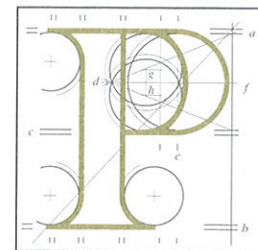


Our Ref: 06D.PC0155

Your Ref: Dun Laoghaire Cruise S.G.

An Bord Pleanála



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

25th April 2014

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

Dear Sir/Madam,

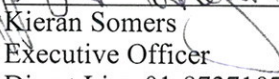
I have been asked by An Bord Pleanála to refer further to the above-mentioned pre-application consultation request.

Please find enclosed a copy of the written record of the meeting of the **11th April, 2014**.

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

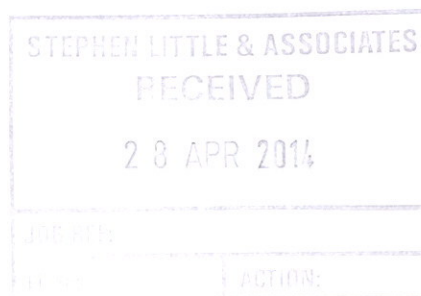
Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

  
Kieran Somers  
Executive Officer  
Direct Line: 01-8737107

Encls.

PC07.LTR



06D.PC0155

**Record of the third 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:** 11<sup>th</sup> April, 2014 (11 a.m.)

**Present:**

**Representing An Bord Pleanála**

Brendan Wyse – Assistant Director of Planning  
Conor McGrath – Senior Planning Inspector  
Diarmuid Collins – Senior Administrative Officer  
Kieran Somers – Executive Officer

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

Gerry Dunne, Dun Laoghaire Cruise Harbour Stakeholder Group  
Jim Clery, Waterman - Moylan  
Eleanor Mac Partlin, Stephen Little and Associates  
Stephen Little, Stephen Little and Associates

- The meeting was chaired by Brendan Wyse.

The Board referred to its previous meeting with the prospective applicant of the 12<sup>th</sup> June, 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 no comments to make. The Board also referred to its meeting with the local authority of the 2<sup>nd</sup> September, 2013. It said it would discuss this at a later time in the meeting

**Update by the prospective applicant:**

The prospective applicant provided the Board with an update on the project since the time of the previous meeting. It said that a public tendering process has been gone through since June 2013 and that a full design team and full EIS team is now in place. Generally, it has a target of making a formal application to the Board by June, 2014.

The prospective applicant said that 26 cruise ships are booked in for 2015. It said that this would represent in the order of approximately 100,000 passengers and crew. It said from a business point of view, this is a great opportunity as the market is heading towards very large cruise ships.

The prospective applicant also referred to the Ports Policy generally and said that a transfer of the harbour company to the local authority is to take place. Legislation in this regard is under preparation. The company is likely to remain a commercial entity with the local authority as a shareholder.

In terms of the harbour, the prospective applicant informed the Board that a number of swing moorings have now been relocated. It said that all of the swing moorings on the west side have been relocated into the area of the old harbour and that some on the east side have been relocated into the area of the marina. The net effect of this is that there is extra capacity on both east and west sides. It added that further relocation of swing moorings will take place on an incremental basis over the next few years.

The prospective applicant referred to the Grow Dublin Task Force which was launched in January 2014. It advised that this tourism strategy considers the broader geographical context of the city and its hinterland as a tourist destination and refers to the development of cruise tourism at both Dublin Port and Dun Laoghaire.

The prospective applicant said that tendering from cruise ships is not a viable long-term solution and that berthing is much more favourable and economically sustainable. It pointed out that adverse weather conditions can affect and even cause the cancellation of tendering. Additionally, tendering is more difficult for less mobile passengers.

#### **Other matters:**

The prospective applicant reported that consultations have taken place with the EPA and Dun Laoghaire-Rathdown County Council since the time of its last meeting with the Board. The prospective applicant has also met with the National Parks and Wildlife Service (NPWS). There is an SAC in the vicinity but none of the proposed works would occur within this site. Initial scoping of the EIS has taken place.

The prospective applicant said that some alterations have been made to the proposed development. The location of the berth and its configuration remain more-or-less the same. It has been moved slightly to the east in the order of approximately 20 to 30 metres. There is no requirement now for berthing on both sides of the proposed pier. In respect of the approach channel, the prospective applicant said that vessels will reverse out of the harbour. A turning circle will be provided just outside the harbour and, having completed this, cruise ships will then sail due east to deeper waters.

Dredging to a depth of 10.5 metres will involve a volume of 700,000 cubic metres of material. Some reinforcement of the West Pier roundhead may be required. The Board enquired as to where the dredge material will go. The prospective applicant advised that the nature and types of this material will have to be ascertained (i.e. gradings and particle size) to determine how it will be used. If dumping at sea is to take place, an EPA license in this regard will be required. The

prospective applicant said that alternative methods of use/disposal will have to be investigated. Reuse is the first preference of the EPA.

The Board said that the formal planning application should outline all other consents and licences required in respect of the proposed development.

In terms of land-side facilities, the prospective applicant referred to requirement for coach areas, taxis and shuttle buses amongst others. It said that the existing marshalling area for HSS Stena will be used.

### **Board queries:**

The Board mentioned the matter of water pressure and raised a worse-case scenario whereby several ships would be berthed at the same time. The prospective applicant said that a holding tank could be utilised in such a situation; however, it observed that the cruise ships have a huge capacity in terms of water storage and that they do not need to refill at every port.

In respect of the EIS, the prospective applicant said that underwater archaeological studies are on-going. It said that marine ecology surveys will commence shortly. These have all been scoped with the NPWS.

The prospective applicant advised that it is mindful of potential visual impacts and that a number of photomontages will be prepared. It advised that a typical large cruise ship would be of the order of 60 metres tall above the waterline (17-18 storeys equivalent).

Other users and activities within the harbour will also be addressed in the EIS.

The Board referred to its meeting with Dun Laoghaire-Rathdown County Council of September 2013. It provided the prospective applicant with a copy of the record. The Board remarked that traffic impacts would appear to be the local authority's greatest concern. It noted that the local authority recommended that Birdwatch Ireland and the Irish Whale and Dolphin Group be consulted with by the prospective applicant. The matter of community gain was also raised with the local authority at the time of the September 2013 meeting.

In respect of marine ecology surveys, which are to commence, the Board asked the prospective applicant if it is satisfied these would be of sufficient duration to take into account seasonal variations. The prospective applicant replied that it is currently satisfied in this regard but noted that the process will be an on-going one.

**Conclusion:**

The prospective applicant reiterated that the current target for lodgement of a planning application with the Board is June, 2014. Generally, there is a target for the proposed development to be operational by 2017.

Noting the prospective applicant's earlier remarks concerning transfer of the harbour company to the local authority in due course, the Board flagged this as a matter that would require clarification. The Board expected that these consultations with the prospective applicant would result in an application being lodged by the prospective applicant. Any change to this should be clearly set out. The Board added that the applicant should satisfy itself that it has the legal right to carry out any works in the harbour.

The onus is on the prospective applicant to request a further meeting. Procedures in relation to the making of a planning application will be given at this meeting if it is the final one.

The meeting concluded at 12.20p.m.



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**Brendan Wyse**  
**Assistant Director of Planning**

*25 April 2014*