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MACCABE DURNEY BARNES

TOWN PLANNING | URBAN ECONOMICS & DESIGN

The Secretary
An Bord Pleanála
64 Marlborough Street
Dublin 1

6th March 2014

Re: Alexandra Basin Redevelopment Project

- Redevelopment of Alexandra Basin West including demolition of part of North Wall Quay Extension and its reconfiguration, new quay walls, dredging as well as remediation of contaminated materials, infilling of Graving Dock No.2, provision of new berths and conservation measures including the excavation of Graving Dock No.1 and the construction of an interpretive centre on North Wall Quay Extension.
- The infilling of Berths 52 and 53 at the eastern end of the Port and the provision of new landside and berthing facilities.
- Dredging of the approach channel and provision of a marina protection structure to the north of the Poolbeg Yacht, Boat Club and Marina.

All at Dublin Port, Alexandra Road, Dublin 1.

Dear Sir/Madam

I wish on behalf of my clients Dublin Port Company (DPC) of Port Centre, Alexandra Road, Dublin 1 to apply for a 10-year permission for the above proposed development under Section 37E of the Planning and Development Act as inserted by the Planning and Development (Strategic Infrastructure) Act 2006 and amended by the Planning and Development (Amendment) Act 2010 and the Environment (Miscellaneous Provisions) Act 2011. A fuller description of the proposed development is set out in the Public Notice and a complete description is set out in the documentation accompanying the application including the drawings and the EIS.

The application is for a 10-year permission given the extensive nature of the proposed development, the seasonality of the substantial dredging works and the requirement to keep the Port fully functioning (which will require careful staging of elements of the work).

The proposed development comprises approximately one third of the projects set out in the Dublin Port Masterplan 2012-2040.

The project is designed to address capacity constraints forecast to emerge in line with an improvement in the State's economy. It is set within the requirements in the Government's *National Ports Policy* which places a responsibility on Dublin Port Company as a Tier 1 Port of National Significance to lead the development of future port capacity in the medium to long term.

Fergal MacCabe, B Arch, Dip TP, FRIAI, FIPI

Terry Durney, Dip Arch, Dip TP, FRIAI, MIPI

Jerry Barnes, BA, MA, MSc, MPhil, MRICS, ASCS, MRTPI, MIPI

There has been significant increase in the number of cruise ships and passengers visiting Dublin and that increase is forecast to continue with the widespread growth in cruise business. At present cruise vessels are moored for the most part on Ocean Pier West within Alexandra Basin West amongst cargo vessels. DPC wishes to locate them at new more suitable multi-purpose berths at North Wall Quay Extension beside the interface with the City. This will have the advantage of providing an improved environment for cruise passengers but importantly allows the City and Port to re-connect in a visually strong manner. In addition the location of cruise vessels to the new multi-purpose berths will significantly increase the cargo handling capacity at the redeveloped berths at Alexandra Basin West. Dublin owes its origins to being a port city and modern goods handling and international security standards have had the effect of disconnecting the two, the proposed development offers the opportunity to reverse this disconnection.

The proposed development has been formulated in the light of the Board's refusal of permission for a 21 hectare extension of the Port- the *Gateway Project*. This was refused permission because that development was partially located with a proposed SPA and involved a permanent loss of wetland habitat and the Board considered the significance of the loss of the wetlands and benthic food resource had not been adequately established. DPC decided therefore to avoid any direct impact on the SPA area and confined the proposed development to the existing Port.

DPC's proposal in relation to Community gain is imaginative, tangible and well-funded. It involves the permanent transfer of Port lands on Bull Island in perpetuity to the City Council as well as financial assistance (€0.2m) towards the preparation of study for a visitor centre and masterplan for the island and a further provision of €1.0m over a 10-year period for provision of services and facilities identified as a consequence of the study and masterplan.

Some of the proposed development takes place within parts of the Foreshore area under the control of the Minister for the Environment, Community and Local Government and attached is a letter from the marine section setting out their consent.

The proposed development has been formulated and iterated following extensive consultation with relevant parties and has been informed by environmental and planning considerations. A comprehensive set of documentation accompanies the application including the Planning Report, EIS, Natura Impact Assessment, engineering and architectural drawings.

The development is critical to Ireland's role as a trading nation and is in the interests of the proper planning and sustainable development of the area. It is commended to the Board and DPC Looks forward to receiving the Board's permission.

Yours Faithfully

A handwritten signature in dark ink, appearing to read 'Terry Durney', is written over a horizontal line.

Terry Durney