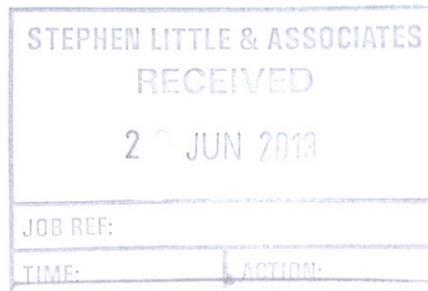
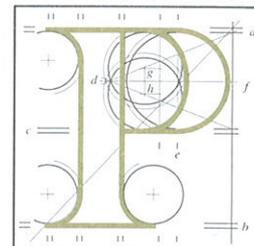


Our Ref: 06D.PC0155

Your Ref: Dun Laoghaire Cruise S.G.

An Bord Pleanála



Stephen Little and Associates,  
6 Upper Mount Street,  
Dublin 2.

25th June 2013

**Re:** Construction of a new Cruise Berth Facility at Dun Laoghaire  
Harbour, Dub Laoghaire, County Dublin.

Dear Sir/Madam,

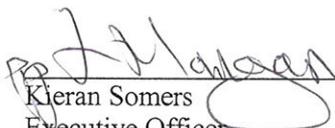
I have been asked by An Bord Pleanála to refer further to the above-mentioned pre-application consultation request.

Please find enclosed a copy of the written record of the second meeting of the **12th June, 2013** which is marked 'Private and Confidential' for your information.

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,

  
Kieran Somers  
Executive Officer  
Direct Line:01-8737107

Encls.

PC07.LTR



06D.PC0155

Record of the second pre-application consultation meeting between An Bord Pleanála and Dun Laoghaire Cruise Stakeholder Group in relation to the construction of a new Cruise Berth Facility at Dun Laoghaire Harbour, Dun Laoghaire, County Dublin.

- Venue: Offices of An Bord Pleanála
- Date: 12<sup>th</sup> June, 2013 (11 a.m.)

Present:

**Representing An Bord Pleanála**

Philip Green – Assistant Director of Planning  
Conor McGrath – Senior Planning Inspector  
Marcella Doyle - Senior Executive Officer  
Kieran Somers - Executive Officer

**PRIVATE &  
CONFIDENTIAL**

**Representing the Prospective Applicant (Dun Laoghaire Cruise Harbour Stakeholder Group)**

Gerry Dunne, Dun Laoghaire Cruise Harbour Stakeholder Group  
Richard Shakespeare, Dun Laoghaire Cruise Harbour Stakeholder Group  
Philip Cowman, Dun Laoghaire Harbour Master  
Paul O'Connell, Waterman-Moylan  
Annette Hughes, DKM  
Stephen Little, Stephen Little and Associates

- The meeting was chaired by Philip Green.

The Board referred to its previous meeting with the prospective applicant of the 10<sup>th</sup> May, 2013 and the record of same which was forwarded to the prospective applicant. The Board enquired as to whether the prospective applicant had any comments it wished to make regarding this record. The prospective applicant replied that it had one point of clarification it wished to make: in respect of the new berth's capability of taking two ships at the same time, the prospective applicant clarified that the berth would not have capacity for two 340 metre ships simultaneously. A smaller ship in the order of 220 to 260 metres could be catered for in the event of a 340 metre ship being berthed.

The Board informed the prospective applicant that it has had a meeting with the SID division of the Board since the time of the previous meeting. The Board informed the prospective applicant that the preliminary view of the Board is that the proposed development would constitute strategic infrastructure development. The Board also advised the prospective applicant that it intends to seek a meeting with Dun Laoghaire-Rathdown County Council in relation to the proposed development.

**Matters raised by the Board:**

The Board referred to other matters in relation to the proposed development as follows:

- The Board sought clarification from the prospective applicant regarding berthing arrangements for the proposed development. As per its comments at the beginning of the meeting, the prospective applicant confirmed that the new cruise berth would be capable of accommodating both a large 340 metre size ship and a smaller ship in the order of between 220 to 260 metres. It also stated that smaller cruise ships could be accommodated at the existing berth 4.
- The Board referred to the matter of the interaction and impact of the proposed development on existing harbour uses. Responding to this, the prospective applicant said that, in a general context, the number of swing moorings in the harbour is to be reduced both this year and next year irrespective of the proposed development. Swing moorings as a feature of the harbour will not be eliminated entirely but a reduction in the number of these it expects will facilitate more sailing/cruising activities. Noting this, the Board said that any link between the proposed development and reduction of swing moorings be addressed in the formal planning application. The Board emphasized generally that all constituent elements of the proposed development would have to be clearly outlined in a planning application. The prospective applicant made the point that there are a number of proposals for the harbour, as set out in the Masterplan, and that many of these will not be part of the proposed development the subject of the instant pre-application consultations.
- The Board alluded to the issue of the heritage value and structural integrity of existing piers. The prospective applicant replied that further studies have to be conducted on any impact on these resulting from the proposed development. These would address possible issues of wave action and undermining. It did not foresee any significant impacts or erosion arising from the proposed development.
- The Board mentioned that any visual impact in and across the harbour should be addressed in the planning application.
- Infrastructural impacts were raised by the Board particularly in respect of water supply to facilitate the operation of the proposed development. The prospective applicant said that a storage system might have to be constructed for the proposed development. An indicative demand of 40 tonnes of water / hour for a larger cruise ship while in port was identified. It said that there has been no technical discussion to date with water services regarding the proposed development. The Board said that consideration would have to be given to demand in a scenario whereby a number of cruise ships were berthed in the harbour at the same time. The Board also enquired as to how waste water would be dealt with. The prospective applicant replied that this issue is a self-contained one which the cruise ships deal with themselves. Waste water is treated by the cruise ships and any residue discharge occurs outside territorial waters. In respect of general waste disposal, the prospective applicant said that this is also self-contained and that cruise ships have incineration and compacting services on board.

- In respect of traffic impacts arising from the proposed development, the Board said that overall operations should be taken into consideration and that a conservative approach should be adopted. The prospective applicant outlined the general process involved as regards passengers disembarking from cruise ships and how tour operations are conducted. It said that typically such tours are staggered according to timetables and that high volumes of traffic do not tend to occur as a result of this. It said that more accurate assessments in relation to traffic impacts can be provided as part of the planning application. The Board commented that any traffic impact statement produced for an application should address such matters and also consider worse case scenarios.
  
- The Board referred to the matter of the proposed development's interaction with the proposal of Dublin Port, also the current subject of pre-application consultations. It referred to the criteria set out under section 37A(2) of the Planning and Development Act, 2000, as amended, and, in particular, asked if the proposed development would be of regional importance if another similar development were proposed in close proximity to it. The prospective applicant said that it had set out a preliminary view on this matter to the Board in its letter dated the 8<sup>th</sup> March, 2013 which accompanied the pre-application consultation request.

**Other matters:**

The Board reiterated that the prospective applicant would have to formally request closure of pre-application consultations before a formal SID determination would be made by the Board. It stated its opinion that the prospective applicant will need to carry out extensive survey work prior to the lodging of any formal planning application. It also said that it would not give formal planning application procedures to the prospective applicant at this point in time as further meeting(s) may be required.

The prospective applicant advised the Board of the following:

- The local authority plan referred to in the previous meeting will be available circa Autumn 2013.
  
- It has commenced dialogue with the National Parks and Wildlife Service; however, no formal meeting has taken place yet.
  
- It expects that a formal planning application will not be lodged until circa May/June 2014.

The prospective applicant said that it is still considering whether or not to request EIS scoping from the Board.

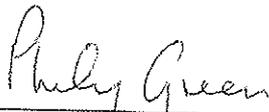
The Board enquired as to the nature of proposals to deal with material spoil arising from dredging. The prospective applicant said that a dumping-at-sea permit would most likely be required in this regard. Responding to the Board's query regarding contamination, it said that sediments in the areas to be dredged are generally clean.

**Conclusion:**

The Board repeated its intention to hold a meeting with Dun Laoghaire-Rathdown County Council in respect of the proposed development. It agreed to hold further meetings with the prospective applicant and the latter expressed its intent to reinforce its arguments regarding the regional significance of the proposed development.

The Board undertook to revert to the prospective applicant within six weeks approximately of the instant meeting regarding arrangements for a further meeting.

The meeting concluded at 11.55 a.m.



---

**Philip Green**  
Assistant Director of Planning