

# The AIVP Days

Dublin - Ireland  
28 - 30 May 2015

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General Assembly  
and the AIVP Days

## “Working Waterfront”: a City-Port mix in progress

In partnership with:



**PANEL 3: PORT-CITY PROJECTS AND CHALLENGES IN DUBLIN**

Friday, 29 May 2015: 10:30 - 11:30

*Eamonn O'Reilly was appointed Chief Executive of Dublin Port Company in August 2010 having previously held the position of Chief Executive at Portroe Stevedores, the Dublin Port based cargo handling business, since 2005. Eamonn also held the role of group development manager of Portroe's parent company, Doyle Shipping Group, during that time.*

*Prior to joining the Doyle Shipping Group, Eamonn was Project Manager for Securicor Ireland and has also worked as a management consultant with KPMG. He served as Chief Executive of Marine Terminals Limited between 1992 and 1996.*

*Eamonn started his career as an engineer with Irish Cement Limited before working overseas in Egypt, Saudi Arabia and the Congo.*

*Eamonn is a chartered engineer having graduated from University College Dublin and holds an MBA from Trinity College Dublin. Eamonn is a member of Engineers Ireland, is Vice Chairman of the European Sea Ports Organisation (ESPO) and is a member of the General Stevedoring Council.*



**Eamonn O'REILLY**  
Chief Executive Officer  
Dublin Port Company  
Dublin, Ireland



**COMMENT LA DUBLIN PORT COMPANY S'EFFORCE-T-ELLE DE REALISER UN « WORKING WATERFRONT » A DUBLIN ?**

Le Port de Dublin a été confronté ces dernières décennies aux mêmes difficultés existentielles que beaucoup d'autres ports actifs du monde en raison de la rupture de la relation ville-port. Ces difficultés se sont surtout fait sentir pendant le boom économique qui a précédé la crise de 2008 pour aboutir en 2010 au rejet du projet d'extension à long terme du port.

Depuis 2010, la Dublin Port Company a travaillé à l'élaboration d'un plan d'aménagement susceptible d'être soutenu par les principaux acteurs de la ville. Le projet de redéveloppement du bassin Alexandra (ABR - Alexandria Basin Redevelopment) est le premier grand projet issu de ce plan. Le projet ABR est actuellement examiné par l'autorité de planification nationale (An Bord Pleanála) et a bénéficié d'un soutien important de la part du conseil municipal de Dublin.

La reconnaissance de l'importance de la contribution que le port peut et doit apporter à l'environnement urbain est au centre de la nouvelle approche suivie par la Dublin Port Company depuis 2010. Cette approche présente de multiples facettes, notamment l'aménagement urbain, le patrimoine industriel, la planification des transports, l'histoire, les arts, l'implication dans la communauté et les manifestations publiques.

Le Masterplan 2012-2040 de la Dublin Port Company reflète ces facettes, ouvrant la voie à un certain nombre de projets, petits et grands, qui aident à la reconstruction de la relation ville-port à Dublin sur la base de l'intégration du Working Waterfront au projet de régénération des Docklands situés le long d'un fleuve chargé d'histoire, la Liffey.



**HOW IS DUBLIN PORT COMPANY TRYING TO ACHIEVE A "WORKING WATERFRONT" IN DUBLIN?**

In recent decades, Dublin Port faced the same existential challenge as many other working ports worldwide due a breakdown in the relationship between the Port and the City. This challenge was particularly evident during the economic boom prior to the collapse in 2008 and culminated in the port having planning permission for a long-term expansion project refused in 2010.

Since 2010, Dublin Port Company has worked to establish a development plan capable of being supported by key stakeholders in the City. The Alexandra Basin Redevelopment (ABR) Project is the first major project from this plan. The ABR Project is under consideration by the national planning authority (An Bord Pleanála) and has been strongly supported by Dublin City Council.

Recognising the importance of the contribution which the Port can and must make to the urban environment is at the core of the new approach followed by Dublin Port Company since 2010. This approach has many facets including urban design, industrial heritage, transport planning, an historical perspective, the arts, community involvement and public events.

Dublin Port Company's Masterplan 2012 to 2040 reflects these facets and has spawned a number of projects both large and small which are helping to rebuild the Port-City relationship in Dublin based on a working waterfront integrated with the redeveloping docklands along the historic River Liffey.



**¿DE QUÉ MANERA TRATA LA DUBLIN PORT COMPANY DE DESARROLLAR UN "WORKING WATERFRONT" EN DUBLÍN?**

En las últimas décadas, el Puerto de Dublín ha experimentado el mismo desafío existencial que muchos otros puertos activos de todo el mundo debido a un quiebre en la relación entre el puerto y la ciudad. Este desafío resultó particularmente evidente durante el boom económico previo al colapso de 2008 y culminó con el rechazo en 2010 del proyecto de expansión de largo plazo del puerto.

Desde 2010, la Dublin Port Company ha trabajado para establecer un plan de desarrollo que pueda ser sustentado por los actores de la ciudad. El Proyecto de remodelación de la dársena Alexandra (ABR - Alexandria Basin Redevelopment) es el primer proyecto de gran escala de este plan. El Proyecto ABR está siendo considerado por la autoridad de planificación nacional (An Bord Pleanála) y ha sido respaldado enérgicamente por el Consejo Municipal de Dublín.

Desde 2010, el reconocimiento a la importancia de la contribución que el Puerto puede y debe hacer al ambiente urbano es un aspecto fundamental del nuevo planteamiento aplicado por la Dublin Port Company. Este planteamiento posee muchas facetas, incluido el diseño urbano, el patrimonio industrial, la planificación del transporte, un punto de vista histórico, las artes, la participación de la comunidad y los eventos públicos. El Plan Regulador de 2012 a 2040 de la Dublin Port Company refleja estas facetas y ha generado numerosos proyectos grandes y pequeños que están ayudando a reconstruir la relación Puerto-Ciudad en Dublín basándose en un working waterfront integrado con la remodelación de los terrenos de los muelles a lo largo del histórico Río Liffey.

# How is Dublin trying to achieve a working waterfront?



Presentation  
by

Eamonn O'Reilly, Chief Executive  
Dublin Port Company

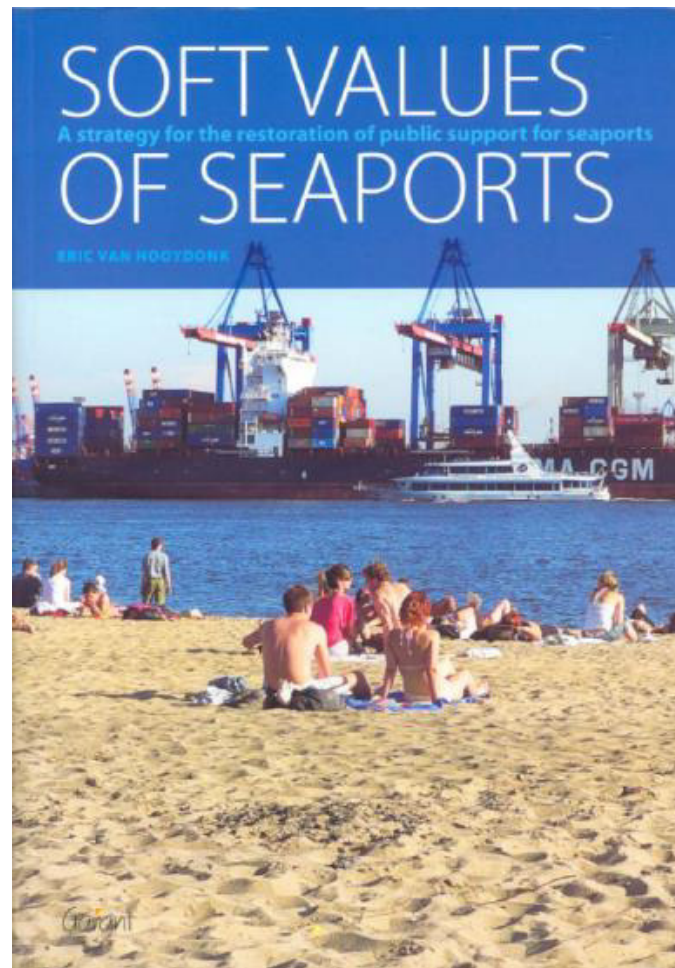
29<sup>th</sup> May 2015

## Background

In 2007, Eric van Hooydunk published *Soft Values of Seaports: A Strategy for the Restoration of Public Support of Seaports*. Eric perceptively and succinctly summarised the existential challenge faced by ports and suggested a new strategy for them to regain public acceptance. Eric identified that ports had been given a priority in centres of decision making up to about 1970 but that after that, there was ever fiercer opposition against new port projects.

What Eric identified as a generic challenge for ports everywhere almost exactly described what was happening in Dublin Port.



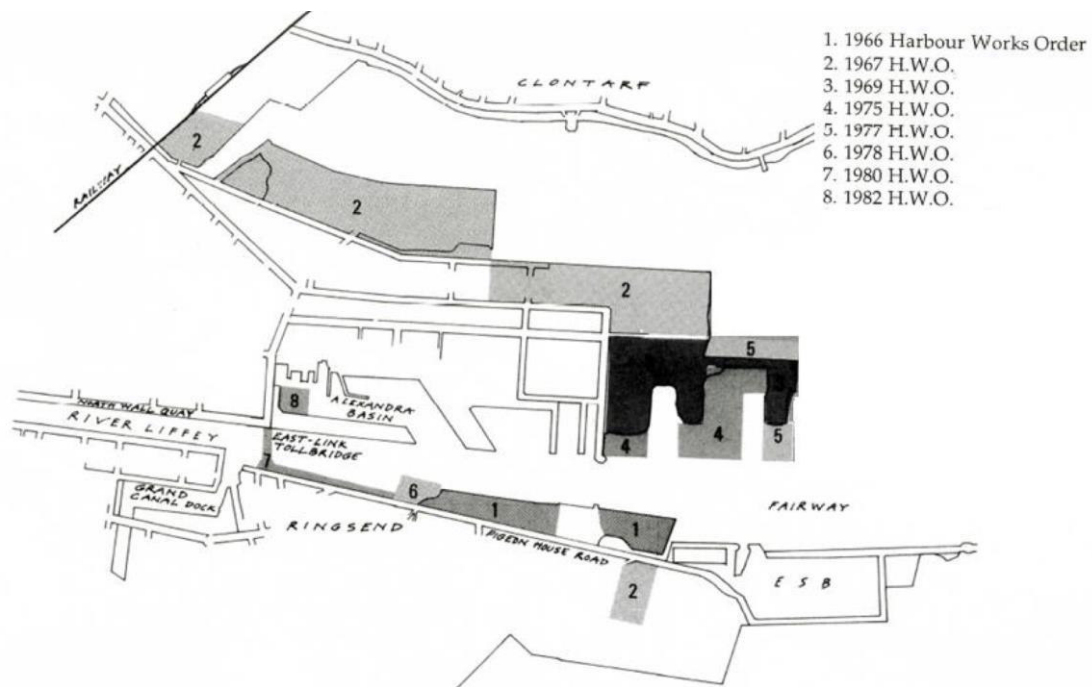


### **The development of Dublin Port**

The modern port of Dublin began to take shape as a result of a decision made by Dublin Corporation on 29<sup>th</sup> April 1715 to build the first of two training walls, the 5,000 metre long Great South Wall.

Development progressed from there with the building of a second training wall (North Bull Wall) and the gradual canalisation of the River Liffey.

From there the port expanded into Dublin Bay and from the 1960s to 1980s grew by way of a series of Harbour Works Orders granted by Government. By modern standards, these were not challenging in planning or environmental terms.



However, this development path became obsolete in the face, firstly, of growing public opposition to further infills of Dublin Bay and, secondly, against a background of growing respect for and protection of the environment particularly through EU law.


For 31 years, from 1979 to 2010, Dublin Port sought permission to infill a further 21 hectares to the east of the port until a final and decisive rejection by the national planning authority, An Bord Pleanála.

Although given respite by recession, the challenges of adding to port capacity would clearly re-emerge and Dublin Port Company needed to find a new approach. Eric van Hooydunk's Soft Values concept provided this new approach.

## The existential challenges

The loss of public support in Dublin for its port became particularly evident in the years immediately before the international economic collapse in 2008.

*A New Heart for Dublin, 2006*




Dublin Port's capacity problems cannot be met by the sacrifice of Dublin Bay & City Life

At up to €50 million per acre, Dublin Port's land bank of 660 acres could release between €25 billion and €30 billion at 2005 prices

**€25 billion implies an average of €94m per hectare!!!**

*A Vision for Dublin Bay, 2007*



Full relocation also appears to offer the best relative qualitative position for Dublin, promoting quality of life, efficiency and maximising future opportunities. However, there are some disadvantages related to port-based unemployment, and incurring environmental costs.

Using the current assumptions, there is evidence to suggest that the full relocation of the port and development of the vacated site for a mixed use of residential, public and employment space offers the best long-term impact for Dublin.

Firstly, in 2006, a party of government proposed the sale and redevelopment of the lands of Dublin Port. These lands are 260 hectares in extent and their redevelopment would have been a project of centuries. In the thinking of the time, the value of the port lands was said to be €25 billion equivalent to €94m per hectare. Even by the standards of the time, this was an exuberantly excessive valuation.

A year later, in 2007, Dublin City Council commissioned a consultancy study which concluded that the full relocation of the port offers the best long-term impact from Dublin City.

How far perceptions of the port had fallen from a hundred years earlier when James Joyce wrote of two schoolboys on the quays in Dublin Port: *we pleased ourselves with the spectacle of Dublin's commerce*.

The idea of moving the port may, at first sight, be superficially attractive. However, following the logic of environmental impact assessment quickly dispels this as a reasonable or sensible objective:

- The port has an already large throughput of 31m gross tonnes per annum which is growing rapidly.
- By the time a new port could be built, the throughput in Dublin will likely have doubled to 60m gross tonnes.
- It is likely that there will be growth beyond this and in planning a new replacement port, you would logically plan in terms of a facility capable of

being expanded to a capacity of 100m gross tonnes with a land area of perhaps 700 hectares.

- There is no obvious site on the shallow and sandy east coast of Ireland where excellent marine access such as Dublin Port currently enjoys could be replicated.
- Moreover, developing a major new port would face enormous environmental challenges in a variety of areas including Natura sites and archaeological sites

The logic of environmental impact assessment suggests to me that we should (as set out in our Masterplan 2012 to 2040) maximise the use of the current port estate before considering additional port facilities either as an extension to the existing port or at another location or both. The soft values strategy we have adopted facilitates this.

### **Dublin Port in the local planning framework**

Dublin Port is a large industrial estate of 260 hectares sandwiched between the new Docklands Strategic Development Zone (SDZ) and Dublin Bay which includes the Bull Island UNESCO biosphere and has a greater land area than the port. Within a short distance, therefore, there are modern residential and commercial developments, protected Natura 2000 sites and the country's largest and most important port which contains many Seveso sites.

Dublin Port is also the site of major power stations which generate 1/5<sup>th</sup> of all the electricity generated on the island of Ireland; of the regional sewage treatment works for Dublin and beyond; and, of a new waste incinerator currently under construction, one of the largest in Europe.

Reconciling these different land uses is a complex and continuing challenge and is probably as good a case study as could be found for the effectiveness and relevance of van Hooydunk's soft values approach.





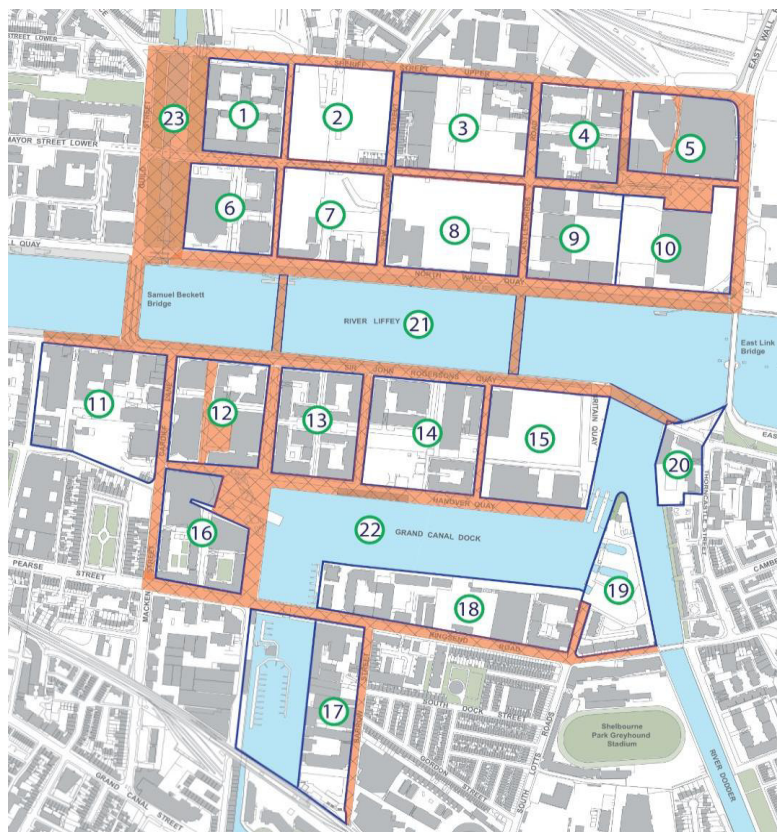


## Docklands SDZ

The increasingly close connection between the port and the city in Dublin is clear in a map of the recently established Docklands SDZ. This map shows 21 blocks including Block 21 which comprises a stretch of the River Liffey under the control of Dublin Port Company.

The SDZ planning scheme identifies a number of objectives for this block as follows:

- To maximize public pedestrian access to all water-body frontages
- To produce a public realm and landscape framework for the Campshires<sup>1</sup> as an action of the City Council's Public Realm Strategy
- To prepare a water animation framework in partnership with the Port Company and Waterways Ireland
- To allow for limited pavilion style/kiosk development on the Campshires. Such development must provide for the animation of the Campshires, be of high design quality and must not compromise the integrity of the Campshires nor impede pedestrian and cycling access



<sup>1</sup> “Campshire” is the area immediately adjacent to the quay wall. The origins of the word are uncertain and it is not widely, if at all, used outside of Dublin.

## Alexandra Basin Redevelopment (ABR) Project

Against the above background, we have developed the Alexandra Basin Redevelopment (ABR) Project, planning permission for which we hope to receive in the coming months. This is the largest single project in the history of the port and is the first major Masterplan project.

Completion of the project and of one or two further major projects would enable us to meet our Masterplan's objective for the port to be able to handle a doubling in throughput by 2040.



### Alexandra Basin Redevelopment (ABR) Project

- First major Masterplan project
- Estimated project cost €227m
- Building / rebuilding 3km of quay walls (42%)
- Dredging channel to -10.0m CD (from -7.8m) over 10km
- 6.4m<sup>3</sup> of dredge spoil of which 0.5m<sup>3</sup> heavily contaminated
- Planning decision expected from An Bord Pleanála within a few months
- Hope to complete by 2020 – a decade from the start of the Masterplan

- Developed the project concept during 2012
- Environmental and design studies during 2013 and into 2014
- Submitted planning application March 2014
- Would meet projected Masterplan requirements to 2036

- Economic benefit €677m (NPV)
- Benefit to Cost ratio 2.8
- Financial return to DPC 0.1% (IRR)
- Five / six year programme
- €2.5m TEN-T funding from EU at 50%
- Engineers and project managers selected

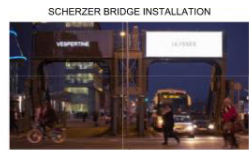
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## Soft values in the ABR Project and other Masterplan projects

The ABR Project includes and is supported by a number of soft values projects and has been designed to be compatible with Dublin City Council's wider plans for the Docklands SDZ.

Some of these various projects and initiatives are highlighted below and I have described three of these to give a flavour to our approach.





NORBANK  
ULYSSES



01 STRATEGY DRAWING  
9103 Scale NTS

DUBLIN BIKES

DIVING BELL EXHIBITION

NOTES / LEGEND

Revision	Date	Description	By
01	27.03.15	Additional Information	MOLA

**PLANNING RFI**

Reply Address: **Furness House**  
Furness Lane  
Dunelm  
Ireland

Telephone: +353 1 453 7300  
www.molarchitecture.com

**Southgate Associates**

Do not scale.  
This drawing is for reference only.  
All dimensions shall be checked on site.  
In the event of any discrepancy between drawings the contractor is to inform the Architect immediately.

**COMHLACHT CHALAFORT**  
**ATHA CLIATH**  
**DUBLIN PORT COMPANY**

**SOUTHGATE ASSOCIATES**

ARCHITECTS PLANNERS URBAN DESIGNERS

Client: DUBLIN PORT COMPANY LTD.  
Project: ALEXANDRA BASIN RE-DEVELOPMENT

Date: MAR 15 Drawn: NTS  
Job No: 130111  
Page: 02  
Drawn By: MOLA  
Rev: 9103  
AI

**mōla architecture**

ARCHITECTS PLANNERS URBAN DESIGNERS

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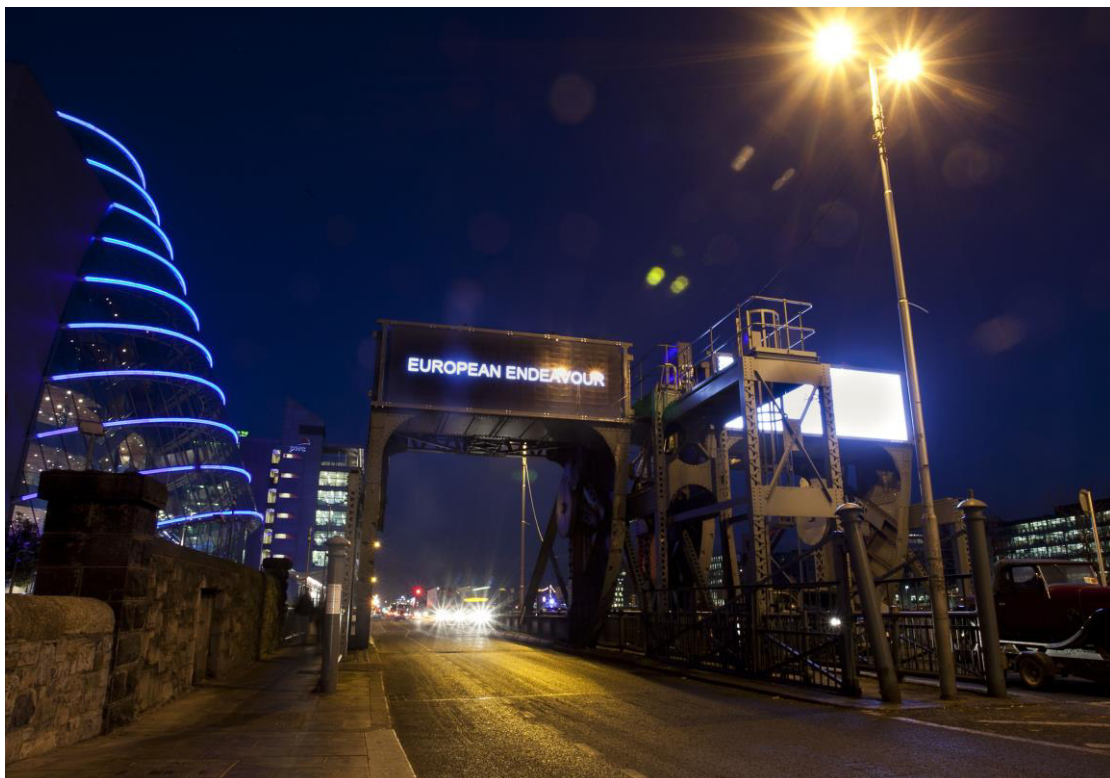


## *Dublin Ships*

Dublin Ships is an installation created by the artist Cliona Harmey. It presents the names of the most recent ship arrival and the most recent ship departure on Twitter and, as described below (from [www.dublinships.ie](http://www.dublinships.ie)), prominently on the quay side in the heart of the Docklands area:

*Dublin Ships is a temporary public artwork commissioned by Dublin City Council as part of the Dublin City Public Art Programme. The artwork is generated via a live electronic information system (an Automatic Identification System, or AIS) which tracks the locations of ships. The names of the most recently arrived and most recently departed ships from Dublin Port are output to two large LED screens sited at the Scherzer Bridges beside the Samuel Beckett Bridge.*

*The artwork is concerned with the meanings and poetic qualities of ship names. The ship names include allusions to maritime trade, cargoes, historical figures and distant places. The juxtaposition of the two ship names generates a form of poetic writing. The work also attempts to interrupt the speed of instantaneous data and returns it to the speed of movement of real entities in space.*

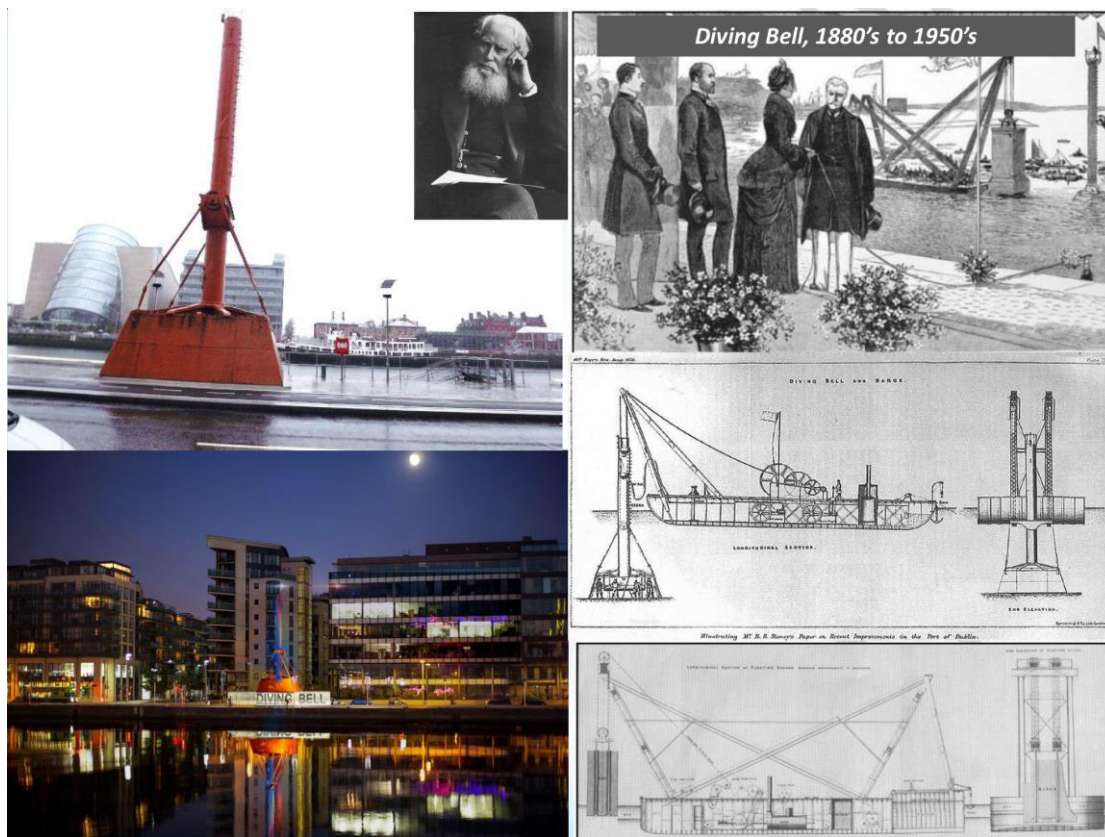


## *The Diving Bell*

The Diving Bell was part of an ingenious collection of engineering equipment which allowed new quay walls to be constructed quickly and cheaply. This method of construction was innovated by the Chief Engineer of Dublin Port and Docks Board, Bindon Blood Stoney (1828 to 1909).

The bell was deployed by a barge (the Bell Float) and allowed workers to prepare the bed of the river for the new quay wall.

The quay wall was built using enormous 350 tonne concrete blocks manufactured close by lifted and dropped into position using a floating crane (the Shears Float).



During June 2015, a project to display and interpret the bell will be completed. The project will involve the 90 tonne bell being lifted by two metres, installation of a water feature and lighting system and the displaying of interpretative information to allow the industrial heritage of the bell and of Dublin's Victorian era quay walls to be understood.

### *Interpretative Zone 1*

Interpretative Zone 1 is one of a number of interpretative and conservation zones included within the design of the ABR Project. It was designed by the Dublin architect, Sean O'Laoire, who was also responsible for the design of the Diving Bell project. It is located adjoining the proposed new berths which will allow cruise ships to berth immediately adjacent to the SDZ's Block 21.

It will provide a new space in the public realm within which a 350 tonne concrete block used in the construction of North Wall Quay Extension in the 1880s will be displayed alongside two concrete and glass interpretative pavilions in the same shape as the block. All three structures will be connected by a water feature, will be lit and will feature interpretative material to explain the ingeniousness of Bindon Blood Stoney's method of quay wall construction in Dublin Port.







### **Status of a variety of hard and soft Masterplan projects**

Looking more widely and including these three examples, we have now assembled a suite of initiatives which we hope and believe will allow us to meet our port capacity objectives while at the same time adding to the city's built and cultural environment.

#### *Construction projects*

- Diving Bell – finished June 2015
- ABR Project – planning decision due mid-2015
- Seaman's Mission – pre-planning with DCC
- Port centre – pre-planning with DCC
- Port roads and cycleways – pre-planning with DCC will commence later this year
- Kittiwake Lightship refurbishment - 2016
- Feasibility studies underway for Masterplan Project #2

#### *Other initiatives*

- Hosting of the annual Riverfest in June each year in the SDZ's Block 21, bringing up to 60,000 visitors to the river and the port over the three days of the June bank holiday weekend
- Support for the Dublin Ships art installation described above
- Support for a multi-annual project to investigate bird life in Dublin Bay

- Joint bid with Dublin City Council to bring Tallships 2019 to Dublin
- Co-operation with Dublin City Council in the annual cleaning of the river bed in the shallow western stretches of the River Liffey which dry out at low tides
- Commissioning of 12 pieces of music and their performance in the National Concert Hall over two nights – June 2016
- Publication of two books:
  - *Dublin Bay: Nature and History* by Richard Nairn and Rob Goodbody – 2016
  - *The Sea, The Sky and Dublin Port* by Dr. Ian Elliott – 2016
- Holding of an exhibition of works of Eugene van Mieghem (1875 to 1930), the Antwerp artist, at the Dublin City Gallery – mid-2017

## Conclusions

Dublin provides an archetypal case study of the challenge for an active port to co-exist with a growing city. The difficulty for the port to retain public support has been as great as in probably any other port in Europe or beyond. The challenge to overcome this difficulty required a new approach and the soft values strategy developed so incisively by Eric van Hooydunk in Antwerp in 2007 has provided Dublin Port with the means to re-establish the once strong symbiotic relationship between the port and the city. This symbiosis is now beginning to generate tangible benefits for the citizens of Dublin by way of expansions and heritage interventions in the public realm and also through cultural initiatives.

Dublin Port Company recognises that its commitment to the soft values approach it has adopted in recent years must be continued as what we believe we will gain by way of a strong relationship with the city can be undermined and destroyed if we neglect our commitments in future years.

The soft values strategy is much more than a pragmatic means to allow the port to expand its capacity. Soft values is now an embedded philosophy within the company; it defines how we do our business and reflects our own personal objectives to positively contribute to the city and the environment we ourselves live in.

**Eamonn O'Reilly**  
**Chief Executive**  
**Dublin Port Company**  
**May 2015**