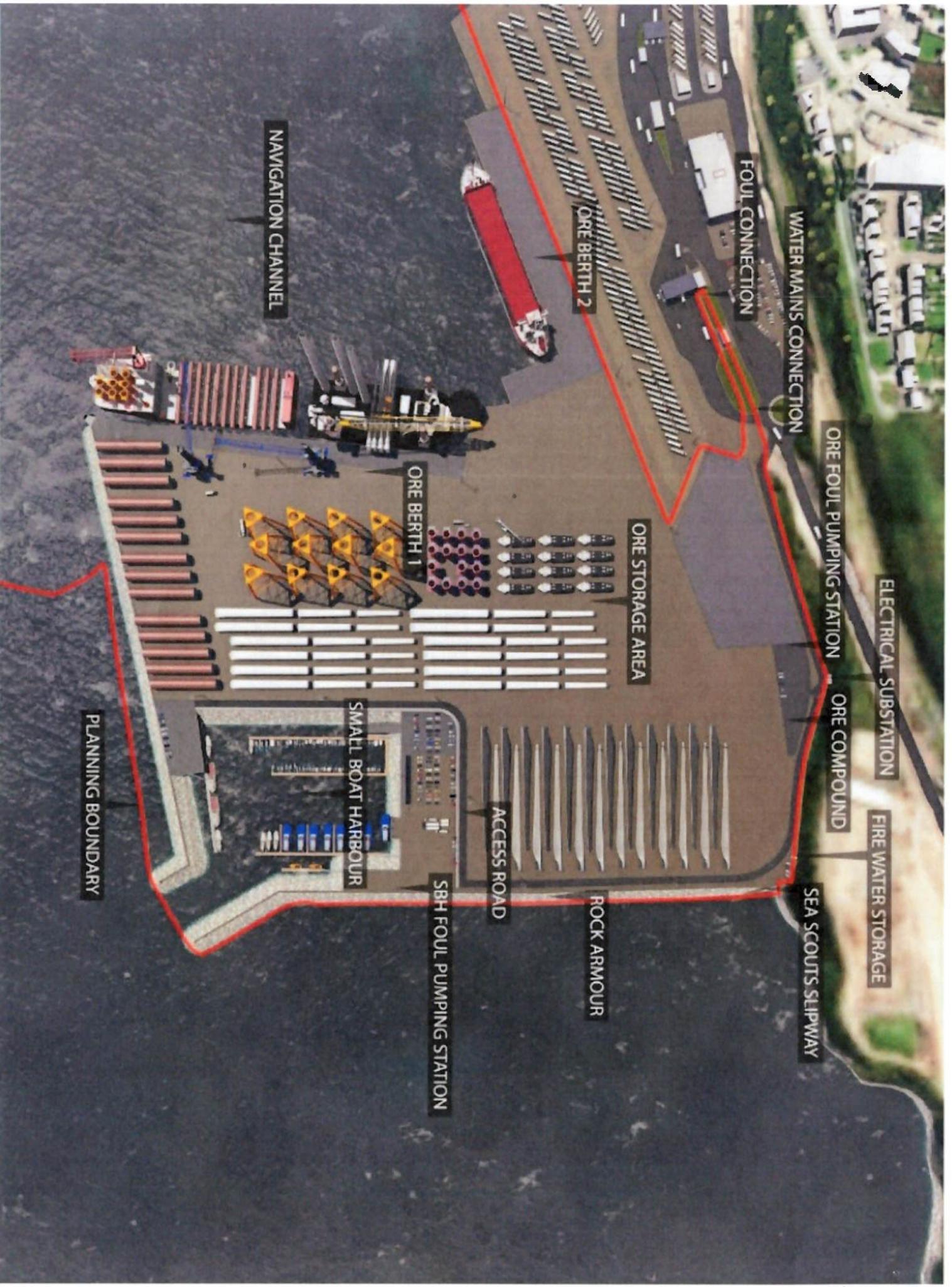
Co Wexford

Y35RF72

0862718461

Larrydunne180@yahoo.ie





NAVIGATION CHANNEL

ORE BERTH 2

FOUL CONNECTION

WATER MAINS CONNECTION

ORE FOUL PUMPING STATION

ELECTRICAL SUBSTATION

ORE COMPOUND

FIRE WATER STORAGE

SEA SCOUTS SLIPWAY

ORE STORAGE AREA

ORE BERTH 1

SMALL BOAT HARBOUR

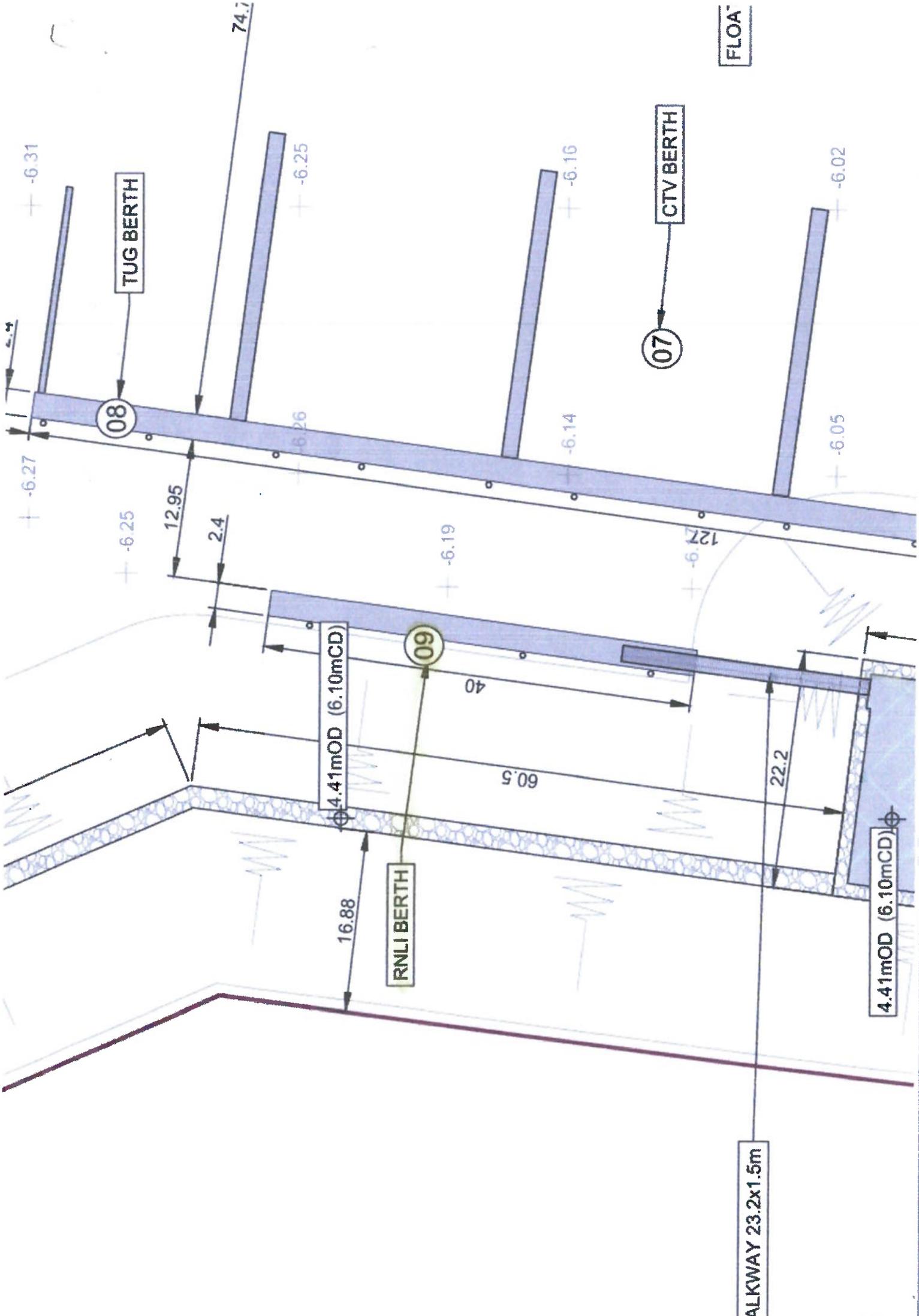
ACCESS ROAD

ROCK ARMOUR

SBH FOUL PUMPING STATION

PLANNING BOUNDARY

FLOA



TUG BERTH

CTV BERTH

RNLI BERTH

ALKWAY 23.2x1.5m

4.41mOD (6.10mCD)

4.41mOD (6.10mCD)

08

07

09

-6.31

-6.27

-6.25

-6.25

-6.26

-6.19

-6.16

-6.14

-6.02

-6.05

-6.12

40

60.5

22.2

16.88

12.95

2.4

74.7

NOTES:

1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE STATED.
2. DIMENSIONS ON DRAWINGS (DO NOT) SCALE FROM DRAWINGS.
3. COORDINATES IN IRL.
4. ORDNANCE SURVEY IRELAND LICENCE No. 2022/73 10/24. SHEET No. 50428728 10/24, 50428728 10/24, AND 50428728 10/24.

LEGEND

- SITE BOUNDARY UNDER THIS APPLICATION:**
803384m² (BD.3384ha)
- LANDS IN IRISH RAIL OWNERSHIP**

GDBG
GAVIN & DOHERTY
GEOSOLUTIONS
Unit A2
Nugroove Office Park,
Rathbarham,
Dublin 14, D14 X627
Ireland.
T +353 (0)1-2071000
E info@gdgeo.com
www.gdgeo.com

FOR PLANNING



PROJECT TITLE:
ROSSLARE EUROPORT
ORE HUB

DRAWING No:
ROREH-PL-DR-GDG-C-0002

DRAWING TITLE:
SITE CONTEXT MAP

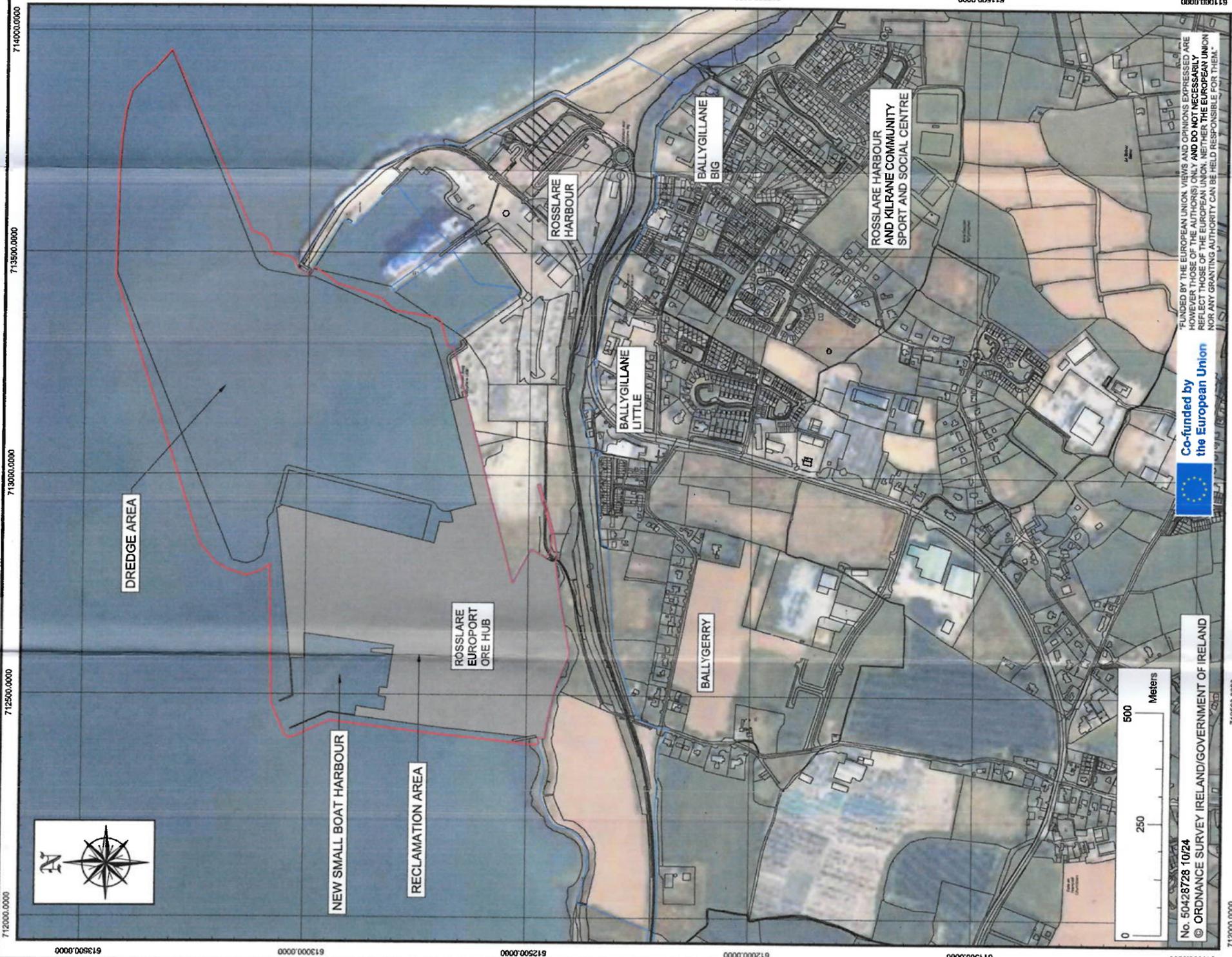
SCALE: 1:5000

SHEET No.: A1

DATE: 18/11/2025

APPROVED BY: M.F.

DRAWN BY: EFC



FUNDED BY THE EUROPEAN UNION. VIEWS AND OPINIONS EXPRESSED ARE HOWEVER THOSE OF THE AUTHOR(S) ONLY AND DO NOT NECESSARILY REFLECT THOSE OF THE EUROPEAN UNION. NEITHER THE EUROPEAN UNION NOR ANY GRANTING AUTHORITY CAN BE HELD RESPONSIBLE FOR THEM.



No. 50428728 10/24
© ORDNANCE SURVEY IRELAND/GOVERNMENT OF IRELAND

