

Report on Submissions received for the Dún Laoghaire Harbour Draft Masterplan and Draft Environmental Report

Dún Laoghaire Harbour Company

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1 Introduction

1.1 Background

Aims of the Masterplan

Dún Laoghaire Harbour Company (DLHC) is seeking to bring the 200 year progression of the development of the harbour to the next stage and realize the potential of the harbour as a major marine, leisure and tourism destination. DLHC wishes to enhance its attractiveness as a major gateway for tourists to Ireland, to extend the recreational and amenity value of the harbour, to promote investment in and to generate sufficient revenue from commercial operations to ensure the long term sustainability of the maintenance programme and marine facility that the Harbour provides.

The Masterplan has been commissioned by DLHC in order to:-

- position Dún Laoghaire Harbour as a major marine/leisure/tourism destination.
- enhance Dún Laoghaire's attractiveness as a gateway for tourists to Ireland by offering state-of-the-art berthing and terminal facilities to ferry and cruise operators at Dún Laoghaire Harbour.
- maintain and enhance the recreational amenity value of the harbour in the interest of all our stakeholders.
- promote investment in the harbour.
- generate sufficient revenue from commercial operations to secure the long term maintenance and development of the harbour and the Government guideline dividend figure for commercial state companies.

The Vision Statement for the harbour is:

“Dún Laoghaire Harbour will be recognised as an exciting marine, leisure and tourism destination of international calibre; one which elegantly integrates the local town with an historic 200 year old harbour, and which offers a striking blend of modern amenities mixed with a traditional marine ambience in a Dublin Bay setting, making it one of the most beautiful man-made harbours in the world.”

The Masterplan is a long term vision which will be carried out over a 15 to 20 year period and reviewed every 5 years.

Public Consultation

There are three principal phases of the public consultation process:

- Phase 1 – Undertaken between October 2010 and May 2011 prior to the preparation of the Consultation Masterplan. Views informed the preparation of the plan.
- Phase 2 – A Consultation Masterplan was placed on display in June 2011 and comments were invited from interested parties and stakeholders, which informed the Draft Masterplan.

Phase 3 – This is the current stage and is the final part of the public consultation process. It has involved placing on display the Draft Masterplan, Environmental Report, Appropriate Assessment and Architectural Heritage Management Plan for 4 weeks from 3rd August in accordance with the requirements of S.I 435 of 2004. This report considers in detail the submissions made and proposes changes to the Masterplan for adoption by the Harbour Company. The Final Environmental Report and SEA Statement also issues at this stage.

1.2 Phase 1 Public Consultation

Process

A total of 63 individual meetings with stakeholders and user groups were held between December 2010 and May 2011. These meetings happened in two stages. A list of those stakeholders consulted is included in Appendix I of this report. The process included

- Call for Ideas
- E-survey of views, which asked users to prioritise aspects of the harbour's activity under a number of different headings including: amenities, tourism; marine leisure; the local economy, heritage conservation; environment.
- Review of Phase 1 submissions and the E survey (over 500), feedback and analysis
- Preparation of the Consultation Masterplan.
- A dedicated website page for the Masterplan

Feedback and Analysis

The following is a brief summary of the analysis undertaken of the submissions:

a) E Survey

General priorities should recognise:

- that the harbour is visually beautiful;
- that the harbour is a nice place to visit in the evening and
- that the harbour is a tourist destination.

In relation to amenities at the harbour the themes scoring highest were:

- that the harbour is a family friendly place;
- where adequate parking is provided;
- where there are more recreational activities and
- where there are more public walk-ways and public spaces.

Where the local economy was concerned, creating more local jobs was a high priority for all respondents.

High priorities within the marine environment section focused on the blend of marine and tourism activities in:

- a place that has adequate facilities for sailing;
- a place where people can enjoy a wide range of water sports

- a place that is recognised as an international sailing venue

In relation to heritage & culture, top of the agenda was a place where:

- the contemporary built environment is in keeping with the Harbour's historic character
- the unique physical heritage of Dún Laoghaire is celebrated.

b) Stakeholder Meetings and Submissions – Issues and Responses

The principal issues raised in the written submissions/stakeholder engagement during Phase 1 of the consultation were:

Integration of the Harbour with the Town Centre: The harbour and the town centre are currently disconnected and any plan should effectively seek to integrate the two. This has been an objective of the Masterplan and it has sought to ensure this integration through providing an appropriate range of residential, retailing, leisure and cultural uses, in addition to improving pedestrian connections and enhancing the public realm.

Access to the Waterfront: Submissions indicated that access to the waterfront should be an important facet of the Masterplan. The Consultation Masterplan has sought to significantly increase waterfront access.

Cruise ship facilities: While it was accepted that cruise facilities had the potential to attract significant numbers of visitors, there was a need to ensure that it did not have adverse environmental impacts and did not adversely impact upon sailing within the harbour. Balancing these two objectives has been a key component of the Masterplan. In this regard, the centrally aligned pier proposed in the Consultation Masterplan is combined with the removal/relocation of swing moorings in the east and west bights to allow for unimpeded sailing on either side in enlarged areas.

Carlisle Pier and Visitor Attractions: The provision of major visitor attractions to enhance the local economy were acknowledged and suggestions included a maritime museum, genealogy centre, national aquarium, a train museum, Baily lighthouse museum and heritage centre. Submissions indicated that the Carlisle Pier was suitable for such a centre, but a number of submissions indicated that it should not be wholly covered with buildings, but also allow for open air event space and pontoons for super yachts. The Consultation Masterplan includes an International Diaspora Centre on the Carlisle Pier, with pontoons for superyachts and an open air event space adjacent to the proposed International Diaspora Centre .

Mix and Balance of Uses: Submissions suggested that marine activity should be focused in the west of the harbour and tourism/leisure in the east. The Consultation Masterplan sought to provide the appropriate balance catering predominantly for marine activities at the Gut, the Coal Harbour and west of St. Michael's Pier. In the Consultation Draft Masterplan there is a focus on leisure/tourism to the east of St. Michael's with cruise, ferry facilities, hotels, specialist retailing, restaurants (seafood) and the Diaspora Centre. Providing strong pedestrian links between St. Michael's and the East Pier was a concept within the Consultation Masterplan.

Parking/Transport: The submissions indicated that there was a need to have an integrated transport plan having regard to bus, road, DART services, etc.. In addition, there was a need to rationalize and manage parking in the area, in order to reduce surface parking. A detailed transport and traffic assessment was undertaken as part of the preparation of the Consultation Draft Masterplan. A significant quantum of surface parking would be removed and priority given to pedestrians and cyclists. A major underground car park is proposed as part of the St. Michael's Pier development. It will accommodate relocated public surface parking, in addition to catering for

the needs of new development. The key interchange between bus, car, taxis and DART will be adjacent to the DART station.

Cycle/Pedestrians facilities: Submissions suggested that there is a need for enhanced pedestrian and cycle facilities particularly along Marine Road. In addition to the proposed waterfront access and pedestrian bridges, the Consultation Masterplan proposed pedestrian connections to the town centre and the Gut.

Heritage and Conservation: The submissions indicated that the heritage value of the harbour should be recognised. Consideration should be given to reusing elements of the dismantled train shed at Carlisle Pier. In addition, there was a need to ensure that consideration was given to views from within and outside the harbour. A Heritage Management Plan has been prepared to accompany the Consultation Masterplan which includes reuse of elements of the former train shed. A detailed assessment of local and strategic views was undertaken as part of the Masterplan preparation.

The Gut: Suggestions included reduction in the pumphouse area, widening of access, a coastal walkway, boat storage, upgrading of facilities, an enclosed water lagoon off the West Pier, housing, commercial and office space. The Consultation Masterplan integrated a coastal walkway into its proposals and proposed a limited quantum of residential and boat storage facilities. The Gut is particularly sensitive to visual impacts and the scale and nature of development proposed reflects this. The widening of access to the Gut was considered in some detail, but following consultations with the local authority the widening of the existing access, which would have involved an element of land reclamation, was dropped. An enclosed water lagoon was not pursued as it had the potential to have a significant impact upon environmental designations in Dublin Bay and lay outside the Masterplan area.

Coal Harbour: Submissions indicated that there should be a focus on facilities for small boat owners, boat yard and maritime industry in this area. These points were reflected in the Consultation Masterplan.

Waterspace and Harbour Estate Management Issues/Ideas: A series of waterspace management issues were raised by stakeholders. These are predominantly issues relating to the ongoing management of the harbour waterspace.

Coastguard Cottages: The future use and preservation of the coastguard cottages was raised. They are protected structures and the Consultation Masterplan seeks to preserve them.

Renewable Energy and Sustainable Energy: Proposals were put forward for wind turbines, tidal and wave power, etc. Specific proposals were not included in the Consultation Masterplan, but a general policy objective was included in the Draft Masterplan to keep under review the opportunity for renewable energy initiatives.

Slipways/Moorings/boat storage: Submissions suggested that additional slipways, boat storage and pontoons be provided, particularly in the Coal Harbour area. This was illustrated in the Consultation Masterplan.

Individual Club/Facilities: A significant number of the user groups requested specific objectives in relation to expansion, relocation of facilities and new facilities. Some of these are specified in the Masterplan and are for further discussion between the relevant clubs and the Harbour Company. (See Appendix 1)

1.3 Phase 2 Public Consultation

Process

The next phase involved the following;

- Public notices and public display of Draft Masterplan for 6 days in June 2011
- Third set of stakeholder meetings over a 3 day period and grouped accordingly prior to public display.
- Review of Phase 2 submissions feedback and analysis
- Preparation of Draft Master Plan, Environmental Report, Appropriate Assessment and Architectural Heritage Management Plan

Feedback, Analysis and Input into Draft Masterplan

A detailed analysis of the submissions received at this stage was undertaken. A summary of the issues raised and how they were addressed in the Draft Masterplan are summarised as follows:

General: There was strong support in favour of the overall concepts underpinning the Masterplan and its objectives.

Open Space and Public Realm: It was widely accepted that the Draft Masterplan significantly improved public access to the waterfront and enhanced the public realm. There were no significant changes to these elements of the Draft Masterplan.

Irish International Diaspora Centre and Carlisle Pier: There was generally strong support for an international Diaspora Centre. Appropriate design was considered important. The Draft Masterplan did not provide a design of the building, but rather established the overall potential envelope. The provision of an International Diaspora Centre is an objective of the DLRCC Development Plan (SLO16).

Cruise ships: There was a mixed response to the Cruise Ship proposal, some acknowledging that it would bring tourism, activity and economic benefit, others expressing concerns about the potential impact upon sailing and marine leisure activities in the harbour. An integral part of the overall cruise liner pier proposal is the intended reduction in swing moorings (by provision of extra pontoon moorings). This will in fact liberate more area for sailing. The Draft Masterplan included an additional diagram illustrating additional sailing areas resulting from removal of swing moorings. The Draft Masterplan also included an objective (Strategic Objective 5) indicating that the provision of the Cruise facilities was subject to a feasibility study.

St Michael's Pier: There was concern regarding the height, bulk and massing of development on St. Michael's. Detailed consideration was given as to whether to amend the height and massing illustrated in the Draft Masterplan. Following a careful appraisal of important views and impact upon the skyline, it was considered that the proposed height (6 storeys maximum) would not adversely affect the character of the harbour, or impact upon any significant landside or sea views. These heights were carried forward into the Draft Masterplan.

The Gut/Coal Harbour: Submissions were generally favourably disposed towards the proposals relating to these areas. Residents of the coastguard cottages met with the CEO and a representative of the masterplan team were appraised of future plans for the area.

Residential: Concerns were raised in relation to residential accommodation within the harbour area. The concerns related to perceived privatisation of the harbour front, exclusivity and gated communities. The provision of residential accommodation within the harbour is considered by the Harbour Company to be an integral part of the Masterplan concept. Residential provides for the mainstay of a mixed use development, encourages activity throughout an 18 hour day and throughout 365 days in the year when sailing activities are not active. The Draft Masterplan illustrations emphasised that there was no residential proposed at ground level public realm on St. Michael's (thereby removing the potential for privatisation of the waterfront). The public realm will be safeguarded. Social and affordable housing would be required under Part V of the Planning and Development Act, thereby avoiding undue segregation.

Retail: There was some concern expressed at the potential impact of retailing on the viability of the town centre. Only a limited quantum of specialist retailing, which would not be in direct competition with the town centre, was proposed in the Draft Masterplan. Other submissions recognised that retailing is an essential element of the mixed use strategy which includes attracting visitors and tourists in all seasons.

Pool and Baths: There were mixed views on the proposed pool, particularly its relationship with the adjacent DLRCC Baths proposal. The viability of the floating pool will be kept under review having regard to the DLRCC Baths proposals. However, it was included in the Draft Masterplan as it is an important link in the necklace of waterfront leisure attractions.

Pontoons/Bridges in front of Royal St George's and the National Yacht Clubs: These concepts were included in the Draft Masterplan given the importance of the international Diaspora Centre and ensuring connectivity across the waterfront linking the different piers .

Swing moorings: The inclusion of new pontoon moorings in front of the National Yacht Club and in the old Harbour is considered essential to the management of the harbour waterspace and the accommodation of cruise ships.

Parking: The cost and availability of parking in the town and the harbour was criticised. A town-wide strategy for provision and charging regimes is required and should be part of the Local Area Plan. Parking is a source of income for the DLHC and the decline in car ferry activity has reduced the need for queuing space on St Michael's Standage. The Masterplan includes for parking to current standards.

Conservation/Heritage: It was generally recognised that the Consultation Masterplan had due regard to the heritage status of the harbour.

Funding: Concern was expressed by a number of submissions about the economic viability of the plan and that residential should not be used to cross-subsidise other elements. The commercial viability of the development projects indicated in the Masterplan is a matter for the Harbour Company and will not be detailed in the Masterplan.

1.4 Overview of Phase 3 Submissions

The submissions received in Phase 1 and 2 of the process have fed into the Draft Masterplan, as detailed above.

As indicated above a total of 16 submissions were received in Phase 3 relating to the actual Draft Masterplan. This Report contains

- a) A list of the persons and organisations who made submissions or observations (Appendix II)
- b) A summary of the issues raised and
- c) The response to the issues raised together with any changes required.

Each of the submissions has been read in full. A number of the submissions highlight opposing views on certain issues. One of the objectives of this report is to strike an appropriate balance between these opposing views, but also to consider how the interests of the proper planning and sustainable development can be ensured in the Harbour area.

1.5 Strategic Environmental Assessment

Section 3 of this report also is an addendum to the Draft Environmental Report of the Draft Dún Laoghaire Harbour Masterplan Strategic Environmental Assessment (SEA). It details the following:

- Responses to the submissions on the Draft Environmental Report which have been made during the period of public display of the Draft Masterplan and the Draft Environmental Report. Where required, updates to the Environmental Report as a result of these submissions are provided.
- The environmental consequences of relevant amendments made to the Draft Masterplan after the period of public display. These environmental consequences supplement the evaluation made in the Draft Environmental Report.

The Addendum detailed in Section 3 and the Draft Environmental Report constitutes the Final Environmental Report.

1.6 Format of Report

The submissions as received have been recorded and compiled in this Report. The main issues have been identified, grouped into main 'issue headings' and are summarised. There are 16 'issue headings' that accord broadly with the contents of the Draft Masterplan.

The report format is illustrated in the table below:

| |
|--|
| Issue 1 Main Issue Heading |
| Submission Nos. 1, 2, ..etc |
| Summary of Issues Raised in Submissions |
| Response |
| Decision to Change or Not to Change |

2 Principal Issues

2.1 Legal Status of Masterplan

Submissions

Nos.7,8

Issues

- The Task Force Report on Port Estates requires the submission of a masterplan every 5 years to the Minister for Transport, Tourism and Sport and the 20 year timeframe is reasonable.
- The Dún Laoghaire Rathdown County Development Plan SLO 13 indicates that a Masterplan prepared by the Harbour Company should be prepared and approved. The planning authority is obliged to secure its objectives and therefore the Masterplan upon adoption will secure statutory status. If it is the intention of the Harbour Company to propose the Masterplan as an input into the Dún Laoghaire Local Area Plan, there would appear to be no need for SLO13. It is the responsibility of the planning authority to prepare the Local Area Plan.
- It is unclear what assessment process will be applied and the web site indicates that the Draft Masterplan will be adopted on the 12th September. It is unclear what will happen after this.
- The Masterplan may be used by An Bord Pleanála when considering development in the Harbour under the Strategic Infrastructure Act.

Response

The Masterplan accords with the requirements of The Task Force Report on Port Estates.

It should be noted that DLHC did not draft SLO13 of the County Development Plan and can only interpret it as an independent party. The Masterplan has been prepared as a non-statutory plan with reference to the 2000 Planning and Development Act and in particular S9 (development plans), S18 (local area plans) or S168 (planning schemes). It has been prepared having regard to SLO13 of the Dún Laoghaire Rathdown County Development Plan, which states:

“To facilitate the continued development of the Harbour in accordance with a Harbour Master Plan to be prepared by Dún Laoghaire Harbour Board in close conjunction with the Planning Authority. Any approved Master Plan must adhere to the overall zonings, policies and objectives of the Development Plan.”

The Final Masterplan will be published on the 24th October 2011.

Under S37(A) of the Strategic Infrastructure Act 2006, an application for permission can be made to An Bord Pleanála for certain categories of port development. An Bord Pleanála ultimately determines which infrastructure falls under its remit. Furthermore, An Bord Pleanála will take into account a wide variety of matters when considering an application under S37(A) or an appeal submitted to it under S34 of the Act.

Decision to Change or Not to Change

Decision not to change.

2.2 Consultation and Process

Submissions

Nos. 1,8,12

Issues

- Inadequate time has been given to allow for submissions to be prepared.
- There is no indication as to whether an analysis of the submissions will be made publicly available.
- There is no disclosure of the extent of the consultations between the Harbour Company and the planning authority and whether this constitutes “close conjunction” as required by SLO13.
- The Water Wags submission suggests that they have not been properly consulted in the process as they are not mentioned in the Masterplan. St Michael's Rowing Club and the Sea Scouts are also of this view.

Response

The preparation of the Masterplan, has involved extensive consultation at all stages, as indicated in Section 1.2 of this report. In late June, we wrote to all stakeholders to communicate the next steps in the process, notably the 4 week statutory period for consideration of the Draft Masterplan, the SEA and the Draft Heritage Plan, all of which were put on the Dún Laoghaire Harbour Company website and made available for public inspection from 4th August until 31st August at the offices of the Harbour Company.

DLHC is not covered by the Freedom of Information Act and therefore it is at its discretion as to whether to make available this report.

There have been in excess of 75 meetings with stakeholders since December 2010, including user groups, interested parties, statutory authorities and Dún Laoghaire County Council.

The Water Wag's, St.Michael's Rowing Club and the Sea Scouts submissions, in addition to all other submissions from individual groups have been fully taken into account in this report and throughout the process.

Decision to Change or Not to Change

Decision not to change.

2.3 Compatibility with Dún Laoghaire Rathdown County Development Plan 2010-2016

Submissions

No(s).8

Issues

- The County Development Plan zones the Harbour Area “W – to provide for waterfront development and harbour related uses”. A number of the uses proposed (e.g. residential, enterprise, sports facility, specialist shop, café) are only open for consideration under the applicable zoning.
- Ironically, some uses are not permitted, including port terminal uses and leisure uses. It would be in contravention of the Development Plan.
- The Draft Masterplan does not have regard to the Draft Core Strategy, which specifically excludes the harbour area from the settlement hierarchy.
- It is not clear if the Draft Masterplan has regard to the Draft Building Height Strategy.

Response

A full analysis of the uses proposed which are permitted in principle or open for consideration under the current Development Plan zoning are considered in a separate document “Land Use Assessment Options”, which was prepared by MacCabe Durney Barnes in January 2011, which has been taken into account. Those uses that are open for consideration are uses which

“may be permitted where the planning authority is satisfied that the proposed development would be compatible with the overall objectives for the zone, would not have undesirable effects, and would otherwise be consistent with the proper planning and development of the area”

Ultimately it will be a matter for interpretation by the planning authority. However, the mix of uses has been prepared having full regard to the zoning provisions of the Development Plan, including a consideration of which uses are permitted in principle and which uses are open for consideration. In relation to the acceptability of those that are open for consideration, the preparation of the Draft Masterplan has been guided by the listed uses, but also by other provisions in the Development Plan including Section 4.3.1 of the Development Plan, which states inter alia:

“...The objective of this Plan is to protect the harbour for harbour-related uses, but not to confine permitted uses in the harbour to a degree that exclusively attracts those with an interest in active maritime recreation. There is a need to encourage public accessibility and to attract uses that cater for a broader spectrum of the population of Dún Laoghaire. Development that benefits from the coastal setting and that provide surveillance, vitality and a mix of uses with the harbour proper shall be encouraged as a means of revitalising the seafront.”

In this regard the Draft Masterplan proposed a mix of harbour/port facilities, maritime recreational facilities, in addition to tourism, hotel, recreational, leisure uses and waterfront residential, with specialist retailing and ancillary commercial development. This is in line with the objectives in Section 4.3.1. as outlined above. The DLHC does accept that certain uses proposed, such as leisure uses are not contained in the ‘permitted in principle’ or ‘open for consideration’ categories. However, it is considered that this is an anomaly within the current zoning for the area, as a leisure use is wholly compatible with waterfront development in accordance with Section 4.3.1.

This anomaly can be addressed in either the preparation of the Dún Laoghaire LAP, as a variation to the Development Plan or part of the review of the next Development Plan. It is not accepted that the proposed terminal facilities for both cruise liners and ferry operators do not fall within the permitted in principle uses, as these can be defined as transport depots within the definitions provided for in the Development Plan.

The Draft Masterplan has had due regard to the Draft Core Strategy of Dún Laoghaire Rathdown County Council, although this strategy is not yet adopted. In particular, page 24 of the Draft Masterplan indicates that the proposed Masterplan residential component is in accordance with the Core Strategy, which indicates that there is a need to provide for 2,715 units per annum up to 2022 and that priority will be given to infill and densification up to 2016 due to minimal infrastructure requirements. Dún Laoghaire Harbour is not excluded from the settlement hierarchy of the County.

Due regard has also been given to the Building Heights Strategy, which in effect leaves building height to be determined by the LAP.

Decision to Change or Not to Change

Decision not to change.

2.4 Development Volumes

Submissions

No(s). 8

Issue

- The Draft Masterplan does not specify development volumes for each of the different land uses proposed.

Response

The Draft Masterplan illustrates the location of different land uses and the building envelopes for different components of the plan area. For the residential component there are other detailed policies and Development Plan standards which will impact upon the volume of development that can be accommodated (e.g. open space standards, apartment sizes, etc). While there are no guidance/guidelines to indicate that the precise floor areas should be given at this stage, the final Masterplan provides an indicative range of floor areas for the different land uses proposed.

Decision to Change or Not to Change

Decision to include a summary table of indicative development volumes and proportion ranges.

2.5 Heritage and Conservation

Submissions

No(s). 1,8,9,10,13,15

Issues

- It is unclear if the proposals would accord with the designation of most of the Harbour area as a Candidate Architectural Conservation Area.
- The heritage status does not take account of the Water Wags which is the oldest one-design sailing dingy and the historical use of the Harbour for sailing.
- The high wall adjacent to the railway station is of heritage value and is not bleak or inactive as suggested on page 76. Its value should be reassessed.
- Consideration should be given to the reuse of the elements of the dismantled train shed.
- Skiff rowing in Dún Laoghaire Harbour should be recognised.

Response

The Draft Masterplan is accompanied by a Heritage Management Plan. Architectural heritage and conservation has been at the heart of the proposals outlined in the Draft Plan. Full regard has been had to the Candidate Architectural Conservation Areas (cACA) detailed in the Development Plan. It should be noted that the cACA in the Development Plan have not yet been confirmed and they will have to go through a further statutory process.

The sailing and rowing heritage of the harbour and the Water Wags are recognised as part of the heritage of the harbour. This is referred to on Pages 5 and 34 of the Draft Masterplan and all groups are recognised in the harbour user's diagram on page 47.

The high wall to the DART station is a protected structure. The word bleak is however inaccurate and should be deleted.

The reuse of elements of the train shed at the Carlisle Pier is addressed in the Heritage Management Plan and is also reflected in the Masterplan.

Decision to Change or Not to Change

Decision to delete word "bleak" on page 76.

Insert provision in the outline design code for Carlisle Pier to "ensure the appropriate re-use of elements of the dismantled former train shed".

Opportunity F on Page 67 to include reference to "consultation with St. Michael's Rowing Club".

2.6 Overall Urban Design, Scale and Massing

Submissions

No(s). 1, 3,5,6,10,12

Issues

- Tall buildings will have an impact upon sailing vessels in the harbour.

- The overall height bulk and massing of the development would be visually obtrusive, particularly on St. Michael's Pier.
- A 4/5 storey hotel on St. Michaels would contribute to the town.
- The Carlisle Pier development should be a maximum of 2 storeys in height.
- Concern is expressed that 6 storeys on St. Michael's would be exceeded.

Response

No buildings over 6 storeys in height are proposed. These do not constitute tall buildings. None of the buildings are close to sailing areas of the harbour nor are expected to have a significant effect on sailing in these areas. Specific impacts will be considered as projects are designed for planning purposes.

Careful consideration has been given to the visual impact of the proposed structures, particularly on the Gut, the Green Space adjacent to Irish Lights, St. Michael's Pier and the Carlisle Pier. It is not considered that there will be any adverse impact upon the visual amenities of the area, and the detailed visual impact of specific proposals will be considered as projects are designed at the planning application stage.

The support for a hotel on St. Michael's Pier is noted.

The scale of development on the Carlisle Pier is modest. A two storey structure may appear visually weak and would not be sufficient to accommodate a major visitor attraction of international significance. Nonetheless, the building's height and scale will be capped due to the bearing capacity of the pier structure.

The scale and massing indicated on the plan would not be exceeded.

Decision to Change or Not to Change

Decision not to change.

2.7 Views

Submissions

No(s). 7,8

Issue

- The proposals could adversely impact upon the protected views along Crofton Road and Queen's Road.
- Views from the yacht clubs would be adversely affected.

Response

An analysis of the protected views has been undertaken as part of the preparation of the Draft Masterplan. The Harbour Company is satisfied that these views will not be adversely affected.

Views from the yacht clubs are not protected, and due consideration will be given to the visual impact of specific structures in front of the yacht clubs at the planning application stage.

Decision to Change or Not to Change

Decision not to change.

2.8 Cruise Liner Facility

Submissions

No(s). 2,4,7,8,9,15

Issues

- The economic viability of a cruise liner facility is queried having due regard to other possible locations.
- The facility is premature pending the preparation of a feasibility study.
- Dredging has potential impacts upon the piers.
- During the summer months cruise liners will occupy the berth 50% of the time. The 350m long pier will dissect the harbour and impact upon sailing opportunities for small craft and particularly sailing boats. It will adversely damage the harbour as a local, national and international sailing arena.
- The existing harbour is a safe environment for a wide variety of sports, particularly small sailing boats used by children. With the relocation of east and west bights swing moorings, there is a 450mx550m area for sailing.
- At up to 17 storeys in height and accommodating up to 5,000 persons and 2,300 crew cruise liners will have an adverse visual impact upon the character of the harbour. It will disconnect different areas of the harbour.
- There will be significant wind shadow effects from the cruise liners.
- The cruise liner facility will conflict with the Dublin Bay Race activities, particularly during the departure times of the vessels.
- The facility may well become redundant leaving the legacy of a large pier dividing the harbour.
- The cruise liner facility should be relocated to berths 1, 3 or 4.
- The proposed facility should be omitted from the Masterplan.
- It will impact upon rowing routes.

Response

Strategic Objective 5 states that it is the policy of the Harbour Company to:

“ Accommodate cruise liner facilities, having regard to the needs of other harbour users, potential environmental impacts and the feasibility of providing such facilities.”

It is appropriate to model strategic objective 5 and its impacts within the Masterplan. The facility will only be promoted if there is a robust economic and business case for it. A key consideration in the promotion of a cruise liner facility is to provide local attractions to encourage passengers to visit Dún Laoghaire town centre. There is significant synergy offered by a Diaspora Museum and by specialist retailing, restaurants and bars within the harbour area. It is intended that these complementary and supporting uses would encourage cruise passengers to migrate up towards the town centre, with the potential associated ensuing beneficial effects for local shops and businesses. It will be important to balance and coordinate the needs of local marine leisure activities with those of the cruise liners, as the economic and recreational benefits which these users bring to the harbour is also recognised. It will contribute to the City's and region's tourism infrastructure by providing a high quality international tourism facility.

The full environmental impacts of the project cannot be determined at this stage, as it has not yet been designed. This can only be effectively done at the planning application stage. The level of environmental assessment provided in the Draft Environment Report is appropriate to the level of detail provided in the Draft Masterplan. Environmental issues, such as impact upon the piers, the ecological impact of dredging and wind impacts will all be assessed at the project design stage.

It is, however, reasonable to consider the issue of the impact upon the overall integrity and character of the Harbour at this stage. The Harbour is of undoubted architectural and heritage value. Traditionally the Harbour has accommodated large vessels (e.g. HSS), albeit in a slightly different location from that proposed. However, the Harbour has had to evolve and adapt to new shipping requirements and opportunities to maintain its fundamental role as an operational port/harbour. The proposed cruise liner terminal is a further means by which its overall integrity as a harbour and its character as an operational port can be secured. Facilities do become redundant over time, but they can be adapted, reconstructed or removed as required. This is illustrated by the fact that the ferry terminal facilities are to be reconfigured as part of the Draft Masterplan proposals. A cruise liner facility may have a finite lifespan, but can be adapted or removed in due course.

Undoubtedly, large cruise liners will have a significant visual impact when they are berthed in the Harbour. However, such a significant visual impact can be positive, reinforcing Dún Laoghaire's image as a destination harbour with strong associations with marine leisure and tourism facilities. In the event that ferry services are significantly downgraded in the Harbour, the cruise liner proposal would replace them reinforcing its sense of maritime identity. Furthermore, any visual impact will only be temporary and associated with the event of a cruise liner docked in the Harbour.

Berths 1,3 or 4 are of an inadequate size to cater for most cruise liners and are not in the correct position to facilitate large liners.

With the removal of swing moorings, there will be adequate space on either side of the cruise pier facility to race. There will be adequate space on either side for in-harbour racing and junior sailing. Rowing routes can also be altered and accommodated within the reconfigured harbour area. It should be noted that for all other east coast harbours (e.g. Howth and Wicklow), all winter dingy racing is outside the harbour walls.

Decision to Change or Not to Change

Decision not to change.

2.9 Residential Development on St. Michael's Pier

Submissions

No(s). 4,5,9,10

Issue

- Residential development should not be provided on St. Michael's Pier as it is not a civic use and is of excessive scale relative to the other elements.
- Residential development would privatize the area.

Response

The residential component on St. Michael's Pier is a key element to promoting a mixed form of development which contributes to an 18 hour presence and all seasons' presence in the harbour, ensuring an active and lively environment. It is a use that is integral to most successful waterfront developments.

The residential component would be above ground floor along public routes. There would be no privatization of the waterfront or the ground plane public domain associated with the residential development.

Decision to Change or Not to Change

Decision not to change.

2.10 Carlisle Pier and the International Diaspora Centre

Submissions

No(s).5, 7,8,10

Issues

- A number of the submissions welcomed the proposed International Diaspora Centre.
- The area of the Carlisle Pier will limit the size of the International Diaspora Centre.
- There are questions regarding funding and whether it can attract 1m visitors. Will it attract 80 cruise ships per year? The Guggenheim Museum attracted less than 1m visitors per annum in 2010 with a larger catchment than Dublin.
- The Carlisle Pier can be used for berthing of significant visitor boats.

- Up to 50% of the Carlisle Pier should be retained as event space and should be used for camper van, boat trailer parking, or temporary accommodation.
- A slipway is required. Pontoon Dockage and access ramp should be provided.
- The event space adjacent to the Disapora Centre, at 2,500sqm is too limited in area.
- The clearance of buildings from the Carlisle Pier has opened up views over the harbour and water from Queen's Road, which are protected views in the Dún Laoghaire Rathdown County Development Plan.
- Wind shadow impacts of any building on the Carlisle Pier have to be considered.

Response

The general support for the concept of an International Diaspora Centre is noted. A preliminary review of the requirements for an international Diaspora Centre and ancillary uses indicates that a floor area of c8,000 sqm would be adequate to cater for the overall needs. The Carlisle Pier, which previously accommodated a substantial structure, is capable of accommodating a building of this size in a 3 storey equivalent structure. The International Diaspora Centre would be part of an overall package of attractions to the harbour area, which would also include specialist retailing, bars, restaurants and other leisure facilities. The International Diaspora Centre will not merely be a genealogical information centre, but will also provide an Irish history exhibition and be a multi-cultural hub. It will not rely solely on the passengers from cruise liners, but will also cater for Irish visitors, overseas tourists, school groups and newly arrived immigrant communities. The architectural design will set a benchmark for living culture centres.

Precise funding of the Diaspora Museum is not a matter for this Masterplan. A detailed feasibility study will be undertaken as the project progresses.

A target of 1m visitors per annum is a realistic target, given that the Guinness Storehouse and Dublin Zoo attract in excess of 700,000 visitors per annum.

Berths 2, 3 and 4 will accommodate small cruise vessels.

The suggestion that the Carlisle Pier be used for camper van parks and trailer parking is wholly at odds with the vision for the Harbour and Carlisle Pier. One of the key purposes of the Masterplan is to remove and manage unsightly low level usage activities from key waterfront locations and provide a high quality public realm with significant visitor attractions.

The DLHC is satisfied that the quantum of event space adjacent to the proposed International Disapora Centre will be adequate to serve as a useable space. This space is one in a series of such event/open spaces along the waterfront and spill-out space can, on occasion, be accommodated along the Harbour Road. Furthermore, it should be noted that this space has increased in size due to feedback received since the Consultation Masterplan was put on public display.

The Environmental Report does not address the detailed impacts of the individual projects, as this will be a matter for any required Environmental Impact Statement accompanying any planning application.

It is not accepted that a slipway is required from Carlisle Pier, but pontoon dockage and access is indicated on the Draft Masterplan. This area is to cater for larger superyachts and act as a main visitor attraction. Facilitating significant small boat traffic will result in undesirable conflict of users. Such small boat users wishing to launch vessels will be able to use proposed facilities in the Coal Harbour area and the Gut.

The wind shadow impact of a 3 storey equivalent building on the Carlisle Pier is likely to be minimal, particularly when consideration is given to the fact that there was a previously existing 2 storey equivalent structure on the Pier. Any application for a structure on the Pier would be accompanied by a wind shadow assessment.

The protected views in the Development Plan have been taken into account in the preparation of the Draft Masterplan.

Decision to Change or Not to Change

Decision not to change.

2.11 Waterfront Public Access, Pedestrian Bridges, Walkways

Submissions

No(s). 2, 6, 7, 8,12

Issues

- If the main Piers are included in the calculation of accessible waterfront, only 7% of the waterfront is inaccessible, compared to the 40% detailed in the Draft Masterplan. Other submissions commend the attempt to maximize access to the waterfront.
- The retractable pedestrian bridge between the East Pier and the Carlisle Pier in front of the National Yacht Club (NYC) presents significant difficulties in relation to access for boats. Would there be boat or pedestrian priority and would they be mechanically or electronically operated? During the summer months boat traffic to the NYC is constant. The bridge threatens the very viability of the club. Bridges tend to be closed for the majority of time owing to the cost of opening them.
- The pedestrian bridge in front of the Royal St. George Yacht Club (RSGYC) renders the inner harbour inoperable. Existing access from the road would be removed. A pedestrian route through the club is unacceptable. The view from the club would be obscured and the standage area adjacent would have to be fenced off. The use of the area is governed by the clubs' leasehold interest and the Harbour Company cannot implement the proposal.
- Waterside access should be promoted on the Carlisle and St. Michael's Piers.
- It will be difficult to improve waterside access in the Gut and Coal Harbour areas.
- Security and health and safety issues are not addressed in the Plan.

- The walkway by the Irish Lights will compromise the safety of buoy production and the ability to lift them into the water.

Response

In suggesting that only 7% of the waterfront is inaccessible rather than the 40% indicated in the plan, one of the submissions includes the extensive East and West Piers totalling 4,127m. To include the Piers is misleading as this is not a waterfront interface with the main urban land area. The critical inaccessible waterfront is that which is contiguous to the land. While it is understandable for users to attempt to preserve the waterfront for their sole and exclusive use, this is not in accordance with the proper planning and development of the harbour. The objective of integrating development with the waterfront and enhancing public access and the public realm all contribute to the overall vision for the Harbour as a vibrant and attractive area for all to visit. If appropriately done both existing and future users can maximize the amenity and recreational value of the waterfront. The combined yacht clubs' submission indicates that public access to the waterfront should be promoted on the Carlisle and St. Michaels' Piers particularly for the launching of boats. This appears to indicate a preference for access to all other waterfront areas which do not directly relate to them, but restricting access directly in front of their own club houses. This does not reflect the vision of maximizing access for all users to the maximum extent of waterfront possible. The objective is to maximize access to the waterfront for all users.

The pedestrian bridge linking the East Pier with the Carlisle Pier gives rise to the conflict of two objectives. On the one hand the bridge provides the opportunity to improve pedestrian movement along the waterfront linking the East Pier, with Carlisle and onwards to St. Michael's Pier. This bridge would be openable or retractable, although the cost and feasibility of undertaking this is unclear at this stage. The issue of priority needs to be considered. The provision of the bridge has implications for access to the resulting inner basin in front of the NYC. The submissions indicate that the boat movement to this area is continuous during the summer months, which would be further reinforced by the relocation of the swing moorings to a pontoon within the basin. The question arises as to whether in achieving one of the aims of the plan (i.e. improved pedestrian movement along the waterfront) that another objective (i.e. safeguarding the operation of one of the yacht clubs and other moorings) is fundamentally compromised. The issue of the operation of inshore and offshore RNLi services from the resulting inner basin also needs to be considered. As it is not possible to determine the order of these priorities at this stage, and whether competing objectives can be satisfactorily resolved, the Final Masterplan should include a dotted line illustrating the link, although the text should indicate that it would be subject to further detailed assessment over the lifetime of the plan having regard to the needs of all users.

The establishment of a pedestrian access between St Michael's Pier and Carlisle Pier should be considered over the lifetime of the plan. This would deliver an explorable tourist loop and improve pedestrian access to the proposed Carlisle Pier destination attraction. The plan for such a pedestrian link would take full cognisance of the operational requirements of the Royal St George Yacht Club and other harbour users.

No individual user is entitled to "a view" as suggested in one of the submission. The issue of security and delineation would need to be addressed at the detail project stage.

Specific proposals for waterside access in Gut and Coal Harbour areas are contained in the plan.

It is unclear how a pedestrian walkway would compromise safety adjacent to the Irish Lights. Pedestrian movement can easily be curtailed during periods of lifting of buoys.

Security and health and safety issues will be addressed as usual at the detailed planning application stage.

Decision to Change or Not to Change

Decision to retain dotted illustration of bridge linking the Carlisle with the East Pier, although the text should indicate that it would be subject to further detailed assessment over the lifetime of the plan having regard to the needs of all users.

Decision to omit illustration of bridge in front of the RSGYC between St. Michael's Pier and the Carlisle Pier, but include text indicating that the link would be further explored over the lifetime of the plan.

2.12 Public Realm, Squares and Event Space

Submissions

No(s). 1,5,7,8

Issues

- The reclamation of the area adjacent to the green space between the Royal Irish Yacht Club (RIYC) and the Irish Lights Building is not feasible, as the area occupied by two pontoons is in the ownership of the RIYC.
- The green area should be considered sacrosanct as it is the only grassed area in the harbour estate. It should not be developed for residential or leisure.
- The area in front of the RSGYC should not be used as public event space, as the club has a lease on these lands. When the bridge to the car ferry was constructed, the hardstanding and slipway outside the alignment of the bridge was provided by the Harbour Company. The bridge fell into disrepair and now the entire area is used as an extended area for the storage of boats. Boats are moved around using forklift trucks. It is unclear whether the space inside the new bridge/pedestrian way is public event space. Access for cars with trailers to the boat storage on the outside of the line of the pedestrian bridge would not be possible as it would have to cross under the pedestrian bridge.
- Water Wags boat storage will be lost on the hardstanding in front of the RSGYC.
- Markets and other events should be relocated from other venues.
- The swimming pool by the East Pier would spoil the view from NYC and would duplicate the local authority's proposal for a similar facility.

Response

The issue of landownership is separate from this masterplanning framework. The existing green space is underused and effectively a left over space. The realignment of the waterfront provides a better relationship with the water's edge, enhancing public access and improved the public realm. The moorings which it would displace are a poor utilization of this space.

The provision of a building(s) adjacent to the space allows for passive surveillance of the space. Building use adjacent to public open space is important in terms of providing the appropriate level of surveillance. There will be no net loss of public open green space. There is potential for enterprise use and marine related leisure in a building(s) adjacent to the existing public green space. The final Masterplan should change the use emphasis from residential to commercial and/or marine use.

The scale, massing and precise footprint of buildings adjacent to the green space is a sensitive issue, not least because of their impact upon the adjacent protected RIYC building and the unique Irish Lights Building. It should be noted that these views are not currently protected in the County Development Plan, however the team has developed the proposals in this area to further minimize the visual impact to these unique structures

The suggestion that the event space in front of the RSGYC is not workable owing to a long lease is not of particular relevance to the subject Masterplan, which is a planning framework document. The issue of ownership should be dealt with separately. The nature and type of event space and any future pedestrian link between St. Michael's Pier and the Carlisle Pier will be the subject of further discussions with RSGYC.

The relocation of interim markets and events from other venues will be explored.

No user is entitled to a view and the vista from NYC is not protected in the Development Plan. In the event that the Council's pool proposal proceeded, there would be reduced demand/need for the subject proposed pool.

Decision to Change or Not to Change

Insert reference to "Facilitating enterprise use and marine related leisure in a building(s) to the east of the Commissioner for Irish Lights Building".

Decision to omit illustration of bridge in front of the RSGYC between St. Michael's Pier and the Carlisle Pier, but include text indicating that the link would be further explored over the lifetime of the plan.

Designs for Green space have been developed to minimize impact on non-protected views.

2.13 Moorings, pontoons, Berths, Boat Storage

Submissions

No(s).1,7, 8,15

Issues

- The Draft Masterplan does not explain how the removal of the swing moorings from the east and west bights to the a pontoon in front of the NYC will be achieved, or how the pontoon will be accessed. Issues of security are not addressed.
- The proposed pontoon and bridge structure in front of the NYC would require the removal of the existing moorings and the breakwater/dock facility owned by the NYC.

- There is a request for summer storage in front of the yacht clubs to be preserved.
- The removal of St. Michael's Clubhouse would leave this club homeless.
- The proposed Marina in the Coal Harbour would not work owing to impact upon water users.
- Boat storage at the Coal Harbour is essential.

Response

Full details of the proposed pontoons by the East and West Piers are not provided in the Masterplan, as these will require a detailed design feasibility study which will be developed in consultation and liaison with all stakeholders.

Specific clubs/facilities (e.g. St. Michael's Rowing Club) will not be removed until/unless suitable alternative premises are provided.

The day-to-day function (marine and waterspace management) of running the harbour is not within the remit of the Dún Laoghaire Harbour Masterplan.

The future requirements for boat storage at the Coal Harbour are recognised, and are matters that will be addressed in an estate management capacity. Temporary structures will be replaced by permanent structures as part of the public boatyard re-organisation.

Decision to Change or Not to Change

Decision to retain dotted illustration of bridge linking the Carlisle with the East Pier, although the text should indicate that it would be subject to further detailed assessment over the lifetime of the plan having regard to the needs of all users.

Comment no.24 of Page 66 of the Draft Masterplan to be extended by "including rowers and other marine users"

2.14 Navigation, Marine Safety and Waterspace Management

Submissions

No(s). 1,7,15,16

Issues

- Waterspace management needs to cater for different cost facilities, including expensive marina facilities, mid expense swing moorings, and cheaper launch facilities for smaller boats. The submission queries how the relocated swing moorings users will be able to afford marina moorings.
- The focus for water sports activity is at the Old Harbour and the Gut area. This part of the harbour is inaccessible for boat users and water sports activities and road access is constrained.
- The submission proposes an open sea lake outside the harbour.

- It is unsafe to restrict racing to only half of the harbour area, which has occurred since 1887. The Water Wags are located in the middle of the harbour and not in the Marina.
- When wind speeds are in excess of 10 knots it is not safe to sail outside the harbour.
- The use of the Gut has limited value for rowers.
- Naval vessels could be accommodated at a number of the berths.
- Refurbishment of berths to accommodate Irish Navy vessels should be considered.

Response

The needs of different categories of users will be taken into account in the future management of the waterspace. The relocation of the swing moorings is a key part of the Masterplan, as it allows for more effective use of the waterspace within the harbour piers for sailing and other watersports activities. The removal of the swing moorings and relocation to a pontoon adjacent to the East Pier constitutes a better management of the waterspace. It is also associated with the Cruise Liner Facility as it will allow for a greater body of navigable water on either side of the proposed pier. The existing swing moorings at the east and west Bights represent a poor use of this important amenity.

The focus of watersports in the Gut and Old Harbour and Coal Harbour serves to reinforce their existing role and function. It is not considered that these are too inaccessible for users. More central areas within the Harbour area should be more fully utilized for higher value uses and activities.

A sea lake outside the West Pier would impact upon environmental designations and falls outside the scope of this Masterplan.

Safe prevailing weather conditions, which determine whether it is safe to sail inside or outside the harbour is not a matter for the Masterplan, but rather a management issue.

The operational requirements of individual rowing clubs and the Navy will be fully considered along with other users in future waterspace and estate management proposals.

Decision to Change or Not to Change

Decision not to change.

2.15 Economic Impacts

Submissions

No(s). 1, 6, 8, 9,11,12

Issues

- There is a recognition of the need to ensure the economic viability of the Harbour, whilst managing the existing and future needs of users. It is however dependent upon general economic growth.
- The economic viability of the International Disapora Centre and Cruiser Liner Terminal/Facility needs to be considered in advance of the Masterplan.
- It is recognised that commercial car ferry has an uncertain economic future, but its potential should not be abandoned.
- No boat builders, sailmakers or marine support industries could afford to locate in the harbour.
- Retailing would have a devastating impact upon the town centre.
- The existing ferry service should be retained.
- No costings of the proposals are provided.

Response

Strategic Objective 5 states that the Cruise Liner Terminal Facility would be the subject of a feasibility study. Strategic Objective 20 states a Disapora Centre will be developed. It is common practice in the preparation of Masterplans and local area plans for certain projects to be included, subject to feasibility studies. The Masterplan has a 15-20 year timeframe and if it proves not to be feasible to deliver either the Disapora Museum or the Cruise Liner Terminal/Facility within this time frame these projects can be deleted or replaced in the 5 year review of the Plan.

It is an aim of the Masterplan to support marine related industries. Rents determined between landlord and tenant are a property matter and not one for the Masterplan.

The retail provision associated with the waterfront development is specialist and niche retailing catering for tourism and lifestyle activities. It would not in any way threaten the viability of the town centre and would complement its provision. There will be synergy, as opposed to competition with the town centre.

The capacity for the car ferry and related standage is retained in the Masterplan at berth 5, St. Michael's Pier.

The commercial viability of the development projects indicated in the Masterplan is a matter for the Harbour Company and will not be detailed in the Masterplan.

The Harbour Company will review the viability of individual projects as and when they come forward for development.

Decision to Change or Not to Change

Decision not to change.

2.16 Other Issues

Submissions

No(s). 11

Issues

- The building design is of poor quality and does not reflect the granite used in the harbour.

Response

The buildings illustrated in the Draft Masterplan are only illustrative and do not represent the final design.

Decision to Change or Not to Change

Additional sketch views will be provided in the final Masterplan for illustrative purposes.

3 Strategic Environmental Assessment

3.1 Introduction

This is the addendum to the Environmental Report of the Draft Masterplan Strategic Environmental Assessment (SEA).

It details:

1. Responses to the submissions on the Environmental Report which have been made during the public display of the Draft Masterplan and the Draft Environmental Report. Where required, updates to the Environmental Report as a result of these submissions are provided.
2. The environmental consequences of relevant amendments made to the Masterplan after the first period of public display. These environmental consequences supplements the evaluation made in the Draft Environmental Report.

It is noted this section supplements the Draft Environmental Report, and should be read in conjunction with that report. This section, combined with the Draft Environmental Report, constitutes the Final Environmental Report.

3.2 Consideration of Submissions

Submissions

No(s). 8,10,13,14

Issue

- The proposed Cruise Liner facility could potentially impact upon the piers and the Environmental Report indicates that this will be the subject of a separate study. The full environmental impacts of the Masterplan have not been assessed.
- The environmental impact upon Scotsmans Bay in relation to fish breeding and habitat for sand eel population should be taken into account.
- The Mitigating Measures in the Environmental Report and the AA should be included in the Final Plan.
- Dún Laoghaire Rathdown County Council is not a prescribed body for the purposes of Article 13 of the 2004 Regulations.

Response

The Environmental Report does not address the detailed impacts of the individual projects, as this will be a matter for any required Environmental Impact Statement accompanying any planning application.

The submission in relation to the Scotsman's Bay is noted, and it is considered that the Environmental Report addresses this.

The Dún Laoghaire Rathdown County Council submission is noted.

Decision to Change or Not to Change

Decision not to change.

3.3 Environmental Consequences of Amendments

There are no significant environmental impacts resulting from any of the amendments made.

Appendix I – List of Stakeholders Consulted in Phase 1 & 2

Stakeholder Meetings December 2010- September 2011

Meetings pre Christmas 2010 (Stage 1- briefing)

- Minister Barry Andrews TD
- Senator Eugene Regan
- Sean Barrett TD
- Cllr. Stephen Fitzpatrick
- Alistair Rumball, Irish National Sailing School
- Mr. Peter Beamish, Royal Alfred Yacht Club
- Mr. Patrick Blaney, Royal St. George Yacht Club
- Mr. Peter Ryan, National Yacht Club
- Mr. Peter Kaye, Dún Laoghaire Motor Yacht Club
- Mr. Henry Leonard and Vice-Commodore, Royal Irish Yacht Club
- Mr. Hal Ledford, Dún Laoghaire Rathdown Chamber of Commerce

Meetings January 2011(briefing)

- Cllr. Mary Mitchell O'Connor
- Eamon Gilmore TD
- Cllr. John Bailey
- Cllr. Richard Boyd Barrett
- Mr. Stuart Ruttle & Capt. Kieran O'Higgins, Commissioners of Irish Lights
- Mr. Declan McDonnell and colleagues, Sea Scouts
- Mr. Steve Conlon, Irish Marine Federation
- Minister Ciaran Cuffe TD
- Ocean divers (Brian Murphy & Co)
- Mr. Frank McDonald, Irish Times
- Dún Laoghaire Business Association
- RNLI (Stephen Wynne & Colleague)
- Mr. Patrick Blaney –Royal St George Yacht Club
- St. Michael's Rowing Club
- Mr. Noel Bryan and colleagues, CHUG
- Cllr. Donal Marron
- MGM Boats (Gerry & Martin Salmon)
- Water wags (Vincent Delaney)
- Telephone briefing conversations with Cllrs Victor Boyhan, Jane Dillon-Byrne and Carrie Smyth

Meetings February 2011 Stage 2

- Mr. Michael Chadwick, Dún Laoghaire Marina
- MGM boats
- Irish National Sailing School
- CHUG
- Dún Laoghaire Chamber of Commerce
- Dún Laoghaire Motor Yacht Club
- Mr. Kyran O'Gorman

- Genealogical Society
- Ocean divers
- Irish Marine Federation
- Water wags
- Waterfront Group
- Ms. Mairead Mehigan, An Taisce

Meetings March 2011(Stage 2)

- St. Michaels Rowing Club
- Dún Laoghaire Business Association
- Sailing in Dublin Club
- Heritage Council
- Commissioners of Irish Lights
- Sea Scouts
- Mr. George Duncan, Mr. Bobby Creedon (Fishermen)
- Mr. Alistair Rumball
- Mr. John M McLoughlin
- Fine Gael Councillors
- Mr. Brendan Henderson
- Mr. Patrick Blaney: Royal St George Yacht Club and Combined Yacht Clubs
- Cllr Cormac Devlin

Meetings April 2011 (Stage 2 contd)

- Mr. Michael McGrath, Mr. Terry Doyle, Stena Line
- Labour Party Councillors
- The Waterfront Group

Meeting May 2011 (Stage 2 contd)

- Mr. Owen Keegan (County Manager) & Ms. Kathleen Houlihan (Director of Services)
DLRCC
- Coastguard Cottage residents

Meetings June 2011

A series of Stakeholder group preview meetings were held to which all stakeholders met previously—including local councillors and TDs - were invited. Individual meetings were held with:

- Coastguard Cottages on-site (4 residents)
- Minister Eamon Gilmore TD
- Minister Jimmy Deenihan TD
- Minister Leo Varadkar TD
- Sandycove Residents Association

Phase 3

Meetings July 2011

- Chairman and DEO of DLHC , Mr. Neil Deely Metropolitan Workshops, Mr. Peter Coyne, Combined Yacht Clubs

- Mr. Patrick Blaney , Mr. Peter Ryan
- Telephone contact with St Michael's Rowing Club and Sea Scouts

Meetings August 2011

- Mr. Patrick Blaney, Royal St George

Meetings September 2011

-
- Cllr Patricia Stewart
- St Michael's Rowing Club

Stakeholders were briefed at various stages throughout the process via the DLHC website, email, public advertisement and eltter.

Appendix II - List of Submissions Phase 3

1. The Water Wags
2. The Commissioner of Irish Lights
3. Ms. Zita Grace
4. Ms. Mary McKenna
5. Mr. Noel Kidney
6. P.A. Ó hEocha
7. Dún Laoghaire Combined Clubs
 - Dublin Bay Sailing Club
 - Dún Laoghaire Motor Yacht Club
 - National Yacht Club
 - Royal Alfred Yacht Club
 - Royal Irish Yacht Club
 - Royal St. George Yacht Club
8. Dún Laoghaire Combined Yacht Clubs (separate submission by Auveen Byrne & Associates for those listed under 7 above).
9. Mr. Paul O'Hanrahan
10. Mr. McGrath via e mail
11. Mr. William Shepard
12. Sandycove and Glasthule Residents Association
13. The Department of Arts, Heritage and the Gaeltacht
14. Dún Laoghaire Rathdown County Council
15. St.Michael's Rowing Club
16. The Irish Navy