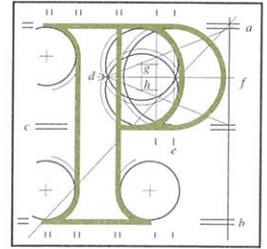


Our Ref: 06D.PC0155
P.A.Reg.Ref:

Your Ref: Dun Laoghaire Cruise S.G.

An Bord Pleanála



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

3rd March 2015

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 **sixth** meeting of the **26th February, 2015**.

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

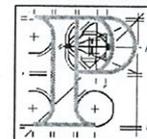
Encls.

PC07.LTR

STEPHEN LITTLE & ASSOCIATES
RECEIVED

5 MAR 2015

Our Ref:



Record Of Meeting

Case Reference/ Description	06D.PC0155 Construction of a new cruise berth facility at Dun Laoghaire Harbour, Dun Laoghaire, Co. Dublin.		
Case Type:	Pre-app consultation		
Meeting:	Sixth		
Date:	26 th February, 2015	11a.m.	
Location:	Conference Room		
Chairperson:	Philip Green		

Attendees:

Representing An Bord Pleanála

Philip Green – Assistant Director of Planning

Conor McGrath – Senior Planning Inspector

Marcella Doyle – Senior Executive Officer

Kieran Somers – Executive Officer

Representing Prospective Applicant

Gerry Dunne – Dun Laoghaire Harbour Company

Paul O'Connell – Waterman Moylan Consulting Engineers

Stephen Little – Stephen Little and Associates

Therese Langan – Dun Laoghaire-Rathdown County Council

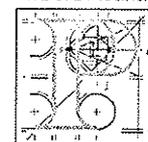
Grainne Shaffrey – Shaffrey and Associates

Don McManus – Dun Laoghaire Business Improvement District

STEPHEN LITTLE & ASSOCIATES
RECEIVED

5 MAR 2015

Our Ref:



Record Of Meeting

The meeting commenced at 11a.m.

The Board noted that the formal application procedures were given to the prospective applicant at the time of the previous meeting. It invited the prospective applicant to provide it with an update on the project since the time of the previous meeting.

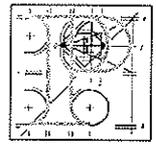
The prospective applicant said that the planning application will be made by the Dun Laoghaire Harbour Company on behalf of the Cruise Stakeholder Group, who are not a legal entity. This will be clearly indicated in the planning application. From an economic point of view it noted that a key objective of the proposed development is to integrate Dun Laoghaire town and harbour and it referred in this respect to the Grow Dublin policy of Failte Ireland. The prospective applicant indicated that this might be the last meeting required in this consultation process

The prospective applicant said that the current county development plan recognises the development of the cruise business and that the development of a high quality public realm at the seafront is an objective of the local authority. The prospective applicant said that many of the features which have been developed in this area will facilitate and enhance the experience for cruise line passengers. It also noted that the harbour company will eventually be integrated with the local authority.

The Board asked if there might be any change to the development plan and associated policies during the lifetime of the planning application. The prospective applicant replied that there would not be. Development in the harbour will be covered by the forthcoming Dun Laoghaire Local Area Plan. The Board advised that the harbour masterplan should not be presented in the application as a policy document of the planning authority. The Board advised the prospective applicant of requests for further information in respect of other port development applications before it. In particular it referred to proposed development at Dublin Port (case reference number 29N.PA0034), which relates to transport linkages and integration with the city.

The prospective applicant said that there have been some design evolutions since the time of its previous meeting with the Board:

- In terms of dredging, the prospective applicant said that there is no change.

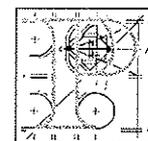


Record Of Meeting

- In terms of the berth structure, the prospective applicant said that there has been some design development, but that this is minor in nature. It said that such design development has been carried out to enhance the visual appearance of the berth.
- The prospective applicant said that additional uses for the berth, particularly during the off-season, are being considered. These would relate to use as a helicopter landing pad by the coastguard service and as a disembarkation point by the RLNI lifeboat. The prospective applicant said that discussions are on-going as to the feasibility of such uses. Noting this, the Board said that such uses might have implications for both EIA and AA. It said this could arise particularly in relation to noise impacts from helicopters.
- On the land-side part of development, the prospective applicant said that, arising from consultations with the local authority, it is now proposing further revisions with respect to coach parking and access/egress. Elements of these revised proposals include a widened pedestrian access and boardwalk along the marina/western side of the existing ferry standage area, and general improvements as regards footpath linkages. The pedestrian promenade would also facilitate use by occasional vehicles serving the cruise vessels. Twenty coach parking spaces will be provided within the existing ferry standage area, which will be incorporated into any future redevelopment proposals for this area as underground/covered parking. Coach parking for an additional 30-35 coaches will be provided on the slip road running alongside the railway. No coach parking will be required within the existing coal harbour car park. The Board advised that a full assessment of the coach manoeuvrings required to access this slip road will need to be clearly set out in the formal planning application. It said that the Board itself would need to be satisfied that such traffic movements would not cause a traffic hazard or give rise to a public safety issue and that this should form part of the submissions and the traffic management plan. The prospective applicant confirmed that any wall removed to facilitate such movements would not affect any protected structures.

As regards the proposed boardwalk, the prospective applicant noted that this will be west-facing and would provide an opportunity to enhance public amenity in the area. It said there would be no effects on the historic fabric arising from this.

Record Of Meeting



The prospective applicant said that the existing motorists lounge will be retained and will provide general facilities and serve as an information point. The HSS docking facilities will be removed. The prospective applicant also confirmed that access and egress to the cruise jetty will be controlled and that a new office/cabin will be required at the gates between the marina pier and the cruise jetty in this regard. It said that the proposed new boardwalk will be available for use at all times.

With respect to consultations, the prospective applicant provided an update as follows:

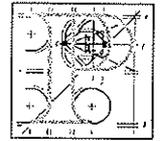
- Consultations with Dun Laoghaire-Rathdown County Council are on-going it.
- Further consultations have taken place with the EPA and the Marine Institute with respect to dumping at sea.
- With respect to marine archaeology, the prospective applicant said that underwater tests in relation to possible wrecks in the area have now been concluded and have revealed no issues in this regard.
- The prospective applicant said that a meeting is to take place shortly with the Department of Arts, Heritage and the Gaeltacht and will focus on the heritage setting of the harbour. The prospective applicant also confirmed that no impacts on the pier roundheads arising from dredging works are envisaged.
- The prospective applicant stated that consultations with the National Parks and Wildlife Service (NPWS) are on-going. It confirmed to the Board that a full Stage II Natura Impact Statement will accompany the planning application.

The Board for its part pointed out the importance of dialogue with the NPWS. The prospective applicant confirmed that the NIS would address cumulative impacts of dumping at the Beaufort Bank, with possible concurrent development and dredging/dumping works at Dublin Port.

As regards stakeholder consultation, the prospective applicant said that consultations with harbour users and the wider community are due to take place within the next 3 – 4 weeks.

Record Of Meeting

An Bord Pleanála



The prospective applicant confirmed that the National Diaspora Centre was not now proceeding as previously proposed and that an alternative use for the now vacant ferry terminal was required.

Conclusion:

The Board asked if any clarification was required as regards formal planning application procedures. The prospective applicant replied that there was not. The Board reminded the prospective applicant that it should not rely on the holding of an oral hearing and that any planning application should be as robust as possible.

The Board enquired as to the likely timing of the planning application. The prospective applicant said its current target is the end of April, 2015.

The Board asked if there will be a separate licence required for dredging works. The prospective applicant confirmed that there would be and that all separate consents will be set out in the formal planning application.

The prospective applicant indicated that they would await the written record of the meeting and outcome of on-going discussions with other bodies before writing to the Board to seek closure of the pre-application consultation process. The prospective applicant would, therefore, refer back to the Board in due course as to how it wished to proceed.

The meeting concluded at 11.55 a.m.

A handwritten signature in cursive script, reading "Philip Green", is written over a horizontal line.

Philip Green
Assistant Director of Planning

