

27 April 2009

Ms. Geraldine Hayes
Coastal Zone Management Division
Department of Agriculture, Fisheries & Food
West Cork Technology Park
Clonakilty
Co. Cork

Foreshore Lease Application

Ref No:	MS51/8/1340
Applicant:	Monkstown Bay Marina Co. Ltd.
Location:	Monkstown, Cork harbour, Co. Cork
Development:	82 Berth Marina

Dear Ms. Hayes,

1.0 Introduction

I refer to the above application for a foreshore lease for the development of an 82 berth marina, with access gangway and fixed platform at Monkstown, Cork Harbour.

The application documentation was advertised in the Irish Times and the Cork Evening Echo on 23 March 2009. The documentation was displayed in Anglesea St. Garda Station from 23 March 2009 to the 14 April 2009.

We were forwarded copies of three observations that were received by DAFF. Our comments and responses to these observations are detailed below.

2.0

Mr. objection was received in DAFF on 15 April 2009, which was after the 21 day consultation period. Despite the objection being received outside of the period for objections, we have reviewed Mr. observations and respond as follows:

2.1 Flooding

Mr. has expressed concerns that the marina development will result in flooding of the R610 public road, due to the roadside wall being breached.

The public road at this location is prone to flooding during extreme climate/atmospheric conditions. This flooding is primarily caused by seawater

backing up through the road gully discharge pipes (225mm diameter), which are situated at various locations along the wall.

The proposed level of the access platform and the threshold of the gate where it joins the wall is approximately 200mm above the existing footpath, which is approximately 150mm above the road level and gully cover level. The threshold of the access gate will therefore be approximately 350mm above the road gully level. It is therefore evident that the road will flood via the existing road gullies before the sea level rises to the level of the access platform.

The existing road wall was increased in height in 1970, to stop wave/spray being driven onto the public roadway during storms. The marina will incorporate a floating wave attenuator around its perimeter, which will reduce the height of waves before they reach the wall. The access platform will also assist in reducing the wave height at the location of the proposed access gate.

Monkstown Bay Marina Co. Ltd. are willing to install a demountable "slot in" flood barrier across the entrance if required. This barrier would be installed when flood warnings are forecast by the OPW. A sample image of this type of flood barrier is enclosed for your information.

2.2 Impact on Foundations of Existing Properties

Mr. _____ has stated in his observation that pile driving during the construction of the marina will damage his and other properties.

The proposed marina will be anchored using a chain and anchor system. Piles will not be installed to anchor the marina. The access platform will be comprised of a steel structure, supported by steel columns on concrete pad foundations. Piles will not be installed to support this structure.

3.0

Mr. _____ observation letter was received in DAFF on 06 April 2009, which was within the 21 day consultation period.

3.1 Existing Mooring

Mr. _____ has a mooring which is located within, or very close to the foreshore lease boundary of the proposed marina. It is therefore necessary to relocate Mr. _____ mooring to facilitate the development and safe operation of the proposed marina.

Mr. _____ may have a mooring in the area and may be paying an annual charge to the Port of Cork, he does not however have a Foreshore Lease for the mooring structure and swing area and therefore the mooring is illegal as it is in contravention of the Foreshore Act 1933. The Port of Cork has authority to impose harbour charges on vessels entering the harbour, or berthing/mooring within the harbour under section

13 of the Harbours Act 1996. This charge however does not give permission under the Foreshore Act 1933 to erect any structure on State Foreshore and a lease/licence under this act is still required.

Monkstown Bay Marina Co. Ltd. are aware that a number of moorings will have to be removed/relocated to facilitate the construction of the proposed marina. They wrote to Mr. [redacted] and other mooring owners who would be affected by the proposed development in February 2009, offering two options, (1) A reduced rate berth in the new marina for five years or (2), Relocation of the existing mooring to a suitable location, including repair/replacement of ground tackle and riser, if required.

The foreshore adjacent to Monkstown, along the R610 road contains approximately 150 no. swing moorings. The proposed marina will only impact on fifteen of these moorings. Of these, seven are taking a berth in the marina and 7 are opting to be relocated within the Monkstown Bay area.

Swing mooring fields are extremely space inefficient in providing safe mooring for vessels, due to the large area of foreshore taken up by the swinging area of each vessel. Based on an average boat length of 10m, assuming average harbour water depths, a swing mooring field of 82 no. boats will utilise approximately 8 to 10 ha, where an equivalent number of boats in a typical marina will utilise less than 2 ha. Thus a marina is considerably more space efficient than a swing mooring field. A marina is also a much safer way to access and egress boats compared with swinging moorings.

3.2 Parking Facilities & Infrastructure

Planning permission was granted for this development by Cork County Council, who have agreed the proposed parking and infrastructure requirements for this development. All landside infrastructure and facilities required by Cork County Council will be provided in compliance with the granted planning permissions by Cork County Council and funded by Monkstown Bay Marina Co. Ltd. through planning contributions. Copies of the planning permissions were submitted to DAFF with the foreshore lease application.

3.3 Environmental Designation

The area of intertidal foreshore, i.e. between MHWS and MLWS at the location of the proposed marina is a designated SPA and NHA. This area of foreshore is in the ownership of Cork County Council and we have requested Section 10 approval under the Foreshore Act 1933 to develop the portion of the access platform that passes over the intertidal foreshore.

The proposed development does not entail any reclamation or dredging of foreshore and impacts to the qualifying interests of the SPA/NHA are not anticipated.

The NPWS were consulted during both the planning and foreshore application phases and they did not express any concern in relation to the proposed development.

4.0

We received a file note from DAFF dated 25 March 2009, which appears to be a record of a telephone conversation between a Mrs. _____ of _____ and Mr. Gerard Sheil of DAFF. This note cannot be considered to be a valid observation as it is not "in writing" as stated on the public notice.

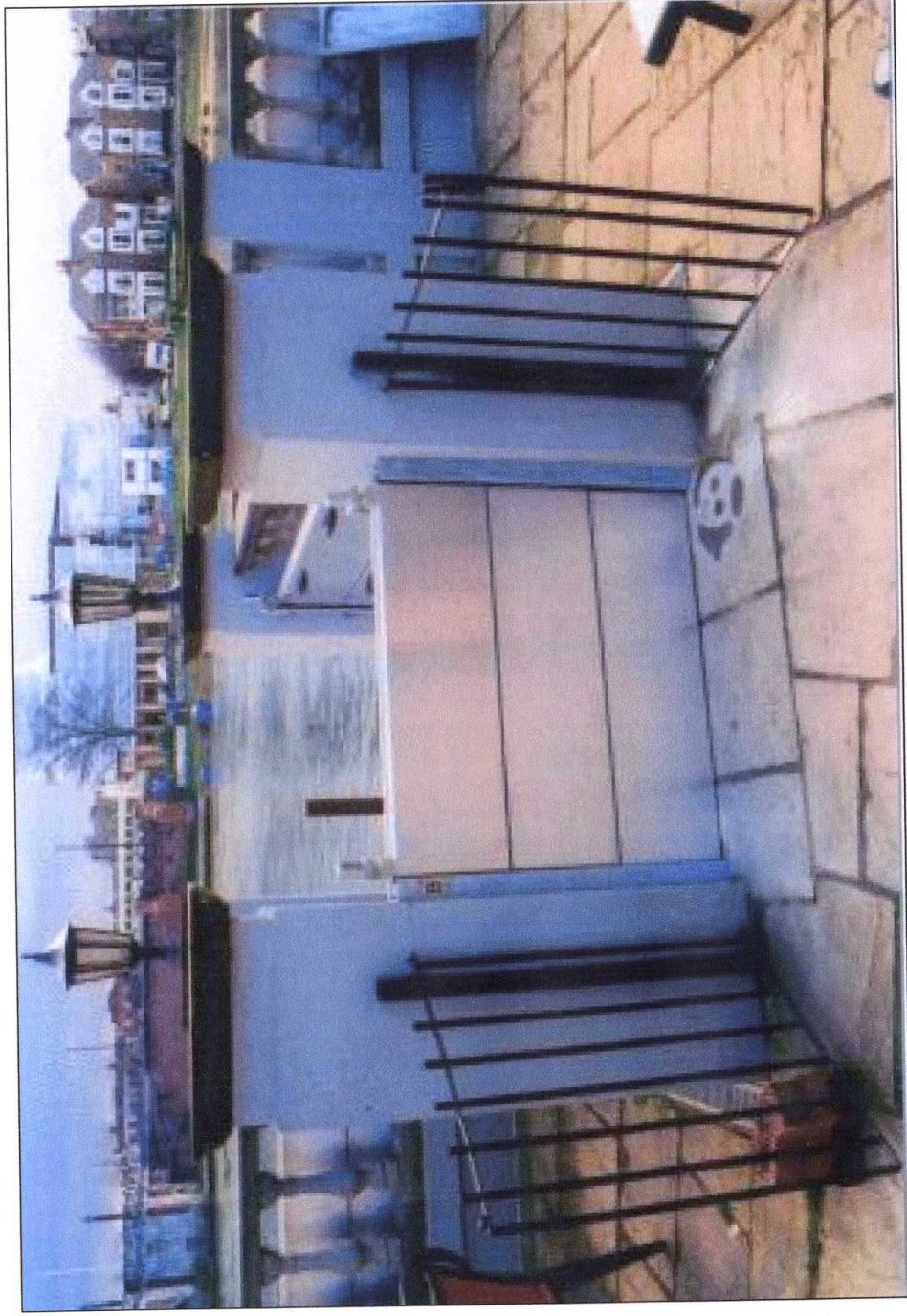
Mrs. _____ is the wife of Mr. _____ referred to in section 3.0 above.

If you require any additional information or require clarification relating to any issue, please do not hesitate to contact the undersigned.

Yours sincerely,

Adam Cronin B.Eng., M.Sc., C.Eng., MIEI
Chartered Engineer

Director



Monkstown Marina
Typical Demountable Flood Barrier (Access Gate)