



National Developments – Response Form

Please use the table below to let us know about projects you think may be suitable for national development status. You can also tell us your views on the existing national developments in National Planning Framework 3, referencing their name and number, and providing reasons as to why they should maintain their status. Please use a separate table for each project or development. **Please fill in a [Respondent Information Form](#) and return it with this form to scotplan@gov.scot.**

Name of proposed national development	Edinburgh Deep Water Cruise Berth
Brief description of proposed national development	400m Deep water cruise berth with associated parking and passenger facilities
Location of proposed national development (information in a GIS format is welcome if available)	North or South side of River Forth
What part or parts of the development requires planning permission or other consent?	Onshore passenger facilities and car parking may be required depending on location Marine infrastructure under PD/Marine Scotland
When would the development be complete or operational?	Future
Is the development already formally recognised – for example identified in a development plan, has planning permission, in receipt of funding etc.	No

Contribution of proposed national development to the national development criteria (maximum 500 words):

Worldwide there are around 336 Cruise ships, with significant growth forecast with over 115 new ships on order.

In Scotland the market continues to grow with a 78% growth in cruise call over the last 5 years (501 to 801 Source Cruise Scotland 2020) and a 70% growth in passenger value (£54,574,600 to £93,252,800 Source Cruise Scotland 2020).

The large growth in cruise calls and passenger can be attributed in part due to the size of the cruise vessel calling to the region, with the majority of these new builds now averaging around 100,000t. In terms of the Forth, Edinburgh is regarded as a marquee port which is key to a Scottish cruise Itinerary. However growth is restricted as these large ships cannot be accommodated in Port due to either air draft restriction (Forth Bridges) or Lock gate Restrictions. Currently these vessel have to anchor in the Forth and passengers have to tender into Port. Tender operations with 3000+ passenger can be logistically challenging and time consuming especially given Scottish weather and is not favoured with the cruise lines.

The market requirement for these vessel is an alongside berth to in order to process passengers quickly and more efficiently and generally provide a more positive passenger experience. This develop would increase the marketability and capability of the Country's Capital as a world Class cruise destination and accommodate all current and future vessels in the European market.

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