

# Proposed New Cruise Berth For Large Cruise Ships at Dun Laoghaire Harbour

Public Consultation

# Why this briefing

- The Dun Laoghaire Cruise Stakeholder Group is moving towards finalisation of its plans for a new cruise berth at Dun Laoghaire Harbour.
- The plans will be submitted to An Bord Pleanála as a strategic infrastructure project.
- This public consultation process is designed to give members of the public an insight to the proposed development.
- Feedback will be accepted on the plan over the two week consultation period and it will be considered in the context of the final plan for submission.

# Cruise Berth Promoter

- Dun Laoghaire Cruise Stakeholder Group established in 2010 to develop Dun Laoghaire as a cruise destination
- Dun Laoghaire Cruise Stakeholder Group comprises:
  - Dun Laoghaire Rathdown County Council
  - Dun Laoghaire BID Company
  - Dun Laoghaire Harbour Company
- The Planning Application for the Cruise Berth will be submitted by Dun Laoghaire Harbour Company on behalf of the Dun Laoghaire Cruise Stakeholder Group.

# Dun Laoghaire and Cruise Business

- Dun Laoghaire Harbour Masterplan identifies the need to develop strategies to ensure the long term future of the harbour, in view of the declining importance of ferry traffic. Development of cruise business is identified as one of the opportunities to be pursued.
- Dun Laoghaire is designated as a marine tourism port under the Government’s National Ports Policy, and the development of the cruise business fits into this framework.
- The first cruise call to the Harbour was welcomed at the Carlisle Pier in 2012 (“Quest”, passenger capacity 52)
- A further 9 cruise calls have been received at the Carlisle Pier since 2012, with 4 additional calls scheduled for 2015.
- The Carlisle Pier can only accommodate small cruise ships, up to 150m in length and 5m in draft. This size of ship typically has a passenger capacity of up to 300.



*“Serenissima” at Carlisle Pier, 2013*

# Dun Laoghaire and Cruise Business

- In 2012, Old Pier Tender Berth was developed as an interim measure, offering a tendering service to large cruise ships anchored in deep water outside the Harbour.
- The Queen Mary 2 and Queen Elizabeth cruise ships of the Cunard Line called to the Harbour in 2013 as a result of the tender berth facility being available.



*Old Pier Tender Berth*



*Queen Mary 2, Dublin Bay, 16 May 2013.*

# Dun Laoghaire and Cruise Business

- For the 2015 cruise season, a total of 22 cruise ship calls are expected at Dun Laoghaire, with 4 of these being small cruise ships that will berth at Carlisle Pier, but the remaining 18 visits being large vessels 300m or greater in length that will anchor in deep water outside the Harbour and use the tender berth.
- Total capacity of the cruise ships scheduled for 2015 is expected to be up to 100,000 passengers and crew.



*Royal Princess, scheduled for Summer 2015*

# Need For The Project

- Cruise industry is an important and growing sector of the tourism market.
- Cruise ships are getting bigger in size, offering more facilities to passengers, but requiring deeper water and longer berths to accommodate them. Over 50% of new ships on order are over 300m long.
- Ireland has lagged behind other European countries in developing facilities to attract cruise operators to include Ireland on their itineraries.
- Direct berthing facilities to cater for 300m+ ships are only available at Cobh at present.
- A direct berthing facility offers much greater security from weather disruption, and is much preferred for passenger disembarkation/embarkation, when compared to a tender facility.
- The proposed new berth at Dun Laoghaire Harbour is being designed to provide a dedicated berth that can accommodate cruise ships up to 340m in length.
- The success of Dun Laoghaire Harbour in attracting 18 very large cruise ship calls while only offering a tendering facility, clearly demonstrates the potential for cruise calls to Dun Laoghaire if a dedicated direct berth facility were to become available in the future.

# Economic Benefits of the Project

- Direct harbour charges for use of the berth.
- Expenditure by disembarked cruise passengers and crew.
- Payments to excursions operators by cruise companies.
- Expenditure by cruise companies for local supplies while in the harbour (fresh flowers, some food items, newspapers, various chandlery items etc.)
- Expenditure by Irish residents attracted to the Harbour to view the cruise ships.
- Value of this expenditure is dependant on volume of cruise business generated.
- Employment aspects of the above expenditure: it is estimated that for every €1million spent, 17 Fulltime Equivalent jobs (mainly in the accommodation and food services, retail and recreation sectors) will be generated.
- At least 30% of the additional expenditure and resultant employment that the cruise berth would generate is estimated to accrue to the Dun Laoghaire area.
- Expected expenditure by passengers/crew in 2015 estimated to be €7m.



# Planning Route

- Section 37B(1) of Planning & Development Act 2000 as amended states:  
*“A Person who proposes to apply for permission for any development specified in the seventh schedule **shall**, before making the planning application, enter into discussions with the Board in relation to the proposed development.”*
- Section 37B(7) of the Act states:  
*No application for permission in respect of a development referred to subsection (1) shall be made to a Planning Authority unless or until Notice is served under subsection (4)(B) in relation to the development.*
- The Seventh Schedule, referenced above, includes any development of a new quay that is over 100m in length as a development which must be discussed with An Bord Pleanála, and for which a notice must be served by the Bord as to whether the development is to be regarded as Strategic Infrastructure for the purposes of the Planning Application.

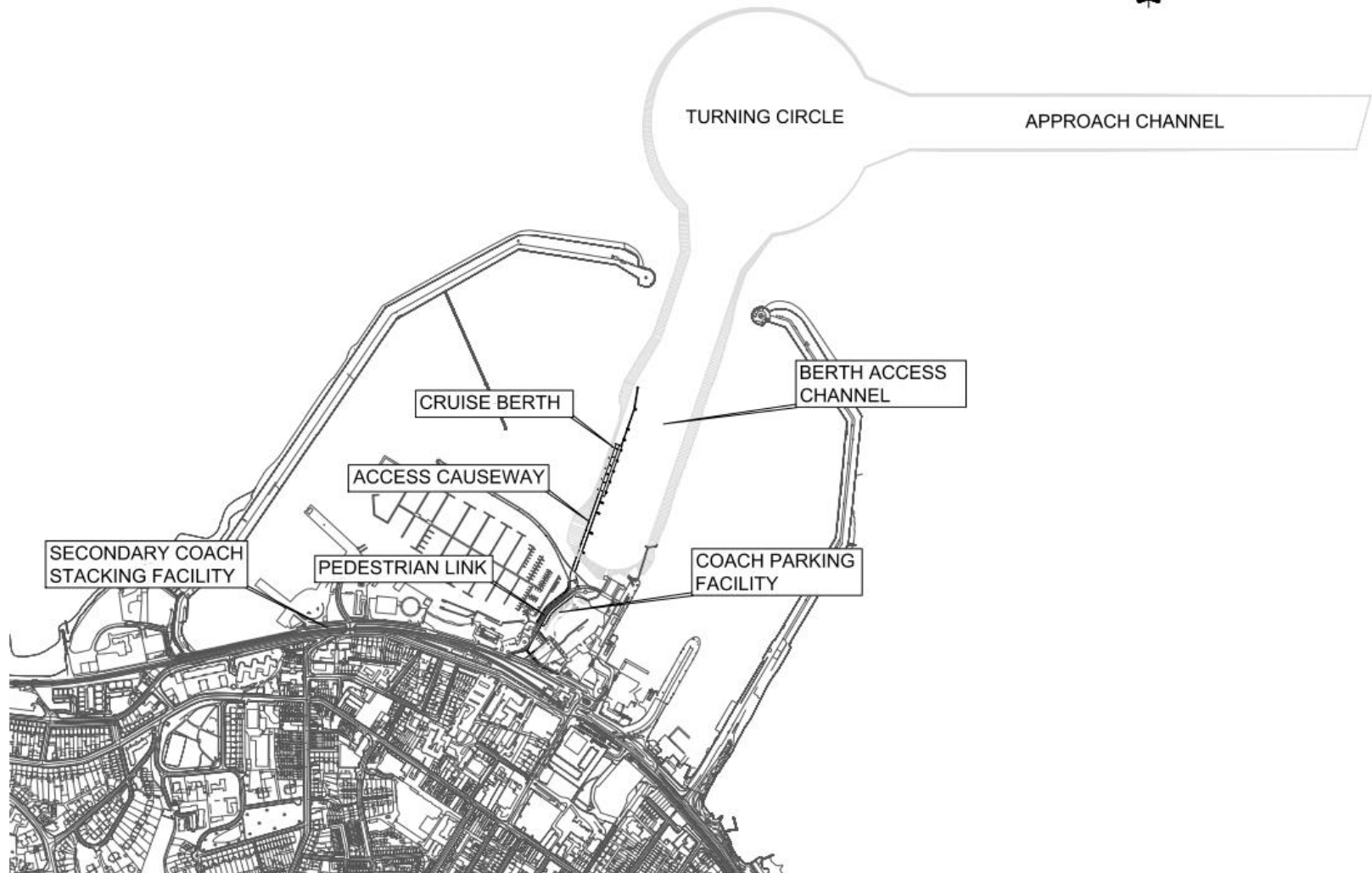
# Planning Route

- Initial consultations regarding the project were held with the Bord in May 2013.
- Following these initial consultations An Bord Pleanála (ABP) provided preliminary confirmation that it regards the project as Strategic Infrastructure.
- Consultation has continued with ABP as the project has developed, and has only recently concluded. Formal confirmation from ABP that the planning application for the project must be submitted directly to ABP as Strategic Infrastructure Development is expected imminently.
- Under a Strategic Infrastructure Development application, the application documentation is circulated to a list of Statutory Consultees, as dictated by ABP, and is made available for inspection by the public.
- Observations and submissions on the Application may be made by Statutory Consultees and the public to ABP.
- ABP may request Further Information from the Applicant, and may decide to hold an Oral Hearing.
- Once a decision on the Application is issued by ABP, there is no right of appeal.

# The Proposed Project

- Dredged **Approach Channel** approximately 1,200m long located north of the harbour and running on an approximately east-west alignment.
- **Turning Circle**, 500m in diameter, centered approximately 400m north of the Harbour entrance.
- Dredged **Berth Access Channel** approximately 850m long from the turning circle, through the harbour mouth, to the proposed new berth.
- New 390m long **Cruise Berth** consisting of a centrally located 120m long quay and 4 no. large tubular piles to both the north and the south of the quay, extending 435m northwards from the East Marina Breakwater.
- 185m **Access Causeway** connecting the quay to the shore at the East Marina Breakwater (west of the current HSS Berth).
- High quality **Pedestrian Link** from the access causeway to the Ferry Terminal Plaza, including a new public boardwalk facing west overlooking the Marina
- **Coach Parking** facilities, taxi, minibus and car hire facilities within the existing marshalling area for the Stena HSS ferry.
- **Secondary coach stacking** facility using the lay-by under Coal Quay Bridge.

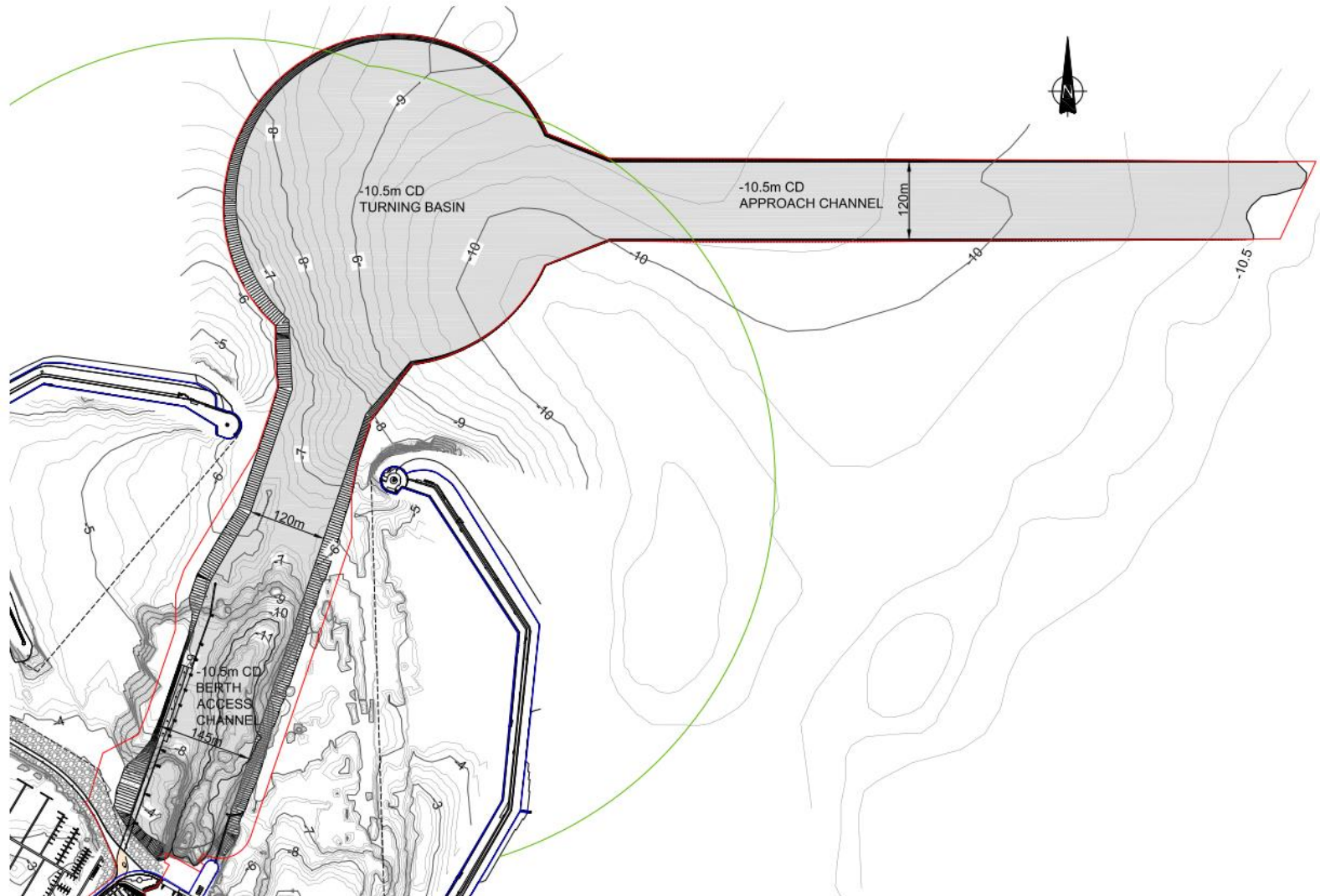
# The Proposed Project



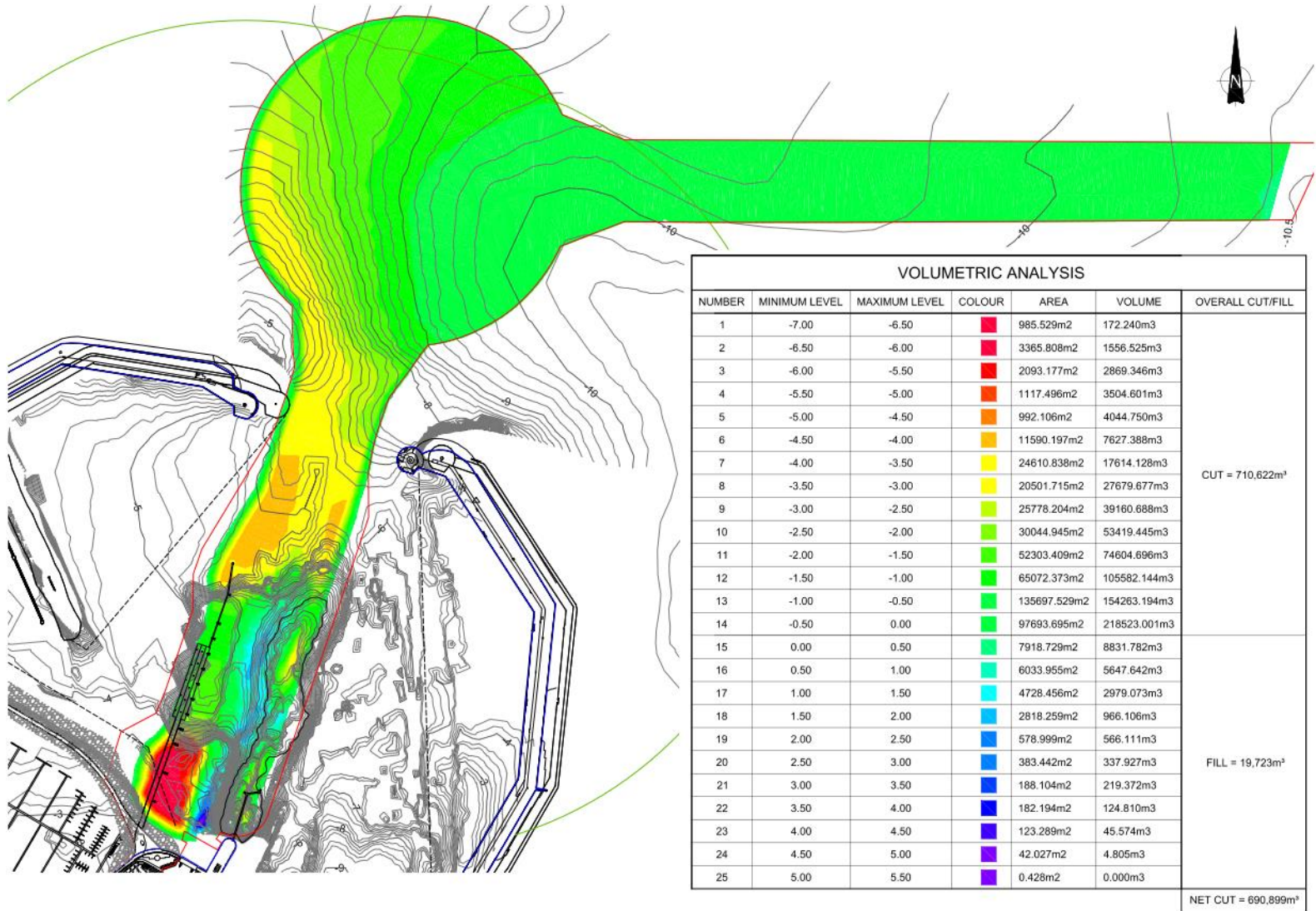
# Marine Side Proposals - Channel

- Width of channel 120m, widening to 145m at the berth.
- Dredged depth of channel -10.5m CD
- Volume of dredged material approximately 710,000m<sup>3</sup>
- Disposal site for dredged material is existing Burford Bank Disposal Ground (subject to separate Dumping at Sea Permit from EPA).
- Dredged slope protection to be provided in front of East Marina Breakwater toe.
- Proposed Channel Navigation markings – virtual buoys rather than physical buoys, except for marker buoys at entrance to channel, east of the harbour.
- Clearance between edge of Berth Access Channel and roundheads at the Harbour entrance will be 55m either side. For a typical ship, clearance will be almost 100m either side.
- Under normal operation, cruise ships will turn in the turning circle and come stern first onto the berth, and will steam bow first away from the berth.

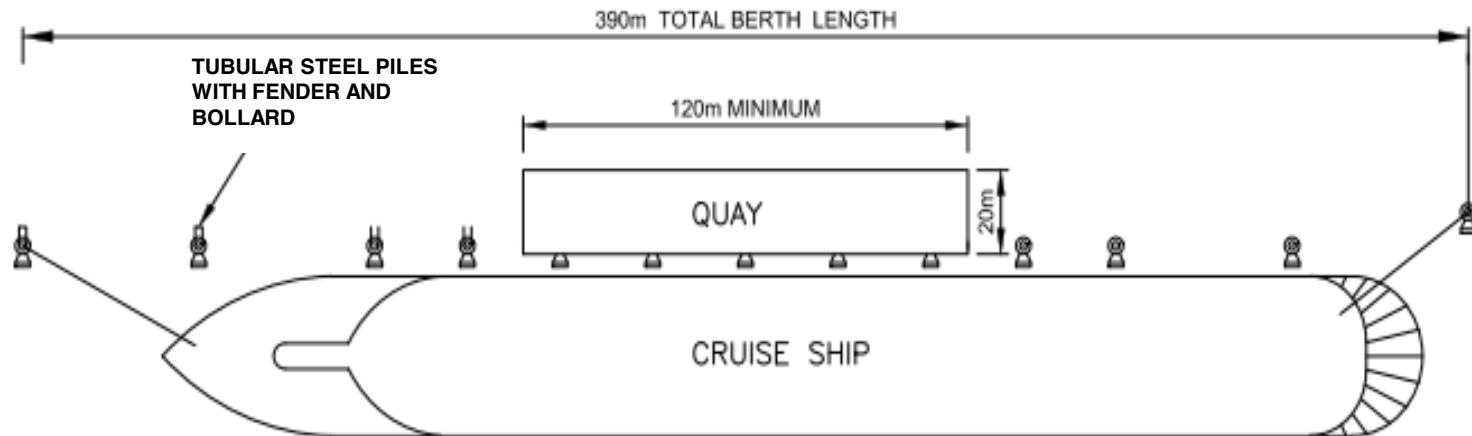
# Marine Side Proposals - Channel



# Marine Side Proposals - Channel



# Marine Side Proposals - Berth

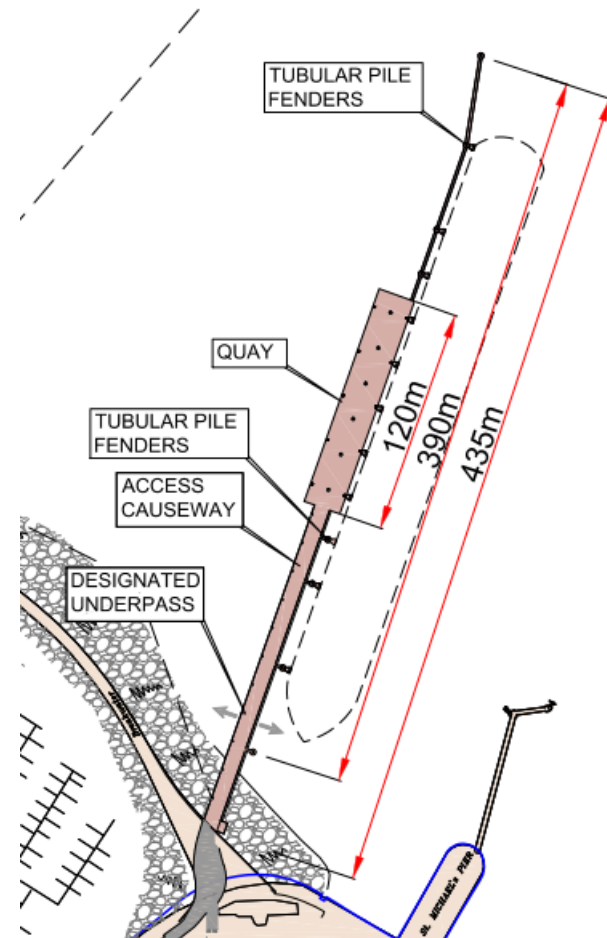


- Quay, 120m long, 20m wide, located centrally on berth, to accommodate gangways from ships alongside.
- Quay to consist of concrete deck supported on tubular steel piles driven into the seabed.
- Berthing face north and south of quay to be formed by 4 no. large diameter steel piles supporting fenders and mooring bollards.
- The 4 steel piles forming the berthing face north of the quay to be connected to the quay by means of a steel catwalk.
- The 4 steel piles forming the berthing face south of the quay to be connected to the access causeway by short catwalks.



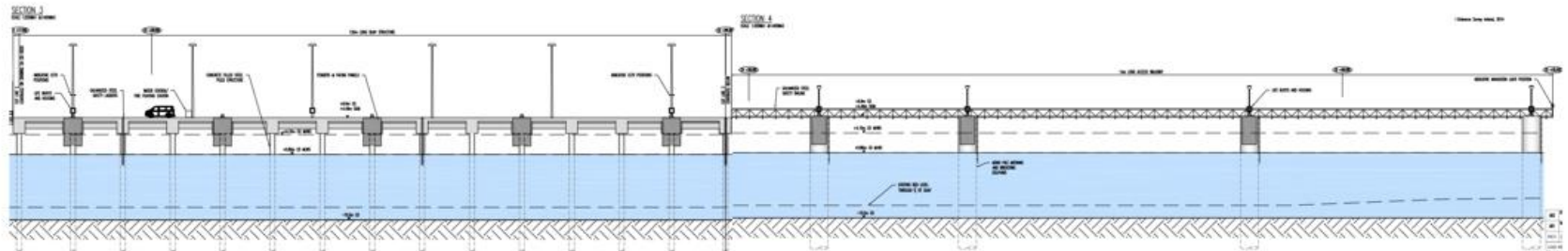
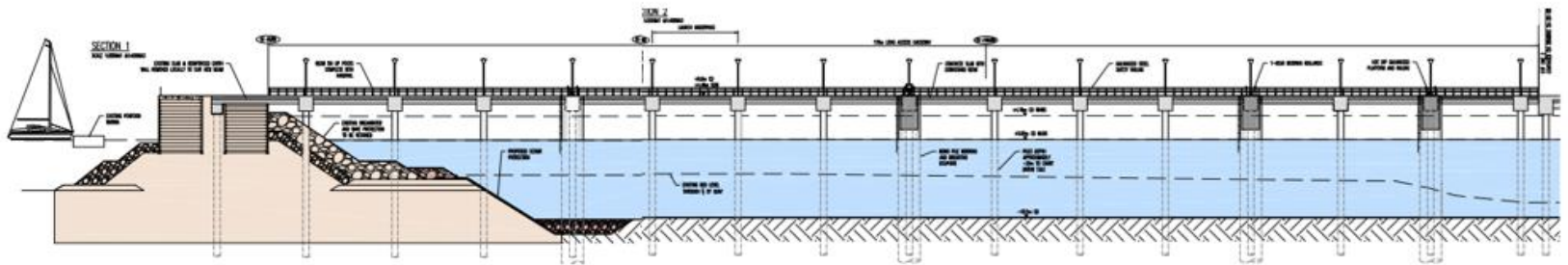
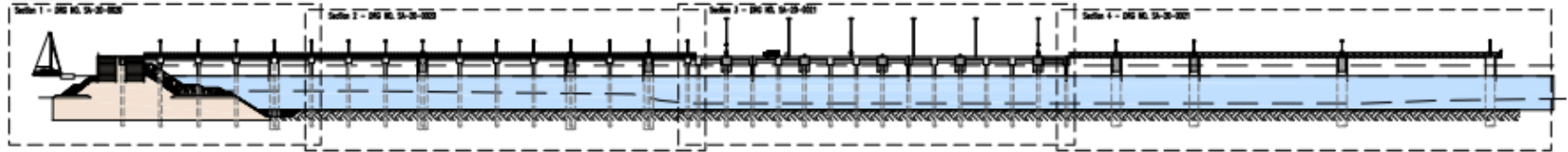
# Marine Side Proposals - Berth

- Access causeway, approx. 185m long, 9m wide, to connect the quay to East Marina Breakwater.
- Access causeway to consist of concrete deck with railings either side supported on tubular steel piles driven into the seabed.
- One of the access causeway spans will be designated as an underpass for small craft. Clearances under the causeway will be at least 1.5m at MHWS.

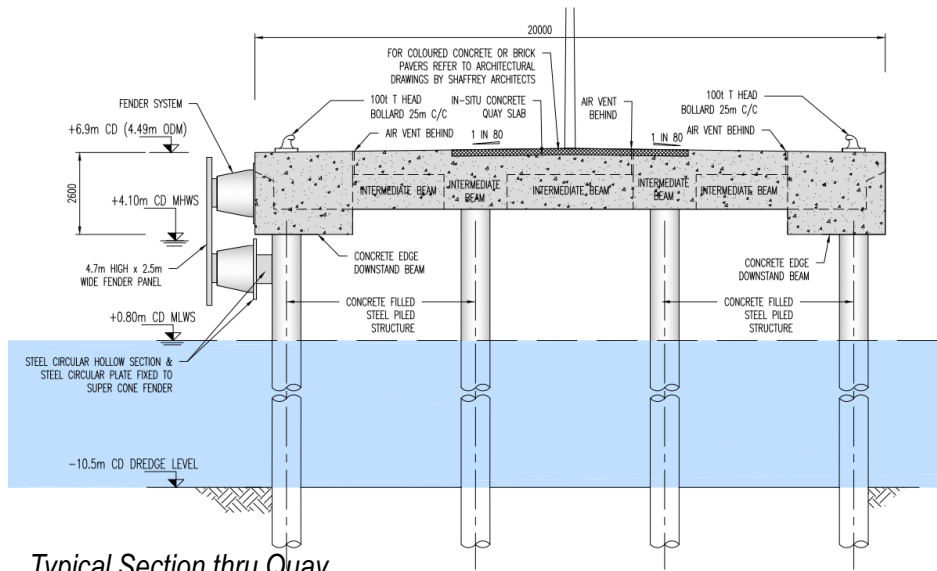


# Marine Side Proposals - Berth

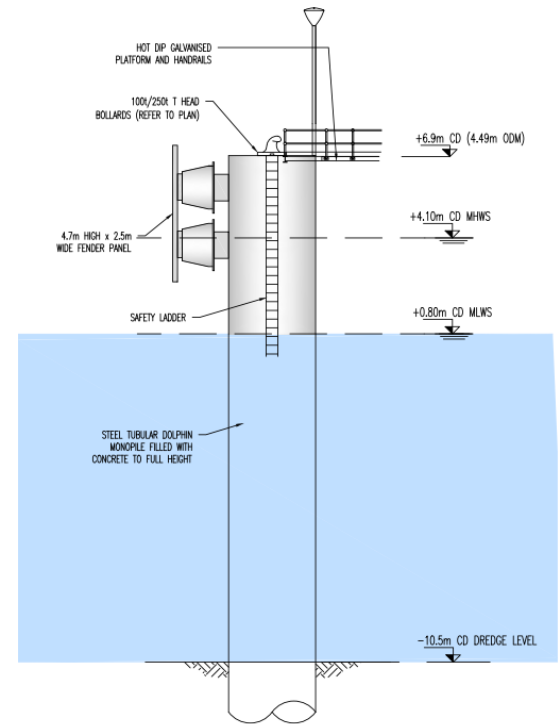
## KEY ELEVATION



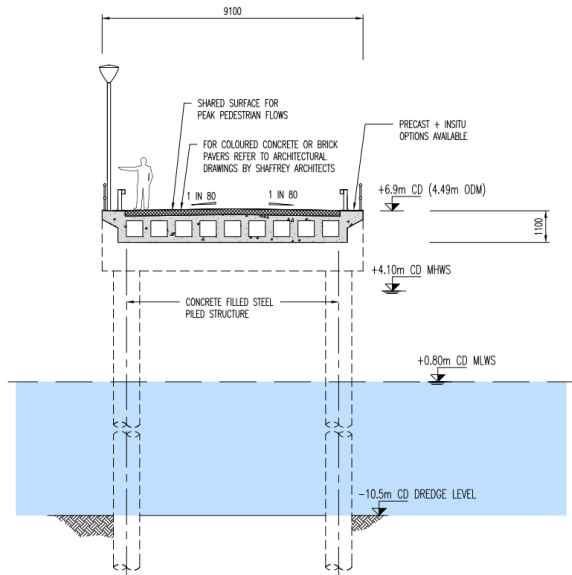
# Marine Side Proposals - Berth



Typical Section thru Quay



Monopile (Tubular Pile) Fender

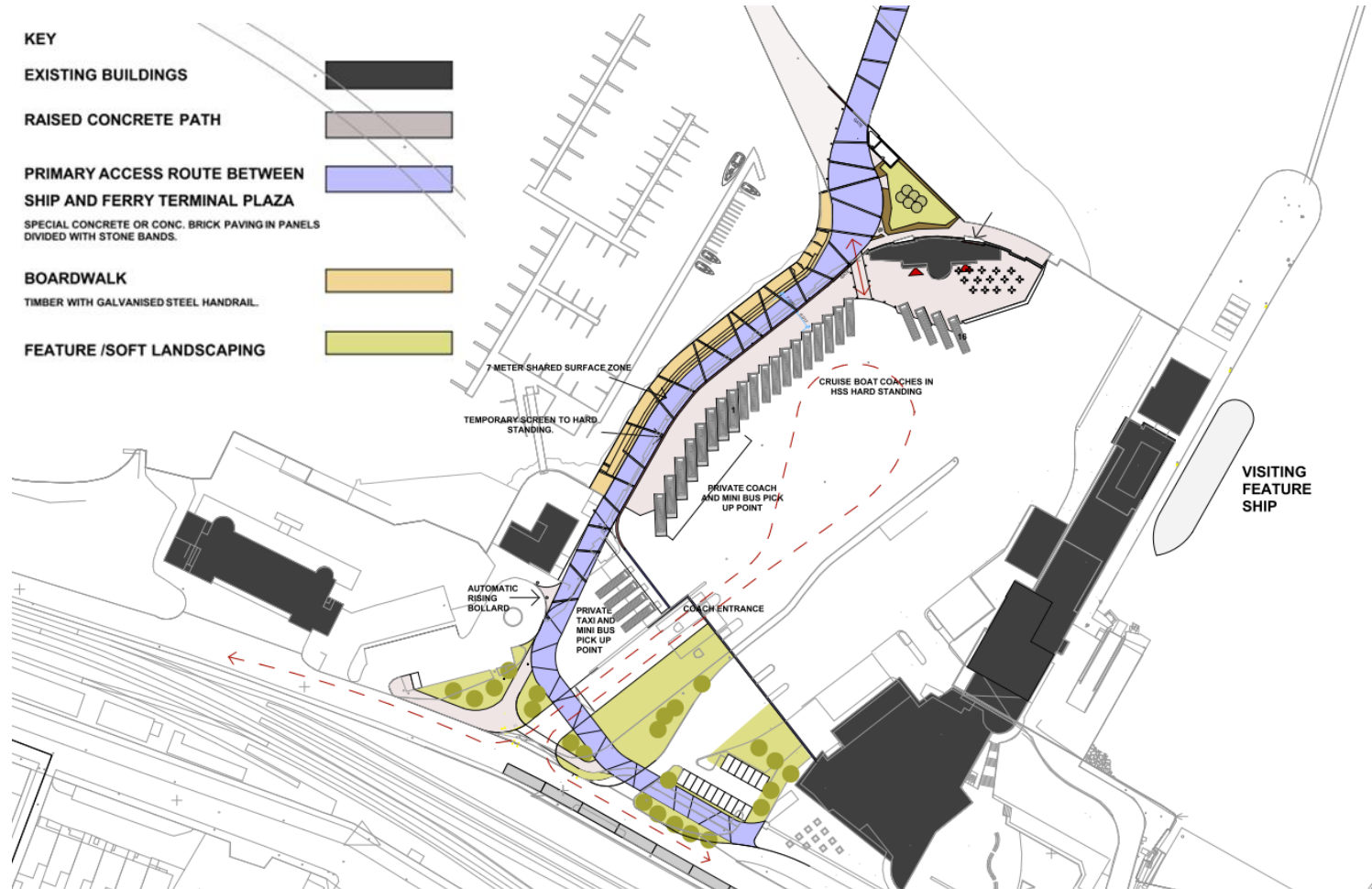


Typical Section thru Access Causeway

# Land Side Proposals - Cruise Facilities

- Facilities to provide for
  - organised coach tours (half day and full day)
  - taxis
  - independently transport
  - Pedestrian linkage to Marine Road
  - Shuttle service to DL town centre
  - Controlled access to Access Causeway controlled (cruise passengers and cruise staff or other approved personnel)
- Coach park adjacent to berth to accommodate up to 22 coaches simultaneously
- Additional coaches to be queued in the lay-by holding area under Coal Quay Bridge – up to 20 coaches nose to tail
- Coaches to be ‘called forward’ from holding area to coach park as early tours depart.

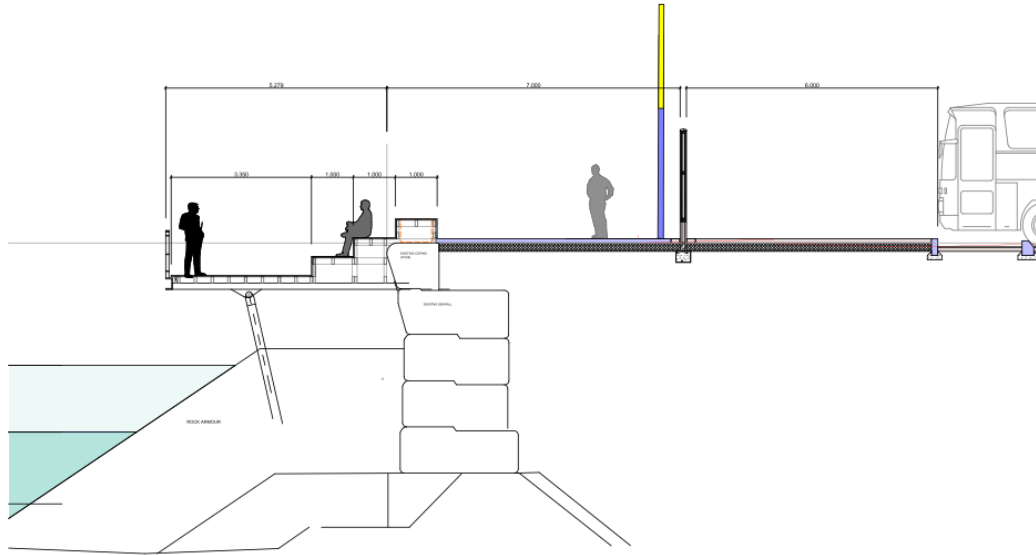
# Landside Proposals – Cruise Facilities



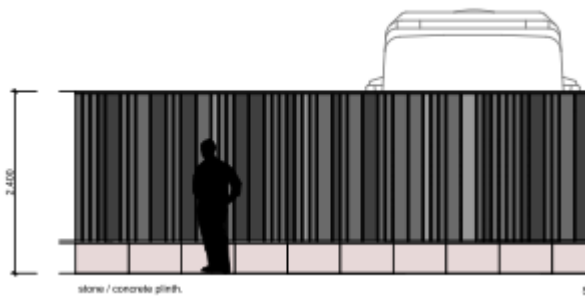
# Land Side Proposals – Public Realm

- Development will provide enhanced public access to East Marina Breakwater via high quality pedestrian link between East Marina Breakwater and the Ferry Terminal Plaza.
- Distinctive surfacing of this pedestrian link will be continued onto the berth, as will public lighting
- The Pedestrian Link will provide a direct visual and physical link between berth and town.
- Existing concrete security wall forming the west edge of the HSS marshalling area will be demolished, and a new boundary screen will be installed to separate the pedestrian walkway from the coach loading bays.
- A cantilevered public boardwalk is to be provided along the western edge of the existing public walkway to the East Marina Breakwater.
- The boardwalk will be tiered, with seating areas, and will overlook the Marina.
- It will be accessed directly from the new pedestrian walkway.
- A landscaped public viewing area, with seating, will be provided on the existing public space adjacent to the Motorists Lounge building.
- The Hobblers Monument will be relocated into this landscaped area.

# Landside Proposals – Public Realm



*Cross-section thru Pedestrian Walkway and Boardwalk*

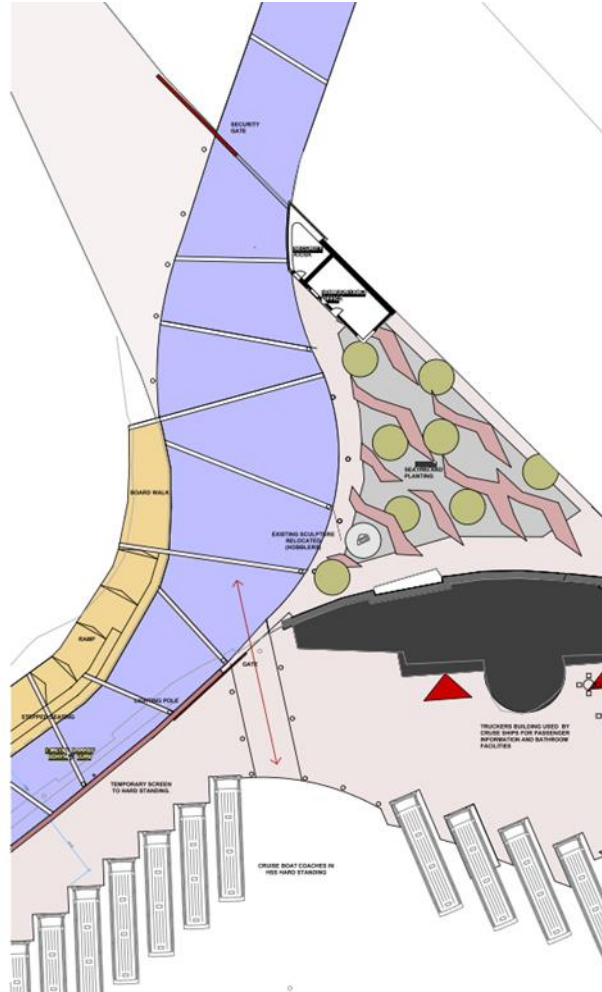


*Boundary Screen between Pedestrian Walkway and Coach Park*



*Visualisation – Boardwalk and Pedestrian Walkway*

# Land Side Proposals – Public Realm

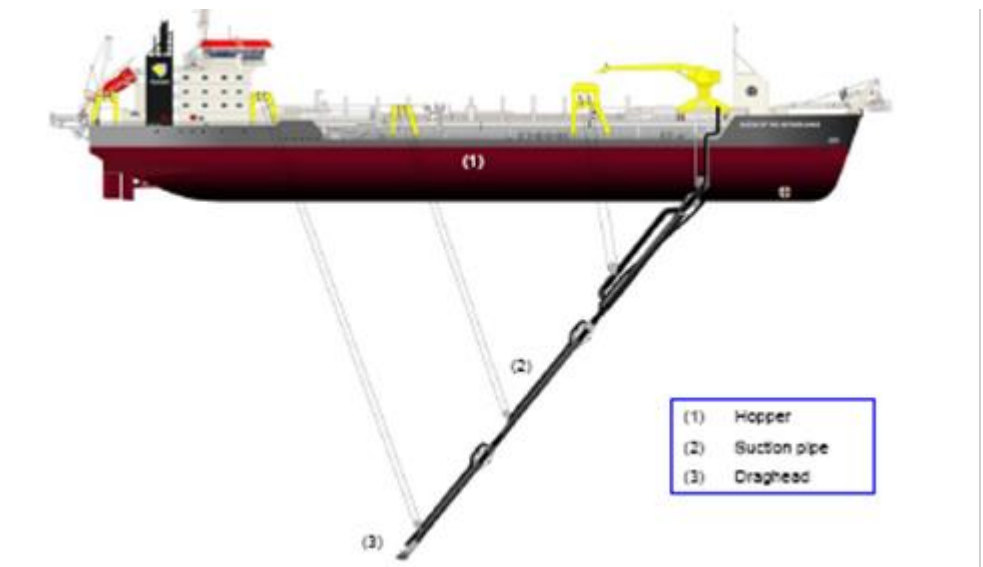


Plan – Landscaped Public Viewing Area



# Construction Phase

- Expected construction period – 15-18 months
- Likely sequence of operations:
  - Dredging, 3-4 months
  - Drive piles, 4 months
  - Construct quay and access causeway, 9 months
  - Landside construction works, 4 months (overlapping with quay and access causeway construction works).
- Dredging most likely by trailer suction hopper dredger, operating 24 hours a day.
- Piling from floating plant – drill and drive method in hard boulder clay and rock.
- Access Causeway and Quay construction will most likely proceed from shore end, with HSS marshalling area used as contractors base.



Typical Trailer Suction Hopper Design

# Operations Phase

- Berth to offer Port of Call facility for cruise ships – ie not the main port where passengers join/leave the cruise
- Typically, vessel will enter the harbour in early morning (6am – 8am) and depart in early evening (5pm – 7pm)
- Transit to/from berth – typically 30 mins
- 70% - 90% of passengers will disembark to take organised tours or to visit independently.
- Organised coach tours comprise full day tours, half day tours departing in the morning and half day tours departing at midday. Half day morning tours generally most popular.
- Largest concentration of coaches is between 7.30am and 9.30am, when morning half day and full day coaches depart. Typically 30 - 35 coaches required for 3,600 passenger ship.
- Proportion of passengers disembarking who do **not** take organised coach tour has been increasing – can be over 50% of disembarking passengers.
- Disembarking crew stay local, using local facilities.
- Electric shuttles to transport mobility impaired passengers from the quay to the coach park.
- Traffic Management Plan will be in place during cruise visits.



*Example of Electric Shuttle*

# Environmental Impact

- Environmental Impact Statement to accompany the planning application.
- Main aspects that are being addressed include:
  - Human Beings
  - Ecology, marine and terrestrial
  - Archaeology
  - Heritage
  - Harbour Use/Navigation
  - Visual Impact
  - Traffic
  - Air, Noise
  - Water
  - Marine environment
  - Economic

# Next Steps

- Scheme presented to general public via Dun Laoghaire Harbour Company website from 30 March 2015 to 10 April 2015.
- Compilation and assessment of responses received from consultations with key Harbour stakeholders and from general public, and taking account of same in so far as possible in the scheme
- Finalisation of Planning Application and Environmental Impact Statement (EIS)
- Submission to An Bord Pleanala end April/early May
- Full Planning Application and EIS submission will be available for viewing on dedicated website to be set up by Dun Laoghaire Harbour Company, with hard copies available for inspection at Dun Laoghaire Rathdown County Council offices.
- Observations can be made by third parties to An Bord Pleanala.

**Thank You!**