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**North Pier Maritime Quarter – Phase 2 North Pier Maritime Visitor Centre – Transit Berthing Facility – layout options**

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**1. EXECUTIVE SUMMARY**

- 1.1 The development of the Oban Bay Transit Berthing Facility has been subject to several reports and consultations over the years, which in summer 2015 concluded that the facility should be located at the North side of the North Pier. The purpose of this paper is to present the recommendations for the layout and location for the construction of the Transit Berthing Facility.
- 1.2 The attached presentation (appendix A), outlines 4 options proposed for consideration alongside the rationale for the location. The 4 options were assessed against the number of potential berths created, the financial sustainability and affordability of the facility against the current estimated costs/available budget.
- 1.3 Of the four options presented, options 2 and 3 provided 20 and 15 berthing facilities, respectively but sterilised berthing opportunities on the inside legs and were attached to the Oban Times Slip.
- 1.4 Options 1 and 4 provided 20 and 36 berthing facilities, respectively and allowed for the continued use of Oban Times Slip. In addition to providing more pontoons than the other options, Option 4 allows more flexible formation of breakwater pontoons and creates a more viable development that meets all the requirements for the various user groups including, but not exclusive to, cruise passengers, kayakers, yachters, maritime day trippers, commercial maritime tourism operators, leisure ship tenders, and sea life viewing visitors.
- 1.5 As Option 4 demonstrates potential for a higher berthing income and provides a more flexible sustainable scheme that allows for market conditions to change, accordingly, it is the preferred option.
- 1.6 The indicative timeline for delivery of the project is detailed in section 4.8 of the report, but is essentially showing a start on site in January 2017 with the facility being operational in July 2017.
- 1.7 It is recommended that the OLI area Committee:

- Determine to proceed to detailed design stage for Option 4 as set out in the attached Appendix A.
- Note the current progress with the Transit Berthing Facility.
- Note that next progress update will be in Autumn 2016.

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**2 INTRODUCTION**

- 2.1 The purpose of this paper is to update the OLI Area Committee on progress to date, present the Oban Bay Transit Berthing Facility layout options, and secure agreement with the recommendation to progress with Option 4. This will allow officers to progress with the detailed design, necessary surveys and reports, construction licence and planning applications, required public consultations, and draft the Full Business Case (FBC) for the facility.

**3 RECOMMENDATIONS**

- 3.1 It is recommended that the OLI area Committee:
- Determine to proceed to detailed design stage for Option 4 as set out in the attached Appendix A on page 8.
  - Note the current progress with the Transit Berthing Facility.
  - Note that next progress update will be in Autumn 2016.

**4 DETAILS**

The development of the Oban Bay Transit Berthing Facility is a long held aspiration, which will play a key role in the economic regeneration of Oban Town Centre. Marine tourism sector in Scotland is growing with strong market expansion associated with Cruise Liner Activity, Marine Tourism Yachting and Marine Leisure Activity.

- 4.1 Over the last few years, the provision of a Transit Berthing Facility in Oban Bay has been examined and propositions for delivery have been progressed. A timeline of key dates is listed below:

- 4.1.1 In April 2015, The Oban Lorn and the Isles Area Committee requested that officers meet with Oban Bay Marine (OBM) to discuss ways in which to progress a transit berthing facility in Oban Bay
- 4.1.2 In May 2015 Policy and Resources approved the OLI APRIL 2015 recommendation that 500k be re-allocated to PR2 from the 2million allocated to the transit berth. Following completion of PR2, the budget will be reviewed. It is anticipated that any residual budget will be re-allocated back to the transit berthing facility subject to Council approval.
- 4.1.3 In July 2015 Officers met with OBM and it was agreed that a group be set up to explore the two most suitable locations on either side of the North Pier.
- 4.1.4 In September 2015 an engineering workshop was held with the agreed group and an agreed location was determined at the North side of the North Pier.
- 4.1.5 At the OLI AC in October 2015, 4 options to create an interim step ashore facility were presented. When the timelines for delivery and cost were outlined for the interim solution, it was requested that officers take forwards proposals to explore a final full Transit Berthing Facility for summer 2017 and no longer pursue the interim step ashore solution.
- 4.1.6 In November 2015, the regeneration project manager began the procurement of a marine design engineer to commence the option appraisal and pre-project utility and engineering scoping for the transit berthing facility (RIBA stages 0-3).
- 4.1.7 January 2016, Fairhurst, marine design engineering consultants, were appointed to start the research and preliminary design works.
- 4.1.8 At the March 2016 OLI business day options for the transit berthing facility layout were presented to members for information.
- 4.2 The 4 potential options were assessed against the number of potential berths created, the financial sustainability and affordability of the facility against the current estimated costs/available budget.
- 4.3 The proposed layouts and location reflect the outcome of the meeting with OBM in July 2015 and the subsequent engineering workshop that determined that the North face of the North Pier was the best location for the Transit Berthing Facility.

- 4.5 Of the 4 options presented, options 2 and 3 sterilised berthing opportunities on the inside legs and were attached to the Oban Times Slip thus rendering parts of it less useable and created less berthing capacity than options 1 and 4.
- 4.6 Options 1 and 4 allowed for the Oban Times Slip to enjoy continued availability to users and included access from the North Pier thus freeing up independent use of the Oban Times Slip. Additionally option 4 provided more berths and a more flexible formation of breakwater pontoons and created a more viable development that meets all the requirements for the various user groups including, but not exclusive to, cruise passengers, kayakers, yachters, maritime day trippers, commercial maritime tourism operators, leisure ship tenders, and sea life viewing visitors.
- 4.7 All the design options detailed in appendix A on page 5 demonstrate deliverable schemes. Option four demonstrates potential for a higher berthing income and provides a more flexible sustainable scheme that allows for market conditions to change, therefore, accordingly, is the preferred option.
- 4.8 Appendix A sets out the next steps and indicative timelines for delivery of the scheme as listed below.
- Planning application submission end May – June 2016.
  - Approval potentially gained September 2016.
  - Full Business Case OLI AC September 2016.
  - Full Business Case to Policy and Resources Committee October 2016.
  - Riba stage 4 Tech design – procurement and contract creation – September - December 2016.
  - November 2016 tender issued.
  - January 2017 Contract award.
  - Riba Stage 5 - Construction – January 2017 - June 2017.
  - Riba Stage 6 – Handover and operational - July 2017.

## **5 CONCLUSION**

- 5.1 It is considered that the more flexible and financially sustainable design, Option 4 should be delivered to ensure the commercial viability of the facility.
- 5.2 It is therefore recommended that the OLI Area Committee agree that Option 4 be developed and delivered up to detailed design. In September 2016 the

FBC and detailed design will be presented to the OLI Area Committee for consideration on whether to recommend its approval to the Policy & Resources Committee in October 2016.

## **6 IMPLICATIONS**

- 6.1 Policy - The delivery of the CHORD Programme fits with the Council's Corporate Plan, SOA, and approved Development Plan policy for town centre regeneration
- 6.2 Financial - In May 2015 Policy and Resources approved the OLI APRIL 2015 recommendation that £500k be re-allocated to PR2 from the £2million allocated to the transit berth. Following completion of PR2, the budget will be reviewed. It is anticipated that any residual budget will be re-allocated to the £1.5 million allocation for the transit berthing facility subject to Council approval
- 6.3 Legal - Each of the CHORD projects requires differing levels of legal resources to ensure their timely delivery
- 6.4 HR - None
- 6.5 Equalities - Provides opportunities for all
- 6.6 Risk - Risk registers will be updated and maintained throughout and the project.
- 6.7 Customer Services - N/A

**Executive Director of Development and Infrastructure: Pippa Milne**

**Policy Lead** Ellen Morton

24 March 2016

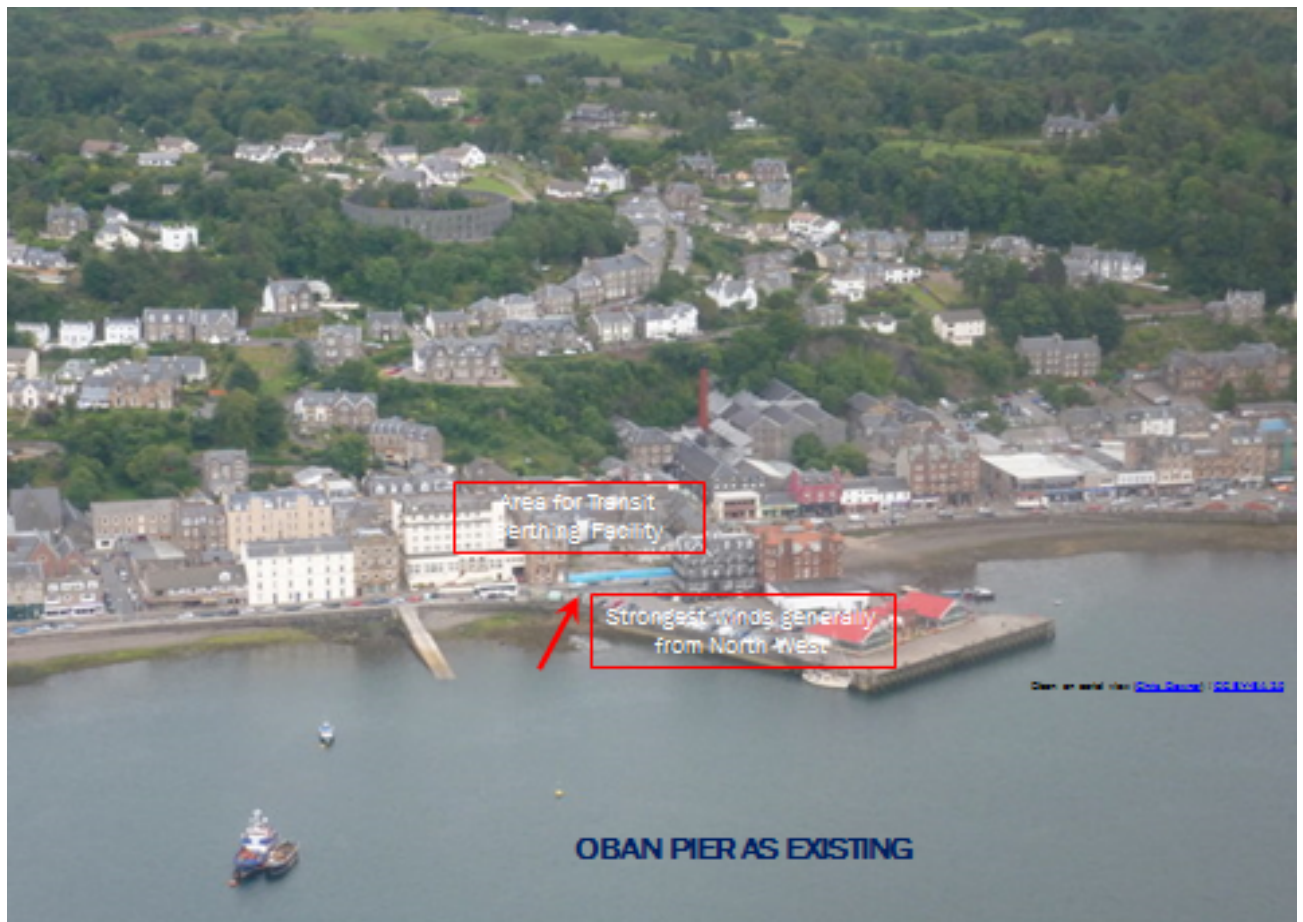
**For further information contact:**

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Economic Development and Strategic Transport  
Development and Infrastructure Services  
01546 604271

## **APPENDICES**

Appendix A - Options for transit berthing facility layout design presentation

# Oban North Pier Maritime Quarter – Transit Berthing Facility – Layout Option Presentation



## Background and Key Decisions to Date

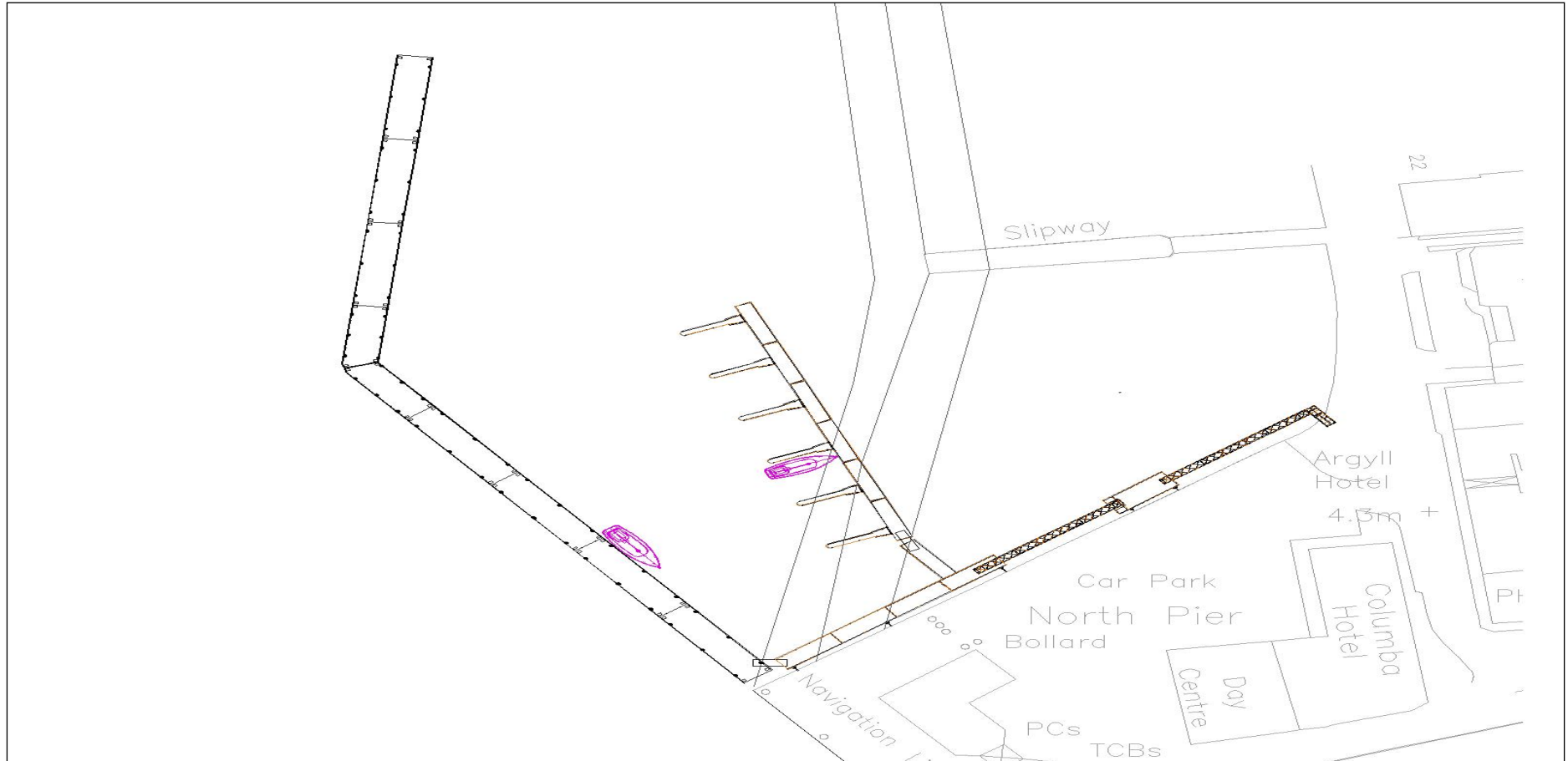
- In September 2015 an engineering workshop was held with the agreed group and an agreed location was determined at the North side of the North Pier.
- The group, as agreed with members and OBM and senior council officers included, 2 professionals from OBM, 3 independent external consulting engineers with extensive experience in maritime engineering, officers from Piers and Harbours, and officers from infrastructure design.
- At the OLI AC in October 2015, 4 options to create an interim step ashore facility were presented. When the timelines for delivery and cost were outlined for the interim solution, it was requested that officers take forwards proposals to explore a final full Transit Berthing Facility solution for summer 2017 and no longer pursue the interim step ashore solution.
- In November 2015, the regeneration project manager began the procurement of a marine design engineer to commence the option appraisal and pre-project utility and engineering scoping for the transit berthing facility (RIBA stages 0-3).
- In January 2016, Fairhurst, marine design engineering consultants, were appointed to start the research and preliminary design works.
- March 2016 options for the transit berthing facility layout presented to the OLI business day for information.
- April 2016 recommendations on options for the transit berthing facility presented to members for determination.



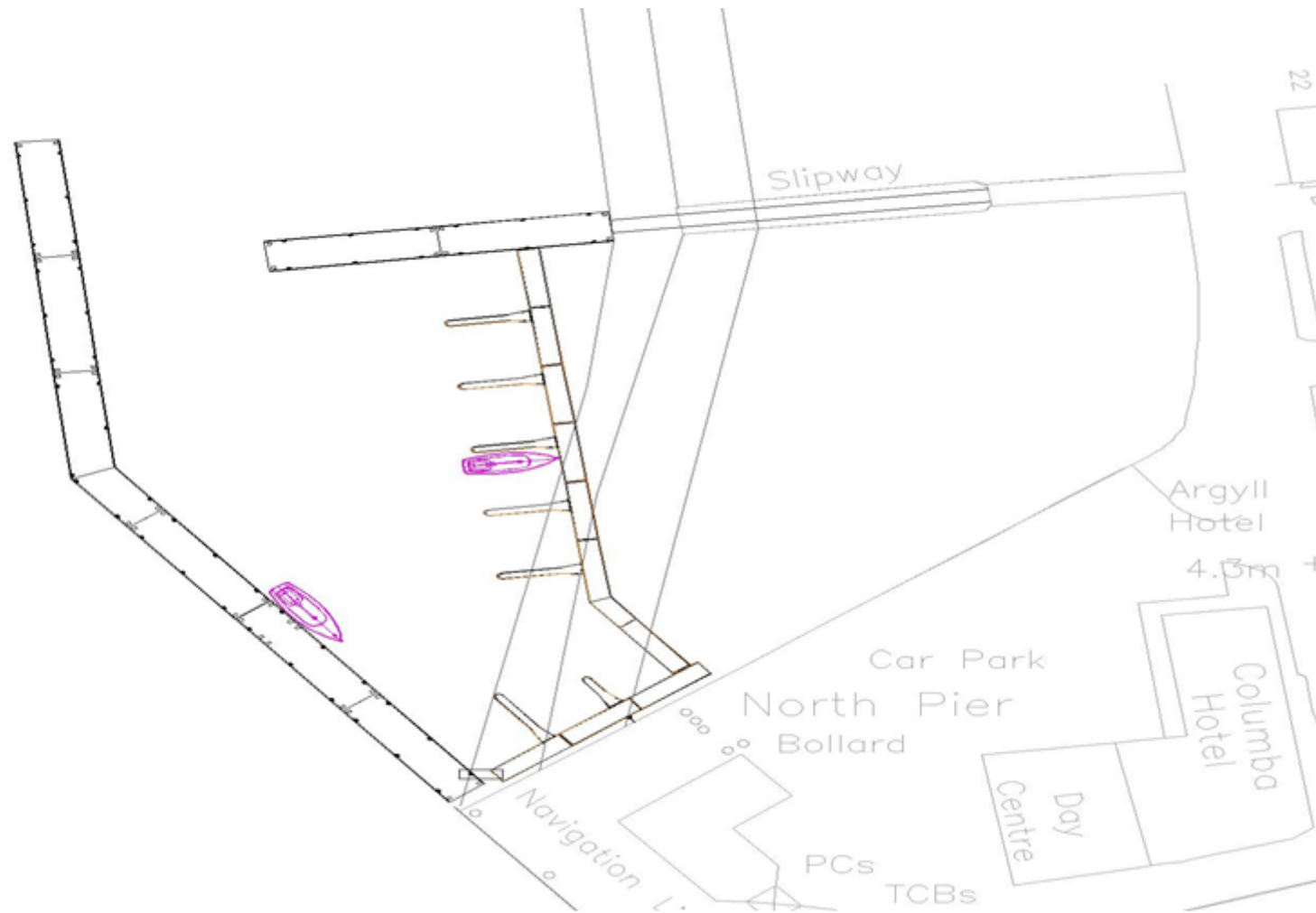
## Options Selection Rationale

- The South Bay Option was primarily discounted due to the cost of capital and ongoing maintenance dredging costs and had marginal water depth.
- North Side of North Pier Option – seen as having potential scope for improvements and flexibility of pontoon arrangements due to draft and lesser maintenance dredging.
- 4 schemes were examined and are laid out in the following slides. They are all seen to have the better wave protection and 2 options have better berthing with fingers, room for large vessels and less rafting.
- All allow, in varying degrees, for the commercial berthing face of the north pier to be extended in future under the Lorn Arc TIF programme.

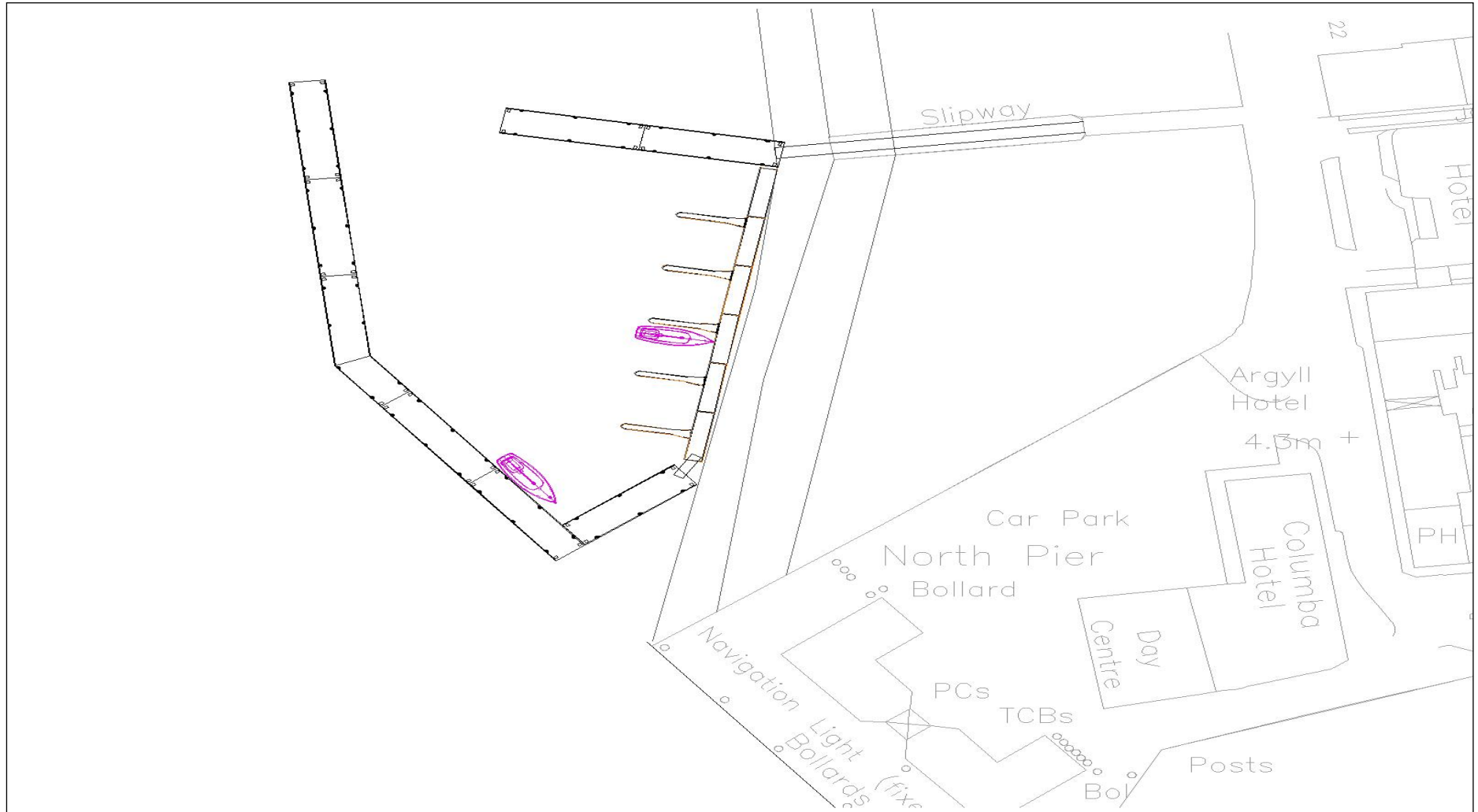
## Option 1- Approx. 20 berths



## Option 2- Approx. 20 berths

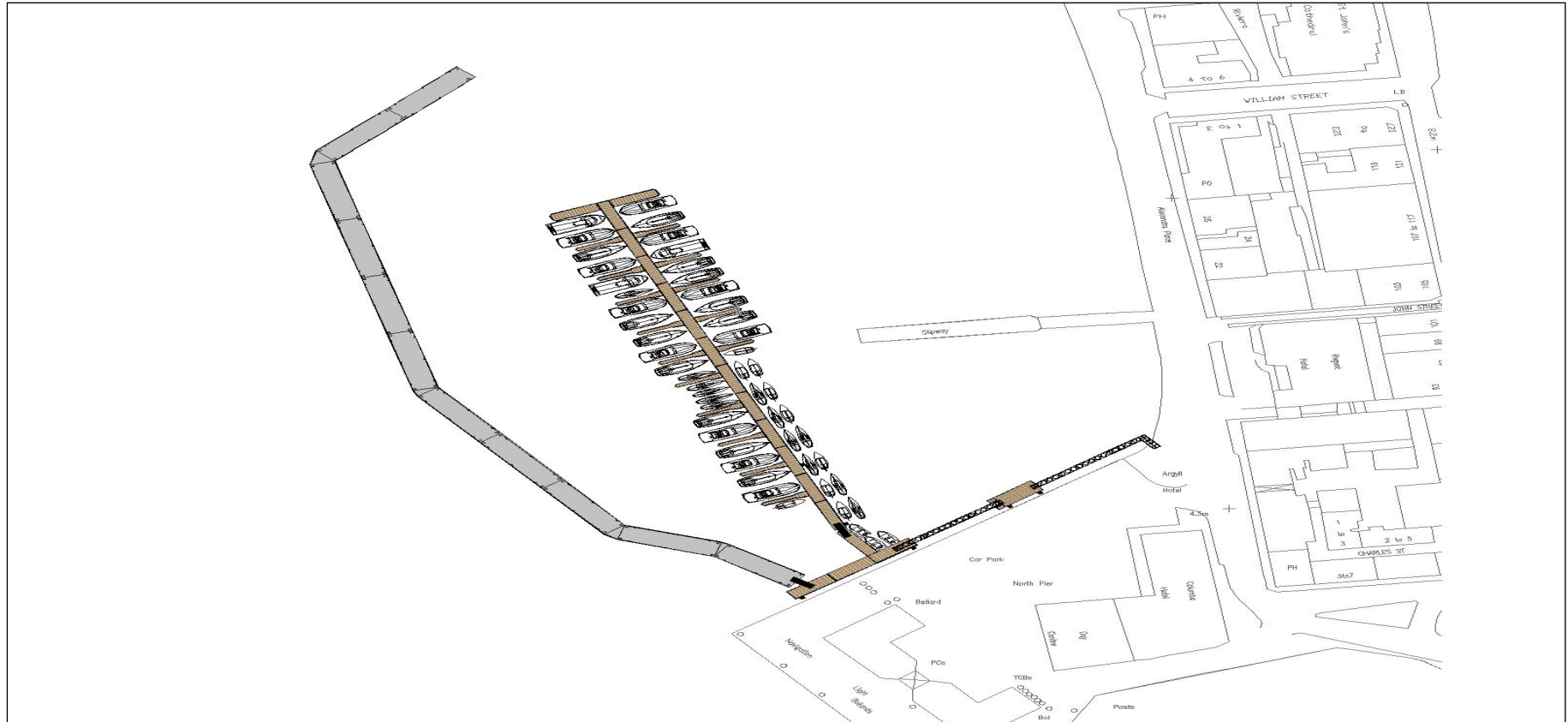


## Option 3- Approx. 15 berths



APPENDIX A

# Option 4 - Approx. 36 berths



## OPTION SCHEME 4 IS THE RECOMMENDED OPTION

- Provides the best and most practical berthing offer with a practical breakwater and does not displace commercial activities and delivers double the likely economic benefit of other options.
- Offers a transit berthing facility but with a flexible layout that allows for changes to market conditions and which will appeal to larger and better quality visiting craft, which may bring an even higher visitor spend (not factored at the moment).

## **Project plan:**

1. Revised layout options completed March 2016 to be taken for discussion to OLI Business Day March.
2. Riba Stage 3 developed design – come back with options for OLI in April for determination.
3. Planning application submission end May – June 2016.
4. Approval potentially gained September 2016.
5. Full Business Case OLI AC September 2016.
6. Full Business Case to Policy and Resources and Strategic Asset committees October 2016.
7. Riba stage 4 Tech design – procurement and contract creation – September - December 2016.
8. November 2016 tender issued.
9. January 2017 Contract award.
10. Riba Stage 5 - Construction – January 2017 - June 2017.
11. Riba Stage 6 – Handover and operational - Summer 2017.