



ROYAL ST GEORGE YACHT CLUB

DUN LAOGHAIRE CO. DUBLIN

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Cruise Stakeholders Group

C/O

Gerry Dunne, the Dun Laoghaire Harbour Company
Don McManus, Chairman the Business Improvement District Office, 64 Patrick Street
Richard Shakespeare, Dun Laoghaire Rathdown County Council

Dear Sirs,

The public consultation period presented by the project proposers is inadequate to enable proper public participation and meaningful consultation with all interested and all affected parties. Less than 2 weeks is provided for the public. Yet the documents available reveal that the Harbour Board has been in discussions with An Bord Pleanála since 2013, almost 2 years, and the drawings and other particulars now disclosed also date back to 2013. This approach is discourteous to the public and to all stakeholders and this also is contrary to principles involved in proper planning and sustainable development. We would ask that an extension of time be granted to allow for meaningful contributions to be made.

This submission is made on behalf of the flag officers and members of the RSGYC. We endorse the submissions made by the Dun Laoghaire Combined Clubs and the Water Wag Club. We welcome this opportunity to contribute to a proposal intended to benefit the town of Dun Laoghaire and its people.

We support in general the Dun Laoghaire Harbour Masterplan and look forward to greeting cruise liners to Dublin Bay. Their passengers and crew will always be welcome in the harbour.

We are conscious of our position as keepers of Ireland's proud heritage, occupying a building of national historic significance located in a harbour that is unique in the world. Accordingly, we have reservations concerning the proposal to dissect the harbour for the accommodation of floating structures of megalithic proportions.

Here are some of our reservations:

- This project is too large for the scale and complexity of the harbour into which it is trying to be fitted. The facility, as presented, would seriously imbalance, disrupt and seriously and irreparably damage long established recreational, leisure and commercial activities in Dun Laoghaire Harbour and environs, both marine and landside based. The proposal presented, therefore, would be contrary to the proper planning and sustainable development of the harbour and environs.

- The project is a material contravention of the Dun Laoghaire County Development Plan 2010-2016 and also a material contravention the Dun Laoghaire Urban Framework Plan.
- The scale of the proposed facility is contrary to the Dun Laoghaire Harbour Master Plan. The Master Plan speaks of a possible new Berth 5 for visiting cruise ships in the same general location of the harbour where this proposed project now is to be sited. The Master Plan Berth 5 was indicated to cater for visiting cruise liners of up to but not exceeding 300 metres length and the proposed new berth was indicated at 350 metres total length to include quayside and manoeuvring areas.
- What now is put forward is a proposed new dedicated berth of 435 metres of quayside plus manoeuvring space to cater for larger cruise ships of 340 metres length and upwards based on the drawings now published. The scale of what is now proposed would significantly adversely impact on all existing long established leisure and recreational activities in the harbour to the serious detriment of all amenities and users.
- The proposed project, even in a reduced scale and form is premature pending provision of the essential infrastructure proposed for the Harbour and Environs in the Harbour Master Plan.
- No Environmental Impact Statement is available to enable detailed technical assessment of all likely significant effects on the marine environment.
- Traffic and transportation requirements and the impact of the nature and scale of the proposed development would lead to serious traffic congestion. The peak hours for embarkation ([6-8am](#)) and departure ([5-7pm](#)) of cruise ships coincide with the AM journey to work and school trips and also conflicts with the PM peak for the evening commute in Dun Laoghaire, thereby resulting in serious traffic congestion of the already overloaded local road network.
- The harbour is the most important venue for youth sail training and international sailing events in the 32 counties of Ireland and as such is a vital touristic resource. It cannot survive in competition with these plans.

These are only a few selected observations but we hope they will be persuasive in helping the Harbour Company to focus on the present visitation arrangements. While a landing berth may be ideal for a cruise liner we believe attention should be fixed on what is ideal for the people of Dun Laoghaire and the users of its magnificent harbour. The present tendering arrangements meet that objective and we commend them to you.

Yours faithfully,

Justin McKenna
Commodore