Submission 62 - Appendix 3

Cork Harbour Water Sport & Activity Centre

MONKSTOWN

Cork Harbour Marina 2012, "A Taste of Sailing"

LETS PROVIDE PROPER FACILITIES AND ENCOURAGE IRELANDS YOUNG TO LEAD A MORE ACTIVE AND HEALTHY LIFESTYLE

IN ORDER FOR PEOPLE TO APPRECIATE THE HARBOUR, WHICH IS AN AMENITY FOR ALL, THEY MUST FIRSTLY BE ABLE TO ACCESS IT IN A SIMPLE AND SAFE MANNER

MONKSTOWN BAY MARINA
COMPANY LIMITED
(087) 3669009
INFO@CORKHARBOURMARINA.IE

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CORK HARBOUR WATER SPORT & ACTIVITY CENTRE

THE PEOPLE'S GATEWAY TO CORK HARBOUR

THIS PROPOSED DEVELOPMENT IS THE NEXT NECESSARY STEP IN PROVIDING CORK HARBOUR WITH THE FACILITIES NEEDED TO ACHIEVE ITS POTENTIAL AS A FIRST CLASS RECREATIONAL LOCATION.

Cork Harbour has been designated by Failte Ireland as a centre for marine excellence. This is also supported by numerous studies and surveys compiled over the last ten years.

CORK HARBOUR IS RENOWNED AS THE SECOND LARGEST NATURAL HARBOUR IN THE WORLD.

CORK HARBOUR IS A MAGNET FOR LEISURE USERS, WITH BEAUTIFUL COASTAL WALKS, SUPERB LOCATIONS FOR KAYAKING, FISHING, SWIMMING, SAILING, DIVING AND MUCH MORE.

MONKSTOWN IS PRIVILEGED TO BE ONE OF THE THREE TOWNS NAMED IN THE CORK AREA STRATEGIC PLAN 2001-2020 AS A PREMIUM LEISURE DESTINATION IN THE HARBOUR.

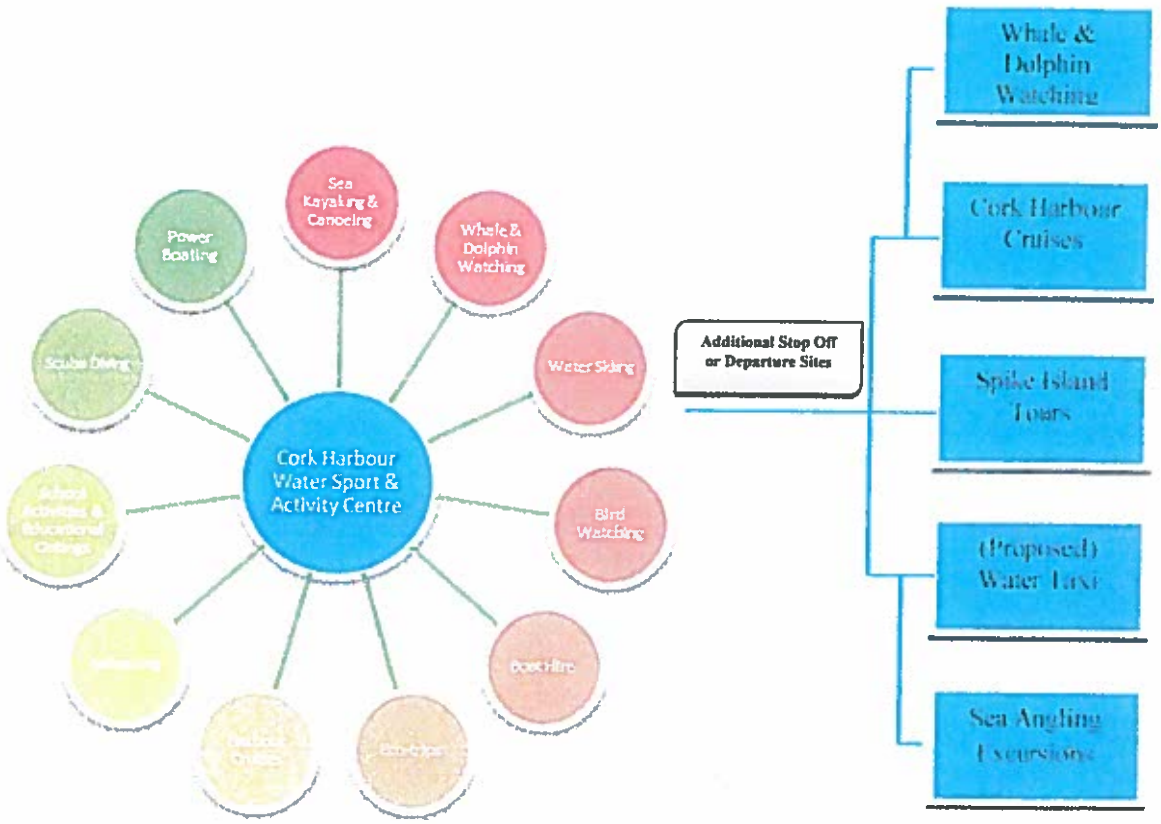
Presently though, the harbour is not living up to its prestigious name with regard to:

- × Providing *"a one stop shop"* for information regarding the different activities taking place within the harbour.
- × Providing changing and shower facilities for the harbour's many clubs and groups.
- × Providing a safe environment for educational- excursions. (School & College field trips)
- × Providing a platform for novice and new users of the harbour to experience its beauty and charm.
- × A secure parking facility.
- × Boat, fishing tackle, bicycle, Kayak and associated safety equipment hire.

THE CORK HARBOUR WATER SPORT & ACTIVITY CENTRE AIMS TO BRIDGE THE GAP BETWEEN THE HARBOUR'S FANTASTIC NATURAL RESOURCES AND THE CURRENT INFRASTRUCTURE THAT EXISTS TO SUPPORT THE HARBOUR BY:

- ✓ **Acting as a centralised hub with the aim of highlighting and promoting the many natural assets and activities available in the harbour and to act as a platform for people to pursue their interests.**
- ✓ **Providing state-of-the-art facilities for affiliated organisations.**
- ✓ **Designating an Area specifically geared towards raising awareness regarding the sensitivity and vulnerability of the marine ecosystem that exists in our waters and the historical significance of the harbour.**
- ✓ **Offering a safety net for new & inexperienced boat users in the form of a 24h breakdown recovery service within the harbour and the ability to use an estimated time of departure (ETD) and estimated time of arrival (ETA) service.**
- ✓ **Providing 184 secure car parking spaces.**
- ✓ **Giving everybody the opportunity to experience the harbour by providing a rental service. (Boats, kayaks, lifejackets, etc.)**

CORK HARBOUR WATER SPORT & ACTIVITY CENTRE WILL ACT AS A COMMUNICATION HUB FOR THE MANY WATER SPORTS AND ACTIVITIES TAKING PLACE WITHIN THE HARBOUR PRESENTLY. IT WILL ALSO ALIGN WITH THE ALREADY EXISTING AND FUTURE HARBOUR ATTRACTIONS & ACTIVITIES.



By developing this centre the main benefits to Cork Harbour and its inhabitants will include:

INCREASED TOURISM & LOCAL ECONOMY BOOST

- ✓ Ability to begin capturing a slice of the activity based holiday market both water based and shore based.
- ✓ Increased indigenous spending in the area.
  - o Providing a facility to host Farmers Market's specialising in marine and local produce, an uncommon occurrence throughout the County.
  - o Provide a badly needed platform to host events like Triathlons within the harbour.
- ✓ Provide a platform to showcase Cork Harbour's natural beauty, historic significance and many amenities and activities.
- ✓ By providing a public promenade and walkway, the centre will attract a much higher volume of visitors to the area.
- ✓ Visitors to Cork Harbour will have the opportunity to hire boats catering to all levels of experience & needs.
- ✓ Tourists to Cork Harbour will have access to first class shower & toilet facilities.

Safety, Health, Education & Ecological Awareness Centre

- ✓ Increase safety on the water by promoting best practices regarding water safety and providing safe access to the marine leisure industry.
- ✓ Encourage increased public participation in outdoor activities by providing a user friendly hub for outdoor pursuits.
- ✓ Provide a safe environment for educational excursions (School & College field trips). There are nine schools within a seven km radius of Monkstown.
- ✓ Area specifically geared towards raising awareness regarding the sensitivity and vulnerability of the marine ecosystem that exists in our waters.
- ✓ Increase participation in local clubs around the harbour.

Increased Public Amenities

- ✓ Local shops to return to Monkstown.
- ✓ Additional seating and rest area for walkers.
- ✓ Promenade and walkway away from public road.
- ✓ Public phone facility.
- ✓ Public toilets.
- ✓ Additional car parking facilities for the area.
- ✓ Cash dispensing facility (ATM).
- ✓ Viewing Station with panoramic display.
- ✓ A free Wi-Fi area for the public.
- ✓ Wildlife observatory with Awareness Park.
- ✓ Additional serviced rubbish bins.
- ✓ Use of state of the art facilities for affiliated organisations.
- ✓ Provision of a community meeting room.
- ✓ Provide disabled access to boats.
- ✓ Boat, Kayak, etc. Rental.

Improved Safety Measures for the Community

- ✓ Secure off road car parking facility.
- ✓ Greatly reduced roadside parking in the area.
- ✓ Safe access to boats.
- ✓ Traffic calming measures to reduce speed through village.
- ✓ 24h breakdown recovery service within the harbour.
- ✓ Estimated time of departure (ETD) and estimated time of arrival (ETA) service.

Financial Benefit to Local Government

- ✓ Enable Cork County Council to generate an income from an asset already owned by the Council (Foreshore, Low water mark – High water mark).
  - Lease Fees
  - Generate Rates
  - Taxes
  - Job Creation
- ✓ Repairing and protecting against localised coastal erosion.

All of the above can be achieved by the establishment of a Water Sport & Activity Centre, to act as a hub with the aim of highlighting and promoting the many natural assets and activities available in the Harbour and surrounding area.

The development of such a centre would enable people from all walks of life to access the multitude of activities currently taking place within the harbour and provide a platform for likeminded people to promote their chosen interests.
The development of this proposal will allow Cork Harbour to be marketed as a tourism destination for activity based holidays to both the foreign and domestic tourism markets.
The expansion of the Marina Facility and the provision of Blue Flag facilities onshore will attract a larger amount of leisure boats to visit Cork Harbour as a shore base whilst cruising our waters.

IDENTIFIED CORK HARBOUR WATER BASED ACTIVITIES, GROUPS & CLUBS THAT AFTER BEING CONTACTED STATE PARTCIPATION IN THEIR RESPECTIVE ACTIVITIES WOULD INCREASE AS RESULT OF A CENTRE LIKE THIS

Dingy Sailing	Cruiser Sailing
Scuba Diving	Surfing/ Wind Surfing/ Kite Surfing
Jet skis	Power Boating
Water Skiing/ Wakeboarding/ Tubing	Bird Watching
Whale & Dolphin Watching	Swimming
Walking & Cycling	Harbour Cruises
Beach Angling	Shore Fishing
Sea Angling	Gig & Yawl Rowing
Sea Kayaking and Canoeing	Eco-trips
Youth & Rehabilitation Services	Sea Scouts

School Activities & Educational Outings/Programmes

THE PEOPLE'S GATEWAY TO CORK HARBOUR

Supporting Research & Surveys

- **National Survey of Water-Based Leisure Activities in Ireland**, 2003.
  Marine Institute.

- **Initial Investigation of Data Availability for Assessing Tourism Quality Milestones for Cork Harbour**, 2005.
  Coastal and Marine Resources Centre, Environmental Research Institute.

- **Assessment of Coastal Recreational Activity and Capacity for Increased Boating in Cork Harbour**, 2006.
  Coastal and Marine Resources Centre, Environmental Research Institute.

- **Recreation and Amenity Policy**, 2006.
  Cork County Council.

- **Economic Benefits of Coastal Marinas**, 2007.
  British Marine Federation.

- **The Potential for Growing Marine Leisure**, 2007.
  Irish Sea Marine Sector, Marketing & Business Development Programme.

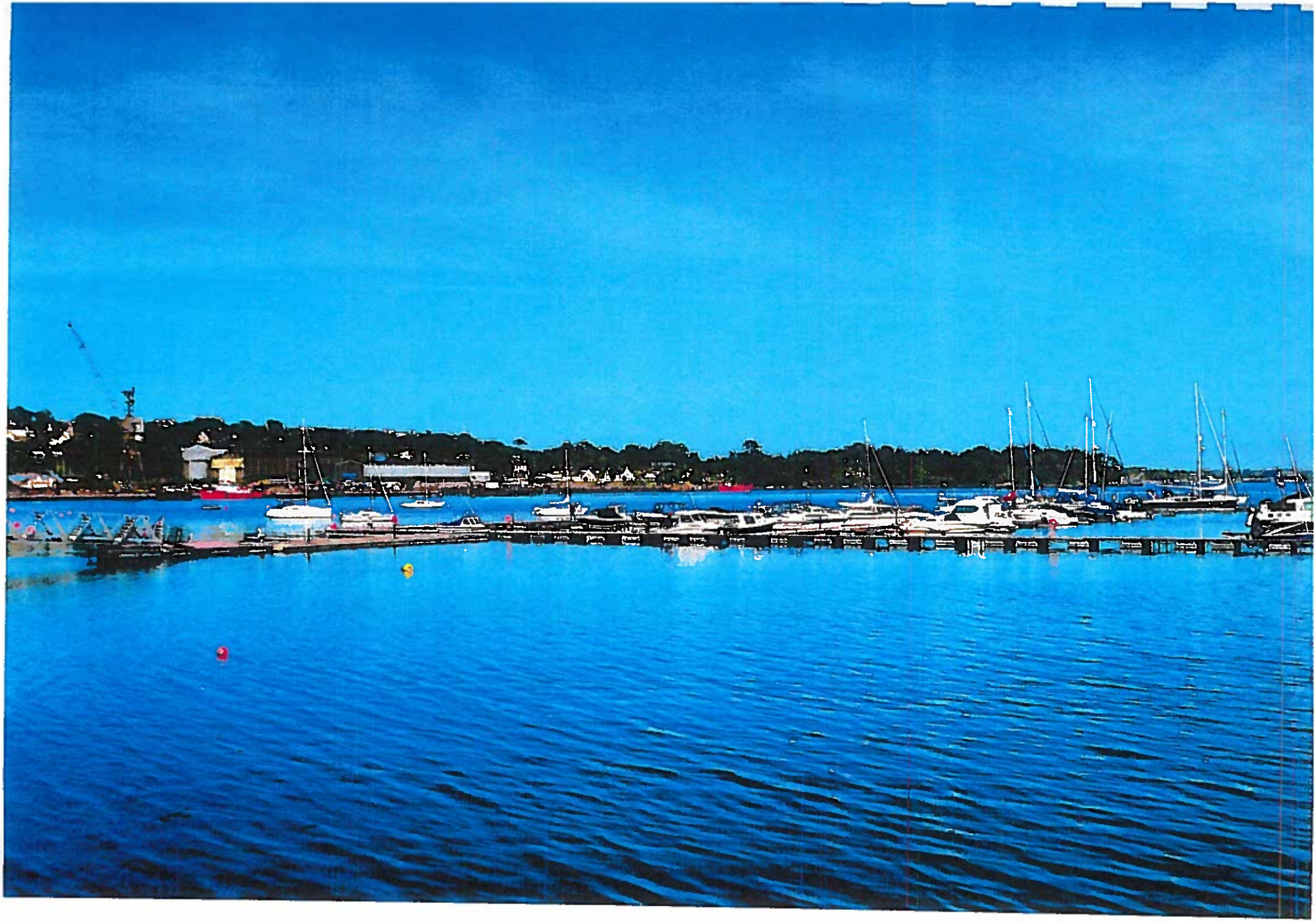
- **A Marine Leisure Infrastructure Strategy for the Western Division of Cork County Council**, 2008.
  Cork County Council.

- **Cork Harbour Integrated Management Strategy**, 2008.
  Coastal and Marine Resources Centre, Environmental Research Institute &
  The Planning Policy Unit, Cork County Council.

- **Leisure and Recreational Strategy**, 2009.
  Port of Cork Company.

- **Economic Impact of Welsh Marinas**, 2010.
  Irish Sea Marine Leisure Knowledge Network.

- **Tourism Policy Review Group**, 2003.
  Yvonne Shields & Anne Wilkinson, Marine Institute.



BRIEF OUTLINE OF DEVELOPMENT

Monkstown is recognised as an important centre for the water based leisure activities in the Cork Harbour area so the principle of providing additional facilities is reasonable and acceptable, and this proposal hopes to help promote the marine tourist industry in the area.

Advice from the Inspector on the previous planning application was to move the Marina to an area with established facilities and infrastructure or if such is not available in a location where facilities and infrastructure can be provided commensurate to the scale of the development. This proposal moves the development to an area where traffic calming scheme is put in place for the safe access of the public road, large parking facilities are provided and good supporting facilities to the marina in the main building along with other public amenities

PROJECT DESCRIPTION

- The provision of a floating 284 berth Marina to incorporate marina previously granted on this site- Cork County Council Ref: 06/11584- An Bord Pleanala Ref: 04/223102
- A 1035sqm / 11,140sqft Marine Facility on the South section of the site to include facilities as below:
  - 16sqm – 172sqft Plant Room (basement level)
  - 20sqm – 215sqft Marina Store (basement level)
  - 19sqm – 205sqft Laundry Facilities (Basement level)
  - 110sqm – 11184sqft Café Bar / Restaurant (with basement storage)
  - 50sqm – 538sqft Gym and changing facilities
  - 51sqm – 549sqft Provision shop (with basement storage)
  - 48sqm – 517sqft Sailing Club Facilities/ Marina Safety/ Training Briefing Room
  - 18sqm – 194sqft First Aid Room
  - 33sqm – 355sqft Boat Sales
  - 35sqm – 377sqft Marina Offices
  - 10sqm – 107sqft Security Room

- 114sqm – 1227sqft Rowing Club Boat House to the North section of the site
- 168no. Car Parking space and 6no. Disabled Car Parking Space will provide parking for both the Marina and Marina Facility. A barrier control (card operated) will ensure a safe parking area along with discouraging unsociable behaviour at night by providing a policed and monitored area. A 24hr security cover will be in place for both the facilities and marina; this will be done by CCTV and security guard.
- Refuse collection and Bin storage will be adjacent to the main building along with a collection area at the main entrance to the Marina. A main collection point will be located to the north east of the site to ease refuse collection. Recycling and waste bins will be located along the walkway and within the parking facilities.
- An extension to the existing road side walk will become part of the reclaimed lands, so as to allow residents and visitors to walk safely along a beautiful landscaped scenic waterfront walk with grass areas and seating. Access to the foreshore will be provided on either side of the walkway entrances. Along this walk way an information board will be placed with maps and local Marina wildlife information along with marina litter and its effects on the wildlife. A Bird Hut will also be provided on this walk way for the bird enthusiasts. An interactive human sun dial will also be along this path way and a viewing panoramic platform and location notice board. This walkway will also incorporate a Marine notice board with tide information etc.

- The Design of the Marina Building and Boat House shall be unique in character and will enhance the visual impact of the Marina by catching your eye from the road and the water. While providing a much needed Marina improving the leisure facilities for Monkstown and the surrounding area.

PROJECT SCOPE – MARINA FACILITY

The proposed access for the Marina and Marina Facility shall be from the R610 which is the coast road linking Ringaskiddy, Monkstown and Passage West, with the entrance leading to a large well landscaped car park. A Traffic calming scheme has already been taken on board by John Forde (Area Engineer- Cork County Council), which would be of great benefit to the residents of Monkstown. Providing this large parking area and the traffic calming will ease the traffic and parking problem in Monkstown village. Pedestrian access is provided at intervals along the road which leads you to the scenic walk or to Marina and Marina Facilities.

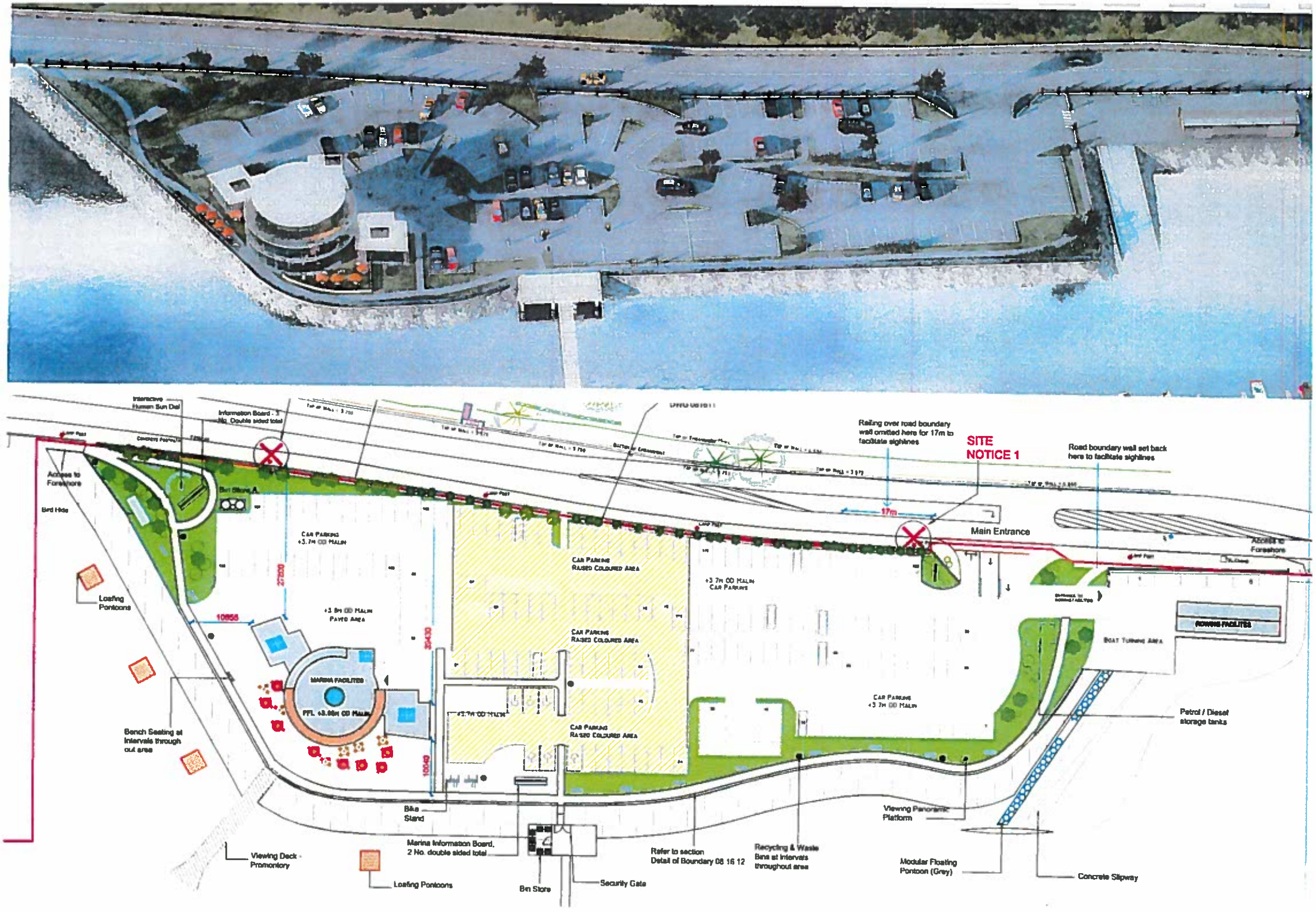
The Marina building acts as supporting the facilities to the Marina by providing changing and toilets for Marina users and the public. It lies to the South of the site taking in the view of the Harbour and right up the estuary of the river. The location provides the building to have large amounts of light from early morning till late into the evening. The large amounts of glazing will flood all the internal functions with light but also reflect the movement of the river. An open central atrium provides a light well down through the three floors while a full glazed entrance again up to the third floor allows users to enjoy the space. The basement level will provide all ancillary storage required for the building along with large plant room and laundry service. On the ground floor the café bar / restaurant, gym and provision shop will function for both the users of the Marina and the public. The main foyer shall provide access to these and to the Boat Sales and Chandlery on the first and second floors. Sailing Club Facilities/ Marina Safety/ Training and Event Briefing Room are on the first floor with a First Aid Room off it. The Marina Offices on the second have views across the whole Marina and access to an outside decking. There is also a security room on this floor which will have monitors for all security cameras which will be around the Marina for high level of security. This facility will provide a large amount of amenities to the users of the Marina and the public alike.

PROJECT SCOPE – ROWING CLUB BOAT HOUSE

The access for the Rowing Club Boat House is also through the main entrance to the Marina, with a barrier entrance to the facility to prevent non members parking in the vicinity. This facility will provide the Club with waterside storage and make it easier and safer to access the water through an adjoining slipway. The Rowing Club have found it increasingly dangerous crossing the R610 road from their club house and storage in previous years.

PROJECT CONSTRAINTS

The design of the overall project has to take serious note of the comments and views of many locals as it is hoped that this facility will benefit the sailors in the area along with the local residents that use this area for walking etc. This facility is also hoping to benefit the local companies in the area by drawing large numbers of visitors to the area and boats from other countries.


Interactive Human Sun Dial
Information Board - 3 No. Double sided total
Railing over road boundary wall omitted here for 17m to facilitate sightlines
SITE NOTICE 1
Road boundary wall set back here to facilitate sightlines
Access to Foreshore
Bird Hide
Bin Store A
17m
Main Entrance
Access to Foreshore
CAR PARKING +3.7m OD MALIN
CAR PARKING RAISED COLOURED AREA
+3.7m OD MALIN CAR PARKING
Loading Pontoons
27500
10655
+3.8m OD MALIN PAYD AREA
35430
MARINA FACILITIES
FFL +3.66m OD Malin
CAR PARKING RAISED COLOURED AREA
BOAT TURNING AREA
ROWING FACILITIES
CAR PARKING +3.7m OD MALIN
Petrol / Diesel storage tanks
Bench Seating at Intervals through out area
10040
Bike Stand
Viewing Panoramic Platform
Viewing Deck - Promontory
Marina Information Board, 2 No. double sided total
Refer to section Detail of Boundary 08 16 12
Recycling & Waste Bins at intervals throughout area
Modular Floating Pontoon (Grey)
Concrete Slipway
Loading Pontoons
Bin Store
Security Gate

BUSINESS CASE, JOB CREATION & EDUCATIONAL IMPACT

INTRODUCTION

The world marine tourism market is estimated to be 11% of all world tourism by value.

The Irish market for marine leisure is put at €687 million per annum. This is made up of water-based tourism (€566 million) and elements of "other marine services" such as boat sales, chandlery etc. which account for a further €121million per annum).

Overall, this sector supports in excess of 3,200 jobs.

Scotland has begun to build up a significant business in marine leisure tourism through the relocation of boats from the South of England.
Driven North by overcrowded waterways and expensive marinas, boat owners have located their boats on the Clyde marinas close to Glasgow and Prestwick Airports. This influx of *"foreign owned"* boats has led to an expansion of Scotland's marine leisure industry.

With the advent of cheap airfares and regional airports in Ireland it would be possible for UK based boat owners to keep their boats in Ireland at a more competitive rate and thereby contribute to inward tourism.
(Irish Sea Marine Sector's "Potential for Growing Marine Leisure" study 2007.)

BUSINESS CASE

A recent UK visitor to Monkstown Marina stated that it takes 4-6 hours to travel from his home in North London to his boat, which he keeps on a marina on the South Coast of England. It costs him €13,000 annually to keep his boat on that marina, and the accessibility to the marina is limited to an hour and half before and after high water.
By comparison, the same boat would cost €3,000 per annum on the Monkstown Marina, which is accessible at all times of the tidal cycle.

With regular flights to and from London Heathrow, Gatwick and Stansted, and a flying time of approximately 1 hour, Cork International Airport is ideally suited as a destination Airport for Southern English Boat owners. Monkstown Marina is less than a 15 minute drive from the airport.
With current cheap airfares it now makes financial sense for a Londoner to keep their boat on the Marina in Monkstown and also significantly cuts travel time from home to boat.

Another visiting yachtsman from Portsmouth on the South Coast of England stayed on the Marina for 5 weeks recently. He hired a car for two weeks and had equipment and sails repaired locally.
During his stay he also visited the local restaurants and bars regularly.

Referring to the plans to expand the marina, which include extensive onshore facilities, he commented that there would be *"a flotilla of boats from Land's End to Cork Harbour"* to use the marina as a base, while exploring the world-renowned South Coast of Ireland or as a stopover break in a longer voyage as he was doing.
He was continuing from Monkstown up the West coast of Ireland across the North coast, over to Scotland, through the Caledonian Canal and down the East coast of England and back to Portsmouth.

Cork Harbour is renowned as being the second largest natural harbour in the world and, thanks to its narrow entrance, provides a very sheltered and safe expanse of navigable water which encourages year-round Marine Leisure.

Unfortunately the harbour does not presently have the modern marina facilities or the berth capacity to encourage international cruising boats to make Cork Harbour their destination or base.

The majority of visiting yachts cruising in the south coast of England are from mainland Europe which is a huge marine tourism market. The south coast of Ireland is identified as a World Class cruising ground. Unfortunately it is 120 nautical miles from Land's End to Cork Harbour.
To encourage the European cruising fleet across to Ireland, we must have safe and sheltered marina berths available, with onshore facilities that equal or better other European marinas. Owners of these boats must feel confident that they can leave their boats for long periods on safe and secure berths if the weather turns unfavourable or if they run out of time.

The majority of Irish yachts that sail to mainland Europe do so over the space of two years or more - one season cruising down, possibly one season cruising the chosen area and another cruising back to Ireland.

This involves leaving yachts on sheltered marinas during the winter months. They also visit their yachts on these marinas during the winter months for short breaks and holidays. This is the type of tourism that Cork needs to attract from mainland Europe and the UK. Marina fees in Cork Harbour are a lot less than in the UK or mainland Europe and this, along with the excellent accessibility by air, would make Cork a very attractive place for owners to keep their boats during the winter months.

Jobs Creation & Local Economy Boost

"The economic impact of Welsh Marinas, 2010" was used as an up to date source of information for use in this document.

Swansea Marina was identified as the most suitable location for comparison with Cork Harbour Marina due to its many similarities in terms of:

Cork Harbour Water Sport & Activity Centre Marina Vs Swansea Marina		
	Cork	**Swansea**
Capital City	No (Second City)	No (Second City)
Population	518,128	232,500
	Cork Harbour Marina	**Swansea Marina**
Distance from City Centre	16km	2.4km
Sailing Club	No	No
Open to Public	Yes	Yes
Boat Types	Sailing 30% / Motor 70%	Sailing 27% / Motor 73%
No. of Berths	Present: 82 (Second Phase: 285)	550
Occupancy	100%	95%

Swansea Marina though, has 550 berths and the fully-developed Marina in Monkstown will have 285 berths so the data from the Swansea Marina has been adjusted to compensate for this.
The total economic impact of Swansea marina is 4.5 million euro annually and, as Monkstown Marina will have a little more than half the berths at Swansea, the estimated total impact on the local economy for this marina facility would be in the region of 2.56 million Euro annually.

This Marina development will create approximately 40 jobs during the construction stage. One hundred per cent of the works could be manufactured or built by Irish companies subject to public procurement. When the Marina development is up and running it will support in the region of 105 full time jobs both directly and indirectly.

This figure is calculated by using the Irish Marine Federation research which estimates that *"for every 2.7 marina berths they support one full time job either in the marina itself or in associated businesses"*.
32 full time jobs will be created at the Marina complex and 73 full time jobs in associated businesses.

Cork Harbour Water Sport & Activity Centre's Estimated Impact on local economy

	Swansea Marina	Cork Harbour Water Sport & Activity Centre Marina	
	Estimate based on active berth numbers	Adjusted Figures (54%)	Euro Equivalent
Approximate Turnover	£1,100,000	£594,000.00	€734,238.30

	Swansea Marina	Cork Harbour Water Sport & Activity Centre Marina	
Estimated spend per category	Estimate based on active berth numbers	Adjusted Figures (54%)	Euro Equivalent
Berthing Fees	£1,041,153	£562,222.62	€694,958.55
Annual maintenance	£308,331	£166,498.74	€205,807.66
Chandlery	£140,951	£76,113.54	€94,083.29
Annual spend on fuel	£260,218	£140,517.72	€173,692.75
Personal protective equipment	£86,146	£46,518.84	€57,501.54
Insurance	£180,019	£97,210.26	€120,160.77
Training	£40,574	£21,909.96	€27,082.71
Buying supplies at the marina	£82,504	£44,552.16	€55,070.54
Buying supplies in the wider locality	£219,389	£118,470.06	€146,439.82
Buying supplies away from the locality	£1,694	£914.76	€1,130.73
Eating and drinking "out" at the marina	£225,488	£121,763.52	€150,510.84
Eating and drinking "out" in the locality	£69,459	£37,507.86	€46,363.14
Other entertainment	£28,122	£15,185.88	€18,771.14
Other general purchases	£22,871	£12,350.34	€15,266.15
Total Bertholder Spend	**£2,706,922**	**£1,461,737.88**	**€1,806,841.64**

	Swansea Marina	Cork Harbour Water Sport & Activity Centre Marina	
Category of spend	Estimates based on reported visitor nights.	Adjusted Figures (54%)	Euro Equivalent
Marina services (Berthing, fuel, chandlery)	£98,580	£53,233.20	€65,801.10
Other spend (supplies, entertainment etc.)	£96,769	£52,255.26	€64,592.28
Total Visitor Spend	**£195,349**	**£105,488.46**	**€130,393.38**

	Swansea Marina	Cork Harbour Water Sport & Activity Centre Marina	
Secondary benefits	Estimates based on responses	Adjusted Figures (54%)	Euro Equivalent
Berth holder	**£812,706**	**£438,861.24**	**€542,472.61**
Visitor	**£58,605**	**£31,646.70**	**€39,118.21**
Total secondary benefits	**£871,311**	**£470,507.94**	**€581,590.82**

TOTAL ECONOMIC IMPACT OF SWANSEA MARINA **£3,800,000**

TOTAL ECONOMIC IMPACT OF CORK HARBOUR WATER SPORT & ACTIVITY CENTRE MARINA **€2,536,459.57**

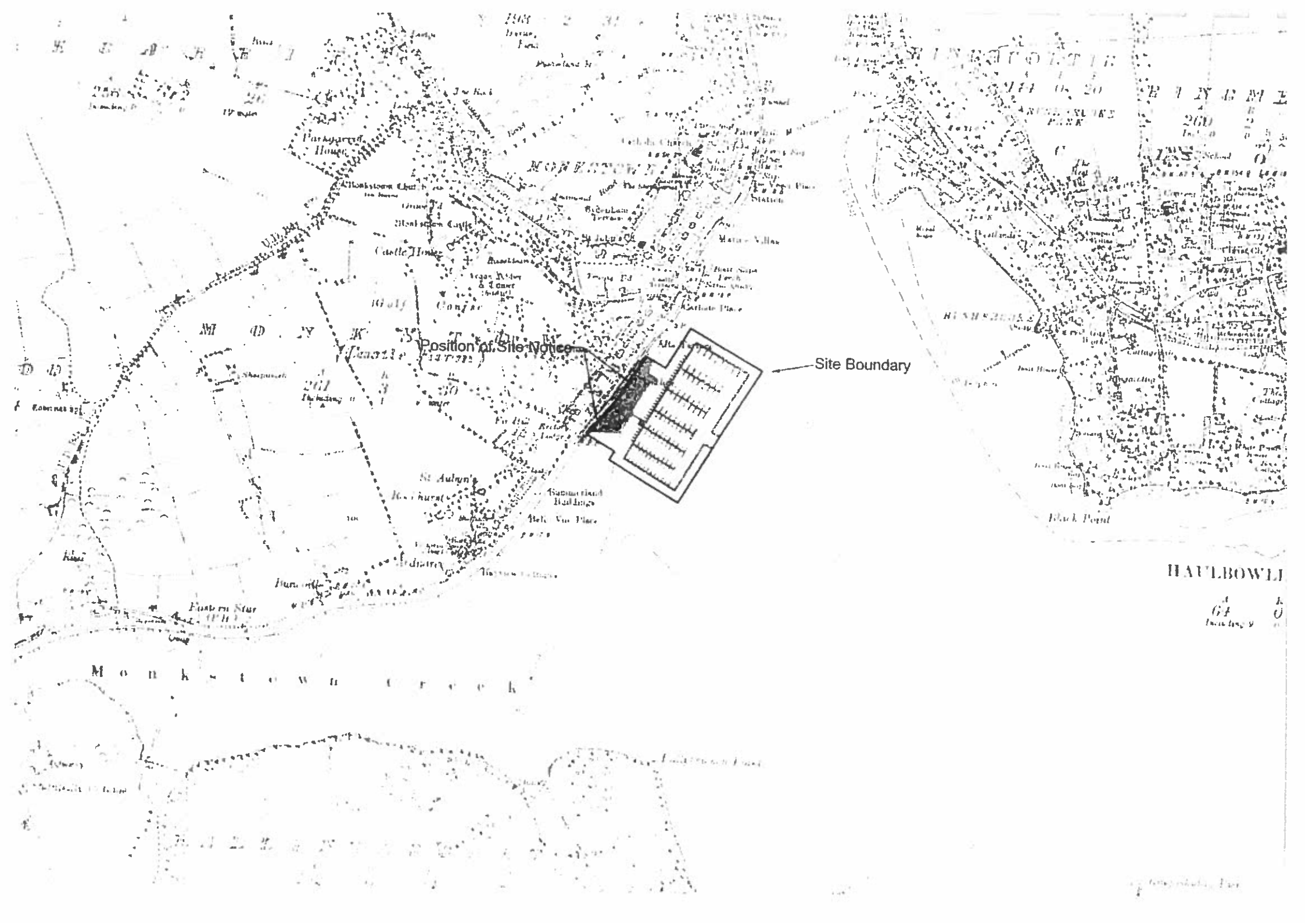
Educational Impact

The centrality of Cork Harbour Marina makes it an ideal location to facilitate schools who wish to bring a practical element to their classrooms. The bio-diversity, geology and history of Cork Harbour offer endless possibilities for schools to discover.

The Social Environmental and Scientific Education (SESE) area of the Primary Curriculum and the Junior and Leaving Certificate subjects of Science, Geography, History and Biology all have practical elements to them and the natural resource that Cork Harbour provides, offers many options to schools in Cork.

Our shore based infrastructure will include safe parking for buses, rooms for class activities & information sessions and our marina itself will be able to provide safe access to the harbour for schools that are organising marine based activities within the harbour environment. We fully recognise and understand the importance of the harbour and its potential for educational purposes and are prioritising this as part of our development.

Ringaskiddy National School, Harbour Tour 7/June/2012


Position of Site Notice
Site Boundary
Monkstown Creek
HAULBOWLI

DEVELOPMENT LOCATION - ENDORSEMENTS

- The Cork Area Strategic Plan 2001-2020 (CASP) provides guidelines for development of the region. The proposed strategy states that:

"The Port of Cork is committed to its responsibility for promoting and regulating water based leisure facilities and activities. It is important that the harbour is utilised efficiently, enjoyed and managed for the benefit of all. (Pg 51 – CASP – Cork Area Strategic Plan)

The harbours and coast of the study Area are an under-appreciated resource, and there is considerable scope to further develop their tourist potential. . . . Visitor's access to Cork Harbour should be improved and Cobh, Crosshaven and Monkstown be promoted as premium leisure sailing destinations. . . . . Greater emphasis should be given to promoting and developing the harbour as a facility for water-based sport and leisure." (Pg 57- CASP- Cork Area Strategic Plan)

- The Marine Tourism and Leisure Development Strategy (2007-2013)

Outlines priorities in terms of achieving and managing the growth of the marine leisure tourism sector in Ireland.

- The Cork Harbour Integrated Management Strategy May 2008 states as Objective 5.1

"Build on work done through the COREPOINT project to explore the potential for the future growth of water based sport, leisure and general recreational activities in Cork Harbour, (e.g. strategies for marina, dinghy parks, moorings, walking trials and cycling paths)" (Pg 30- Cork Area Integrated Management Strategy)

- Carrigaline Electoral Area- Local Area Plan 2005

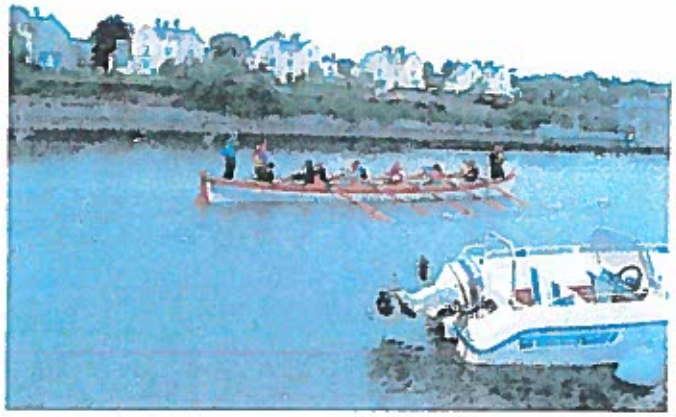
- Under Key Planning Considerations it states that at Monkstown is a significant centre for water-based leisure facilities.

- Cork County Council Recreation and Amenity Policy-24th July 2006

The council will promote and encourage Community liaison and Community partnership in relation to the development of amenity and recreational facilities as well as in their ongoing management, it will also investigate ways to improve the quality and capacity of existing facilities and ways to develop new recreational amenity facilities through the initiative both the public and private sectors.

The site has the benefit of full planning to extend the marina facility that already exists at this location. The village of Monkstown is serviced by two regional roads, the R610 west to Carrigaline and the R610 east to Passage West along with the L2474 to Rochestown. Cork International Airport is a 15 minute drive from the location. The Carrigaline Court Hotel and Rochestown Park Hotel; both 4-star hotels, are situated less then ten minutes away and they both offer a variety of facilities including leisure centres, conference centres and can cater for large groups of people.

Gallery



Meitheal Mara onboard "Fionnbarra"

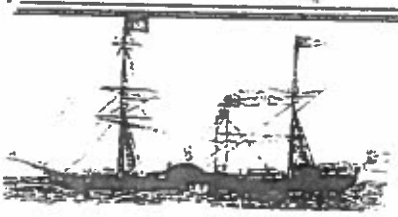
Cork City River Rescue based in Monkstown

Marine enthusiasts enjoying the active scenery

Local fishing boat

PASSAGE WEST

Town Hall
Passage West.
Co. Cork. Ireland



Halla an Bhaile,
An Phasáiste.
Co. Chorcaí. Éire.

TOWN COUNCIL

Comhairle Baile an Phasáiste

James O'Brien
Managing Director
Monkstown Bay Marina Company Ltd
Monkstown
Cork.

April 19th 2012.

Dear Mr O'Brien,

At their April monthly meeting held on Thursday April 5th 2012, the Members of Passage West Town Council thanked you for your invitation to the opening of the Monkstown Marina.

On the proposal of Cllr Dominic Ryan, Members at the April meeting agreed a vote of congratulations to you on your marina development in the current very challenging economic climate. The Members welcomed the marina development adding that it is hoped it will add to the local economy and have a positive knock-on effect on local businesses and introduce more people to this area.

Yours faithfully,

Niall O'Keeffe
Town Clerk

MONKSTOWN AMENITY ASSOCIATION

To whom it may concern,

Given the long history of maritime involvement by the people of Monkstown it is very encouraging to see the beginning of the development of the Monkstown Bay Marina.

The British army and Navy used Monkstown as an embarkation site and it was due to this that some of the oldest the buildings in Monkstown came to be built. Boating and sailing developed in Monkstown in the early 1700s because it was easy to get to and from boats in this safe, sheltered and picturesque bay. Angling developed because the pier again made it easier for anglers to embark and disembark. After the Sandquay was built using waste from the construction of the Cut and Cover by the Railway, boating activity increased further so that it has now become fully utilised as a community boat park available to all. At each development in accessibility to the water Monkstown has grown in popularity with visitors, leisure anglers, power boaters, rowers and sailors. The development of the Marina fits in perfectly with this process of development that stretches back several hundred years and Monkstown will continue to prosper as a result. The local businesses will benefit and develop and the residents will gain as a result.

For many years Monkstown was in steady decline with the closure of several shops and one of its pubs. It seemed that commercial activity in Monkstown was slowly coming to a standstill. However in the last few years we have seen the opening of a fast food outlet, the new Delicatessen shop, an art gallery and also the Monkstown Bay Marina, all of this as the country is going through a severe financial crisis. The people behind all of these ventures deserve every support and encouragement for their courage and enterprise in these difficult times

Already it can be seen that there is an increase in boating activity in the bay as a result of easy access to the water via the new Marina. People can be seen coming and going from the marina to use the facilities in the harbour to a fuller extent than ever before. The existing pier was never suitable for encouraging visitors in the way that the marina does. People are travelling

about the harbour visiting the villages and towns that have easy access by boat – Crosshaven, East Ferry, Aghada, Cobh, Cork City itself and now Monkstown in increasing numbers.

The proposal to further develop the expanded Marina facility into a Harbour Water Sports and Activity Centre will be a valuable enhancement to the harbour, to water based tourism on the south coast and particularly to Monkstown with the availability of the new facilities proposed. It will be even easier and safer for everyone to access the harbour by boat for an even greater variety of activities.

Monkstown Amenities Association congratulates the Monkstown Bay Marina Company and in particular Mr James O'Brien for their hard work, courage and dedication to the development of Monkstown and we welcome the proposal to establish the Harbour Water Sports and Activity Centre.

Yours Sincerely,

Chairperson 1/5/12

MONKSTOWN BAY SAILING CLUB LTD.
3. de Vesci Place. Monkstown, Co. Cork.

22nd April, 2012

TO WHOM IT MAY CONCERN

Re: Cork Harbour Water Sport and Activity Centre

Dear Sir/Madam,

As junior training officer for Monkstown Bay Sailing Club, a resident and a parent of four children living in Monkstown. I feel it is important to show my support for the Cork Harbour Water Sports and Activity Centre.

There are nine schools within a five kilometre radius of Monkstown village and only a small number of pupils from these schools participate in water sports/activities. The main reason for this is the total lack of public facilities in the harbour.

To encourage young people to become involved in any sporting activity you must first of all provide easy, affordable and unencumbered access to their chosen sport, which in this case are water sports/activities. This centre when developed will encourage individuals to participate in their chosen activity in comfort. This will be achieved by providing changing rooms, shower and toilet facilities, encouraging best boating practises and safety training. With all of this in place, it will give the young people the confidence to use the harbour as a recreational facility to better their life styles.

In my opinion this would be invaluable asset for our youth of today.

Yours sincerely,

Ann O'Leary,
Junior Training Officer.

Tel: (021) 4859935
Fax: (021) 4859946
Email: mbsc@eircom.net
Reg. No. 244111
Registered Office.
91. South Mall. Cork.

28th April. 2012

TO WHOM IT MAY CONCERN

Dear Sir/Madam.

The Monkstown and Cork Harbour Rowing Club is an active rowing club since 1968. The club house and storage area are on the north side of the R610 road which passes through Monkstown village. With the increase in traffic through Monkstown over the past decade or so it has become increasingly more dangerous trying to cross the R610 road to access the water with the rowing boats, as some of these rowing boats are 20 metres in length.

For a number of years the rowing club have been on the look out for a more suitable site with out success. Over the last four years we have been working with Monkstown Bay Marina Company Ltd to formalise a plan which would include more suitable rowing club facilities on the seaward side of the R610 with direct access to the water. The phase 2 proposed Marina development is the ideal solution to our rowing club needs and will encourage more participation in this sport.

The proposed Cork Harbour Water Sports & Activity Centre at this location would greatly benefit all disciplines of rowing within the whole Harbour due to its central location. It would also encourage substantially more young people to participate in water sports. This can be achieved by encouraging children at neighbouring schools to get involved in water sports.

Yours sincerely.

Carla James
Hon. Secretary

Steve Conlon
(of the Irish Marine Federation)
Speech at the official opening of Cork Harbour Marina on the 7th of April 2012

Cork Harbour Marina:

On behalf of the Irish Marine Federation and the Irish Marina Operators Association I would like to offer our congratulations on the opening of the Cork Harbour Marina.
I would like to pay tribute to the vision and tenacity of James O'Brien who has made this all possible.
I first met James some 8 years ago and I know how many hurdles he has crossed to get to this day, between planning, foreshore, State Valuation Office and the banks. These are just some of the impediments that are put in the way of would be developers who are putting in place valuable pieces of our tourism infrastructure. Marinas are sustainable developments, which will bring economic benefits to this area not only from resident boats but also from visitors.
From our own research we have established that the average spend per boat on a marina is in the region of €6,400 per annum. This is sum is made up of marina fees, insurance, training, sails, engine maintenance and chandlery spend.
An 88 berth marina, such as this one, has the potential to generate over €563,00.00. per annum in local economic activity. In addition our research shows that visiting boats spend on average almost €200 per night in the local community. Most of this money stays within the community.
Our research also informs us that for every 2.7 marina berths, they support 1 full time job either in the marina itself or in associated business.
Stand alone marinas, like this one, are fine but they can become a real economic driver for an area when they begin to attract associated businesses into a Marine Industry Cluster of activity, such as boat sales, sailing and diving schools or bases for charter operations for deep sea angling and eco tours.
In terms of the marine leisure industry in Ireland it is worth in excess of €900 million per annum and accounts for 7% of our national tourism spend. Yet our national boat ownership ratio is low at 1 boat to every 156 people. Lots of room for expansion and development!
When you consider these figures and you realise what we have in terms of a natural resource on our doorstep, marina leisure tourism has the potential to deliver far more than it is in terms of international marine based visitors. We would like to see more incentives and promotional programmes put in place to encourage more overseas boat owners to base their boats in Ireland for at least two seasons to experience what we have on our South and West coast. To do this, however, we would need many more facilities such as this.
When you look at the global figures for marine activities, marine leisure tourism is the second most important economic activity after transport and shipping. It also accounts for 26% of the total global tourism product spend. The number one tourism product is cultural and heritage tourism at 27% of total global tourism. With our natural resources Ireland could become the marine leisure centre of excellence if it were to be developed in a sustainable way.

However, I am glad to say that attitudes are changing.

For the past 10 years the Irish Marine Federation has been calling for a National Integrated Marine Plan for Ireland, this request now seems to on the way to be answered.

There is one other person here to day I wish to thank and that is Minister Coveney. While he was in opposition he worked continually to promote the marine even when he did not have the portfolio.

We were delighted to see that he managed to incorporate Marine into his Ministerial title.

Through our involvement in ITIC, the Irish Tourist Industry Confederation I happened to meet Leo Varadka on the day that he was appointed as Minister of Transport, Tourism and Sport and I asked him if I could come to see him regarding marine leisure tourism, his reply was, yes, certainly but Simon Coveney is going to do something in that area.

I also know from my ongoing contacts with Failte Ireland that both the Minister Coveney and Minister Varadka met with Failte Ireland to discuss progress on the development of a marine leisure tourism strategy.

So on behalf of the marine industry in Ireland we would today like to congratulate both James O'Brien on the official opening of his marina and look forward to future developments on this site and also Minister Coveney for his work in promoting the marine industry in Ireland.

Thank you.

Re: Proposed Marina Development in Monkstown Bay

To whom it may concern:

This is to state that the Irish Disabled Sailing Association is very much in favour of the proposed development as the existing facilities, which are presently available in the village, are not suitable for the type of craft currently being used by the association members.

It is our view that if this development goes ahead Monkstown Village will once again become a significant centre for disabled sailing.

Signed: Kevin Downing

Kevin Downing
Chairman
Irish Disabled Sailing Association

James O'Brien,
Cork Harbour Marina,
Monkstown,
County Cork

12th July, 2012

Dear James,

Cork Harbour Marina

I'm writing on behalf of Meitheal Mara to welcome the harbour's newest marina and to express our support for the proposals to develop an associated pavilion to improve the facility with toilets, changing rooms, fuel supplies and other amenities.

The crew of our Bantry longboat, *Fionnbarra*, has enjoyed the use of the marina this summer as a base for sail training in preparation for the international Atlantic Challenge competition in Bantry at the end of July. Our crew includes 20 people aged from 15 to 74, with up to 16 on board for any one outing. Many of them are from youth groups in the city and had never been out in a boat before 2011. Ferrying a crew of this size to and from a boat on a mooring is a bit of an undertaking, and we are really appreciating the simplicity and safety of being able to use a marina berth.

We have outings on week nights and twice on a Saturday with a break in between, and are very aware of the lack of associated shore-based facilities in Monkstown, particularly on wet days. Toilets, changing rooms and shelter are the most basic requirements; a shop, restaurant and bar would become attractions in themselves for visitors to the marina, Monkstown and Cork Harbour and help keep the enterprise sustainable.

The River Lee and Cork Harbour are a fantastic amenity for the local population and for visitors: for recreation, competition, exploration, heritage and transport. Its heritage value is of international interest - in 2009, Meitheal Mara submitted a proposal jointly with the Coastal and Marine Resources Centre (CMRC) at UCC to the Minister for the Environment, Heritage and Local Government to have the City and Harbour of Cork added to Ireland's tentative list of World Heritage Sites as a *Provisions, emigrant and naval port* (copy enclosed).

Provision for safe access to the water at key points around the harbour is important if the advantages of this amenity are to be opened up, and we have been campaigning for increased and improved access to the river and harbour for several years. I enclose copies of the relevant literature, *A Slip for Cork* and *Destinations in Cork Harbour.*

Facilities such as the Cork Harbour Marina provide welcome, safe access points for exploring the shores of the harbour, and I wish you luck with this endeavour, from all in Meitheal Mara.

Yours sincerely,

Cathy Buchanan
General Manager

Culture of river and sea
Na báid agus saol na ndaoine

Meitheal Mara Teo.
Crosses Green House
Crosses Green
Cork
Ireland

Tel & fax: + 353 21 4316813
E-mail: mmara@iol.ie
Web: www.mmara.ie

- **Researchers and builders of the Irish currach**
- **Youth rowing and boat building programmes**
- **Consultancy, boats and crews for special events, exhibitions, films, etc.**
- **Maritime education in the community**
- **Boatyard and training centre**

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Joan Dinneen
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Donal Lynch
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Pobal
Department of Education & Science

CORK CITY

RIVER RESCUE

VOLUNTARY SEARCH
& RESCUE UNIT

TEL: 085-8325258
www.corkcityriverrescue.com

To Whom It May Concern,

Please accept this letter as confirmation of our support for Cork Harbour Marina, Monkstown, Cork.

As a Marine Search & Rescue unit for the river Lee, Cork, we feel very strongly in supporting the new Cork harbour marina. This is a new exciting era for the Monkstown and River Lee Catchment area. It is an excellent gateway for marine users and there will be a lot more take to the water now thanks to James O'Brien of Cork harbour marina.
We at Cork City River Rescue have been operating a search and rescue unit since 2006 and since then anytime we needed to launch and recover rescue boats, was done in great difficulty due to insufficient public slip ways close to the city. The new Cork harbour marina is an excellent marina and very accessible in a matter of minutes from Cork City.

The Cork haroour marina will boost the local economy from local businesses to the increase of boat users that will avail of a berth on the new marina. Cork City River Rescue in recent times approached Mr. James O'Brien, Director of Cork harbour marina with a proposal of a rescue boat on the marina for our unit to train and operate call outs from Cork harbour marina. Furthermore when Cork harbour marina develops with Phase 2 of their plans the management have offered to assist and facilitate Cork City River Rescue with office and storage space which the building will also consist of ladies and gents toilets/showers, meeting room and much more which will make Cork harbour marina a first class marina for Cork.
With many thanks to James O'Brien and Cork harbour marina they have kindly offered assistance to cork City River Rescue in supporting Cork City River Rescue in operating a search. rescue and recovery unit in Cork harbour Marina in Monkstown, Cork as the primary base for the search and rescue unit. One of the greatest tasks for Cork City River Rescue for some years now is somewhere the River Lee where the unit can call home. Now thanks to with the help and support from Cork harbour marina we can now make this possible. There are many benefits of operating a search and rescue unit from the new marina in Monkstown,

Cork, such as the availability of a rescue boat berth at the marina 24/7/365 ready for immediate service in the event of a call out. As we are all aware for a search and rescue unit to launch a rib from a launch trailer there are many facts to consider such as is the tide low or high water, the distance you need to travel to launch a rib for the River Lee in Cork and not to mention the time it takes to launch a boat which has to be taking into consideration to know someone's life may be in serious danger.

But now thanks to the new marina in Monkstown in Cork it will mean a very quick response for Cork City River Rescue crews to make their way to an incident in a matter of minutes which seriously reduces the danger of any person being in distress for long periods of time in the river. Other such benefits such as boat recovery or should it be reported that some person somewhere that is attempting to take their own life by entering the river, Cork City River Rescue will have a rescue boat near the scene of such incident.

It should also be noted, and which is very important, that Cork City River Rescue will if or when required will assist Cork harbour marina management in the assistance of boat breakdown recovery and our volunteer crews will always be on standby in the area of Monkstown, Glenbrook, Passagewest should any water rescue or recovery assistance be required.

The Cork harbour marina is a major benefit to aid Cork City River Rescue and we look forward to seeing the new marina go from strength to strength and we all look forward to a good relationship between Cork City River Rescue and all at the Cork harbour marina

We would like to take this opportunity in thanking all at Cork harbour marina for their kind support and assisting us on the set up of Cork City River Rescue on the marina. We wish them every success with the next stage of development and having a bright future ahead.

Yours Faithfully,

Louis Hyde,

Director,

Cork City River Rescue

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Monkstown, Co. Cork, Ireland.
☎ +353-21-4842172 / 4842006
Fax: +353-21-4842008 / E-mail: info@thebosun.ie

Date: 30th September 2011

To whom it may concern:
Re: Monkstown Marina,

Since the construction of the marina, we have had an increase in customers to our premises which have arrived by boat. The marina appears to suit the needs of the cruising and socialising sailor better than the pier.

Yours Sincerely

Andrew Moynihan

DASK LTD

Monkstown Inn

Glen Rd

Monkstown

Cork

021 4841948

To whom it may concern,

As business people in Monkstown village running a bar are delighted to see the new marina on our door step. In a time of very hard business conditions it is great to see progress in our small community. The marina has brought us as a business, new customers and has also opened new ways of doing buisness.It has also brought a sense of uplifting progression in Monkstown, where we have seen a new deli/ shop, takeaway and marina open in the last year, in the middle of a recession.

We wish Monkstown Marina Company the very best in the future.

Sean Walsh

Dan Walsh Dan Walsh.

UNION CHANDLERY LTD.
4-5 PENROSE QUAY, CORK
IRELAND

PHONE: (021) 4554334 FAX: (021) 4552211 SALES DESK FAX 1-850-612255
E-MAIL: sales@unionchandlery.com - WEBSITE: www.unionchandlery.com

12TH October 2012

To whom it concerns

Re: CORK HARBOUR WATERSPORT AND ACTIVITY CENTRE

As a company that derives most of its business from the marine leisure industry we enthusiastically support the proposed project.

We are convinced that this development will greatly enhance the infrastructure in the harbour and provide facilities for the development of the marine leisure industry throughout the region.

It will assist us in securing the employment of our current staff of 15 and lead to future employment opportunities.

The developers deserve to be congratulated and offered every assistance in implementing this project.

Signed,

John Wallace
Managing Director

Economic Impact of Welsh Marinas

south & west wales
marine leisure
federation

irish-sea.org

Report Authored (2010) by

Dr. Steve Morris, Sea Mouse Coastal Management

and David S. Reed DiP MCIM, South and West Wales Marine Leisure Federation

for Irish-sea.org

Aims & Objectives

The aims of this report are to assess the economic impact of Marinas in Wales on their local economies, and by aggregating these, their overall impact on the Welsh economy.

These were achieved through a series of case studies of Welsh marinas undertaken during summer 2010 which provided a robust analysis of the value that Marina operations bring to the economy of Wales.

The objectives of the research were:

1. To establish the spend of berth-holders both at the marina & into the local economy.
2. To establish the spend from these craft both at the marina & into the local economy.
3. To establish the impact that this spend has on both marina operating companies & other local marine companies which service these marinas both in terms of turnover & employment.
4. To establish what economic impact marinas offer to the local supply chain & tourism economy.
5. To establish the profiles of boats moored at marinas in Wales.
6. To establish the boat buying patterns of the berth-holders interviewed.
7. To provide a robust economic analysis of the value that marina operations bring to the economy of Wales

The Structure of the report

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The Marina sector in Wales - rationale for research.

Section 2. Methodology .....*Page 2*
How the surveys were completed.

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Survey results for:

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Summary tables of all results and estimates.

Section 6. .....*Page 21*
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Section 7. .....*Page 22*
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to achieve a robust interpretation of the responses.

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Section 1: Introduction and Overview

Marinas are accepted as major drivers to the development of Marine Leisure both to the cruising sector – i.e. boats moored on the marina berths - & to water-sports participators through provision of good access to the water, car parking, storage & other facilities. They can also become an attraction in their own right for non-boating visitors & become a valuable tourism asset.

The economic impacts that marinas offer are not just restricted to the marina itself. Additional economic benefit can also be expected from:

- other Marine Leisure businesses that service craft on marinas – marine engineers, repair & maintenance companies, chandleries, sail-makers, boat & engine sales, haul & store operations, etc.
- boat trips to local heritage & wildlife attractions, diving & charter operations, sailing & training schools, etc.
- catering & accommodation providers to boat owners & their family & friends, as well as visiting tourists
- local general supply chain – retailers, consumer services, other attractions & activity providers, entertainment venues, other tourism offers, etc.

Research into the core & secondary economic impact of marinas in the UK & Channel Islands was carried out by GHK Consulting on behalf of the BMF in 2007, which included only one Welsh Marina (Conwy). Irish Sea Marine reported on the economic impacts of marinas in the East & South-east of Ireland within 'The Potential for Growing Marine Leisure', again in 2007. It is, however, now considered important to revisit such research as the current economic situation did not significantly impact until 2008 - post-previous research - & also Wales-specific research is required to inform the Irish-sea.org programme, & its stakeholders, for future development.

The Welsh Marina industry has expanded steadily over recent decades. It was recorded at 3,525 estimated berths capacity in 2007 (British Marine Federation) and 4137 berths capacity in 2010 (this study). Potential for further expansion to improve the continuity of service around the Welsh Coast is clear, and the 2007 report recorded 50% excess demand for berths in existing marinas. However the current economic climate will probably reduce this demand, and realistically, current economic research and data will be a useful adjunct for development planners within the industry. To this end, this study has been careful to present figures as carefully and conservatively as possible. (So for instance when scaling survey results to the National level, the average occupancy of 90% reported by interview responses has been applied to the berth capacity, to scale to an estimate of 3700 active berths, not the maximum capacity reported here as 4137)

Section 2: Methodology

A selection of 6 representative marinas formed the basis for the research. They were selected to cover geographic spread – North and South & West Wales; management status - public and private sector ownership; and size – however it is generally accepted that lowest number of berths that make a marina viable is 250, therefore most marinas in Wales are above this number.

The selected marinas, in North – South order were:

1. Conwy Marina, Conwy
2. Holyhead Marina, Anglesey
3. Hafan Pwllheli, Gwynedd
4. Aberystwyth Marina, Ceredigion
5. Neyland Marina, Pembrokeshire
6. Swansea Marina, West Glamorgan

Four questionnaires were used:

1. to Marina management – a brief 1-2-1 interview was carried out covering turnover and employment levels, five respondents co-operated fully giving a full set of responses, one respondent gave an incomplete set of responses, due to commercial privacy issues.

2. to Marina berth-holders – a sample was visited on each marina & 1-2-1 interviews conducted using a prescribed list of questions. A total sample of 122 respondents was obtained.

3. to Visiting craft – a sheaf of printed questionnaires was left with each marina management company with requests that they are given to each craft when 'booking in'. A total sample of 25 responses were obtained.

4. to Marine businesses servicing marinas – identified from visits to the marinas and subsequent internet research 43 companies were asked to respond to a prescribed list of questions. Responses were received from 8 companies.

1. The results of the Marina Management interviews have been used to provide the Marina descriptions, and figures on estimated turnover and employment.

2. The responses of the berth-holder surveys have been processed to provide estimates of spend over a variety of categories. The sample averages have been extrapolated to estimate total spend over the active number of berths for each marina, an adjustment being made to the variable spend estimates to account for the non-random nature of the samples (See Appendix 1 for explanation). The samples have also been pooled to provide overall estimates for each category, again extrapolated, this time to the estimated number of active berths in Wales (3700). This gives an estimate of the total economic contribution of marinas to the Welsh marine leisure industry. A number of additional aspects of this data have been presented under the Boat purchase section.

3. The results of the visitor survey have been used to estimate an average spend per day, this has been multiplied by visitor-night estimates provided during the Marina Management surveys to estimate the spend added by visitors into each Marina and its local economy.

4. Only a small number of detailed returns were obtained from support industries, due to, understandably, some reluctance to share confidential information, despite reassurances given on the respect of security and anonymity given by the researcher. However those obtained were able to be used to give a reasonable impression of the additional value these bring to local economies.

An estimate of total jobs was generated using the number of jobs, both full-time and part-time, reported by the marinas and supporting companies. These were totalled over the whole sample then divided by the total number of active berths in the sample to yield estimates of the number of jobs generated per berth. Multiplication by active berths in each case then gives the jobs estimates for each marina. In each case this method equated well with the jobs reported by individual marina managements, which suggests that the support company estimates are also realistic.
Jobs in the wider economy were estimated by taking the overall "non-marina" spend and dividing it by Visit Wales' estimate of £40,000 spend per job.

Section 3. Individual Marina Results

6. Swansea Marina

Swansea Marina is owned and operated by the local authority.

Management Interview

Swansea Marina offers 550 berths of which 522 are currently active (95%occupancy). There are electricity and water connections to the berths, berth holder shower/toilet blocks and laundrette. A hoist service and on site boat storage are also available.

Approximate Turnover	£1,100,000
Full-time employees	12
Part-time employees	4
Visitor nights	2,100
Number of support businesses	12

The Marina was visited on a weekday in the summer holiday and the Saturday of the summer Bank Holiday weekend.

Estimates of spend based on Berth-holder responses

Estimated spend per category	Estimate based on active berth numbers
Berthing Fees	£1,041,153
Annual maintenance	£308,331
Chandlery	£140,951
Annual spend on fuel	£260,218
Personal protective equipment	£86,146
Insurance	£180,019
Training	£40,574
Buying supplies at the marina	£82,504
Buying supplies in the wider locality	£219,389
Buying supplies away from the locality	£1,694
Eating and drinking "out" at the marina	£225,488
Eating and drinking "out" in the locality	£69,459
Other entertainment	£28,122
Other general purchases	£22,871
Total Bertholder Spend	**£2,706,922**

Estimates of Visitor spend.

Category of spend	Estimates based on reported visitor nights.
Marina services (Berthing, fuel, chandlery)	£98,580
Other spend (supplies, entertainment etc.)	£96,769
Total Visitor Spend	**£195,349**

Economic Impact.

Total spend in the local economy attributable to the marina.	**£2.9m**
Estimated FTE jobs supported in Marina related companies.	**69**
Estimated FTE jobs supported in the wider economy	**14**

Secondary benefits	
Berth holder	**£812,706**
Visitor	**£58,605**
Total secondary benefits	**£871,311**

TOTAL ECONOMIC IMPACT OF SWANSEA MARINA **£3.8m**

Scenes in Cork harbour recently when the Clipper Round The World 07-08 Yacht Race stopped off in Crosshaven Picture: Vicki O Donnell

Failte Ireland Tourism Strategy for Cork as Sailing Capital

Failte Ireland have announced their strategy for promoting Cork Harbour as the premier sailing location in the country. The announcement coincides with the launch of ACC Cork Week, one of the most pretigous sailing events in the European sailing calandar. Failte Ireland aim to emphasise the Harbours marine potential including heritage sites at Fort Camden, Fort Carlise and Spike Island.

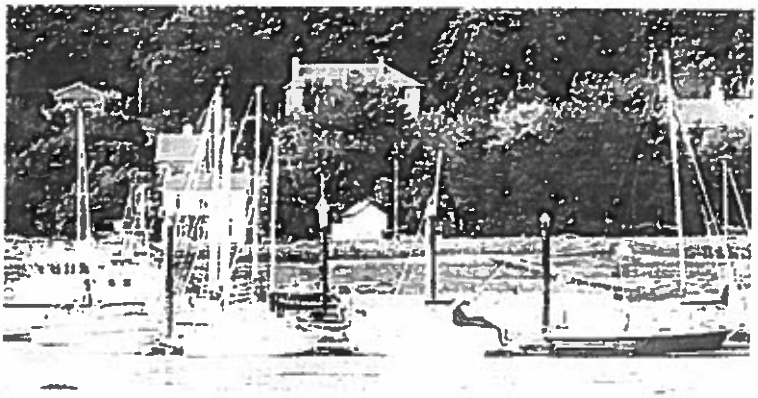
SUBMISSION 62 - APPENDIX 4

Coastal & Marine Resources Centre (UCC)
Naval Base Haulbowline
Cobh Co Cork
Tel +021, 4703100 email c.cmahony@ucc.ie

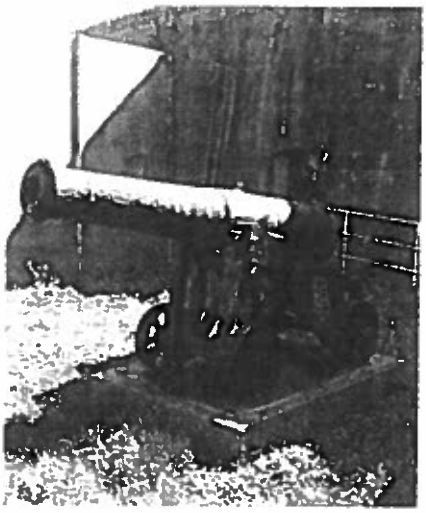
Aghada power station, Cork Harbour

Cork Harbour Socio Economic Profile

Cork Harbour influences, and is influenced by, the lives of the people of Cork City and its surrounding towns and villages such as Blackrock, Monkstown, Passage West, Crosshaven, Ringaskiddy, Cobh and Aghada. The Harbour area is characterised by a strong concentration of development, where increasing economic prosperity and population growth have occurred over the past decade. Projected rises in population for the Greater Cork Area will continue to have repercussions for urban areas around the Harbour, which are in prime locations relative to Cork City. Harbour towns are generally well connected by road (e.g. the N25 on the north side of the Harbour, and the N28 on the south side of the Harbour) and a rail service connects Cork to Cobh. Proposals to initiate a water taxi service to link the Lower Harbour with the City Centre by 2010 will further improve access.



The Greater Cork Area is designated as a national Gateway under the Irish National Spatial Strategy, based on the strategic importance of the City and the Harbour area, including the Port of Cork. Quality of life for residents living around the Harbour is enhanced by opportunities for employment in coastal sectors such as shipping, marine services, petro-chemicals, power generation and marine recreation. The Harbour itself provides a natural public amenity. Natural assets enjoyed by local communities include an attractive coastline and a rich maritime heritage.



Cork Harbour is steeped in maritime heritage. The Lower Harbour is strongly influenced by naval heritage. Military fortifications include the impressive forts which mark the entrance to the Harbour; Camden Fort (renamed Fort Meagher, 1938) and Carlisle Fort (renamed Fort Davis, 1938). Other fortifications include installations on Spike Island, Rocky Island and Fort Templebreedy. There are also five Martello Towers, dating to the Napoleanic era located in the Harbour.

Cork Harbour continues to be influenced by naval activities; Haulbowline Island has been the headquarters of the Irish Naval Service since the withdrawal of the British Royal Navy in 1938. The heritage town of Cobh, formally known as Queenstown, is intertwined with the Titanic, the Lusitania and emigration. Cobh overlooks Spike Island, which is steeped in history influenced by its strategic location within the Harbour.

Historic records for Spike Island date back to the 7th century, when a monastic settlement was located there. At one stage, convicts were held on the Island prior to deportation to Van Diemans Land. Since the closure of the contemporary prison on Spike Island in 2005, local campaigners have been lobbying for access to, and redevelopment of, the island as a tourism and heritage destination.

The development of marine tourism and recreation activities in Cork Harbour is dependent

on maintaining good environmental quality standards. Water quality in the Upper Harbour has been improved by the engineering works conducted under the Cork Main Drainage Scheme, which included the implementation of an integrated sewage treatment facility at Carrigrennan. Plans are currently underway to improve sewage facilities in the lower part of the Harbour. European Directives such as the Water Framework Directive and the Urban Wastewater Treatment Directive stipulate management approaches that have to be applied to maintain good water quality status.

Conservation areas are monitored by the National Parks and Wildlife Service (NPWS), while the Environmental Protection Agency (EPA) has a remit to regulate discharges from industrial activities around the Harbour. The proposed Indaver waste incinerator for the Ringaskiddy area is a particularly contentious environmental issue within the Harbour at the time of writing. Fortunately, there have been no major environmental incidents in Cork Harbour in recent years. An oil spillage in the Lower Harbour in 1997 had minimum environmental consequences due to the scale of the incident and favourable weather conditions for dispersal at the time. Previously contaminated brownfield sites, such as the former Irish Steel (ISPAT) site on Haulbowline Island, are currently undergoing remediation. Flooding is a significant issue in Cork Harbour. Flooding has negative social and economic implications, especially for residents and business owners in vulnerable areas of the City Centre, where the problem is intensified during certain environmental conditions. The Office of Public Works have commissioned a review of flood management options for Cork Harbour, including the potential for a flood barrage to prevent against extreme conditions that may arise in light of future climate change. Decision-makers are faced with the need to develop adaptive management techniques for these types of scenarios.

IMCORE
Coastal & Marine Resources Centre (UCC)
Naval Base, Haulbowline
Cobh, Co. Cork
Tel: +021 4703100 email: cmarcity@ucc.ie
CMRC

 MAY 3 2011 ECHO.

COUNTY MANAGER MARTIN RIORDAN ENVISAGES REVENUE-

Marinas are top target to boost tourism

THE development of three marinas along the Cork coastline is a top target for county manager, Martin Riordan.

Mr Riordan said tourism was the one area that the county council could play a leading role for job creation.

He said the harbour, the historic towns of north Cork and the stunning 680 miles of coastline would be the key to delivering an improved tourism product.

"Cork Harbour is where I am initially concentrating on. We need to think about how we market Cork Harbour. We now have Spike Island, Fort Camden and Fota nearby.

"We need to develop a honey pot around Cork Harbour.

"And in terms of marinas, there is scope for another two or three new marinas around the coast.

"We are finding it difficult to get a commitment on them so far.

"Youghal would be a good location on the edge of the county and there is a very good proposal from the community in Schull for another marina.

"I think Fáilte Ireland should be giving funding to get one or two of these marinas started."

Mr Riordan said the local authority was prepared to hand over council-owned land in Youghal for the development of a money-spinning marina.

He said: "If the right proposal is put forward and parties are interested, we'll put our land forward. Youghal certainly needs that tourism boost.

"If we could get another three marinas in the next four or five years it would make a big difference to tourism.

"The tourism product should start at the harbour and build on this idea of our military history along the coastline."

He has also identified walking holidays for tourism growth.

"Fáilte Ireland will say this is the one area where tourism is growing. We'll be looking for more money from Fáilte Ireland to extend existing walkways.

"There is a very good proposal from the council to develop walks along the old West Cork Railway. If we can get the first phase of this started, we can move on from there."

Mr Riordan also hopes to open the gardens of Mallow Castle in the months ahead, after the council recently bought the site for €1.7million.

"There are about 30 acres of land there. We need to do an assessment on the house. But there is no reason why the gardens can't be opened to the public in the near future," he added.

Science and technology park plans for Curraheen

CONSTRUCTION on Ireland's first science and technology park at Curraheen could begin next year, county manager Martin Riordan has said.

The initial science park plans were announced two years ago, with the promise of up to 5,900 long term jobs.

But little tangible progress has been made on the project since it was first unveiled.

Mr Riordan said the Curraheen site is the perfect location for a science park.

Under phase one, a central research facility is to be created on the 150-acre site.

Aside from the dedicated science elements, the site could also include sports facilities, along with a hotel and conference centre.

Agreement has yet to be reached with the landowners, but Mr Riordan said the

The potential in our marinas

With Government support, the marine-leisure industry could thrive, writes **David O'Brien**

JUST OVER a year ago, consultants said that leisure-craft berths needed to triple in Dún Laoghaire harbour in Dublin to cater for extra demand. Their report, published in November 2007 on foot of findings that valued the marine-leisure industry at €700 million, proposed a second marina in the harbour, boosting berths there to 2,500, to cater for boating over the next 20 years.

No expansion has taken place but the existing 850-berth marina in Dún Laoghaire, built in 2001, is still one of the few success stories in an otherwise sorry tale of government neglect around the coast.

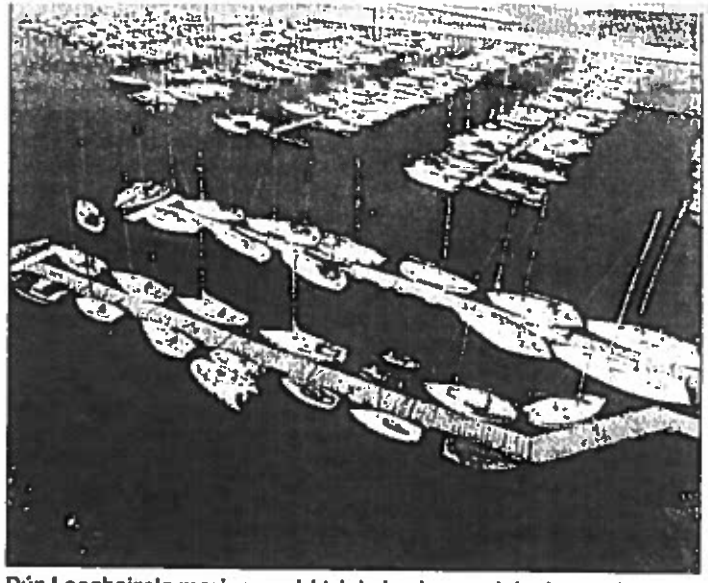
A single marina in La Rochelle, France, has the same capacity as our entire island. There are more berths in north Wales than there are here. One person in 158 owns a boat in Ireland – the European average is one in 46.

Up and down our coasts, facilities are either full to capacity, in private hands, in disrepair or non-existent. But before this sounds like an overture for millionaires not having anywhere to park their yachts, there is a hidden economic argument that Ireland's lack of marine infrastructure is costing us all.

Despite the recession, the marine-leisure sector is still capable of significant growth over the next three years. Research conducted by Fáilte Ireland across 12 marinas in Ireland shows that the average discretionary spend of marine tourism visitors to Ireland is €220 per boat per night. Even in large urban marinas such as Dún Laoghaire or Cork Harbour, with more than 1,000 foreign visiting boats annually in each venue, the impact of this increased tourism spend has been noticeable. The impact of visiting sailors on the local economy of small fishing villages around our coast is even greater.

The problem is that there are few marinas around our coast, and even in the major sailing centres on Dublin Bay and Cork Harbour all five marinas are pretty much full to capacity.

Change is happening – but slowly. It was heartening to hear Minister for Community, Rural and Gaeltacht Affairs Éamon Ó



Dún Laoghaire's marina could triple in size, such is demand

coming to Galway in 2009 to exploit the incredible resource that our coastline gives us for marine leisure.

"I will be working with my colleagues over the coming years to ensure that this potential is tapped and I believe that 2009 will be a watershed year in this regard, with the putting in place of a clear vision of how we can proceed with the development of marine leisure around our coasts."

Beyond such recognition, however, lies a sorry tale of neglect over the last 20 years; even the Department of the Marine has disappeared without a trace.

Dún Laoghaire Marina therefore remains a guiding light. The harbour company in that port is a commercial company and its interest in marine leisure is for profit. The second marina proposal, produced by Fisher & Associates, a UK ports and marine-leisure consultancy group, identifies an area to the east of the existing 850-berth facility and in front of the Royal St George and National yacht clubs.

Although it's far from being a done deal, the fact that it is on the table at all is a step up from the current situation around the coast.

There are 22 marinas in Ireland, but the west coast has no marina facilities between Kilrush Creek, Co Clare and Fahan, Co Donegal. Only the staging of the Volvo Ocean Race in May has led to the promise of modest facilities for Galway this summer. On the east coast, a new marina has got the green light in Greystones, Co Wicklow, but gaps remain between Arklow and Kilmore Quay, Co Wexford, and on the south coast between Kilmore Quay and Cork Harbour.

The only way to achieve sustained marina growth around Ireland is to get government support for initiatives, but in spite of compelling arguments that investment in the sector can only yield positive results, the silence from the Cabinet table has been deafening.

Larger marinas need to be located close to the centres of habitation, but a distribution of smaller marinas at key locations of between 30km and 40km apart gives a greater economic spread and also provides the security of safe havens.

Safe havens, say experts, should be spaced within a day's comfortable cruising of the main marine centres. Visiting sailors need a series of destinations rather than

Visiting sailors

Marine policy

The EU has requested each coastal member state to implement a national marine policy but so far Ireland has failed to move on the issue.

The Marine Institute developed a high-level strategic plan to bring together all stakeholders, county councils, semi-State agencies and government departments to develop a National Marine Policy. This plan has now lain dormant for more than two years without a lead agency/government department to take responsibility for the sector.

The current Tourism National Development Plan specifically bars marina development from State aid.

Irish Marine Federation

The Irish Marine Federation (IMF) is the national organisation representing

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The problem is that there are few marinas around our coast, and even in the major sailing centres on Dublin Bay and Cork Harbour all five marinas are pretty much full to capacity.

Change is happening – but slowly. It was heartening to hear Minister for Community, Rural and Gaeltacht Affairs Éamon Ó Cuiv include the following comments about the marine in a speech a few months ago: "Traditionally we have undervalued the oceans around us and I believe now there is a unique opportunity for us with the Volvo Ocean Race coming to Galway in 2009 to exploit the incredible resource that our coastline gives us for marine leisure.

"I will be working with my colleagues over the coming years to ensure that this potential is tapped and I believe that 2009 will be a watershed year in this regard, with the putting in place of a clear vision of how we can proceed with the development of marine leisure around our coasts."

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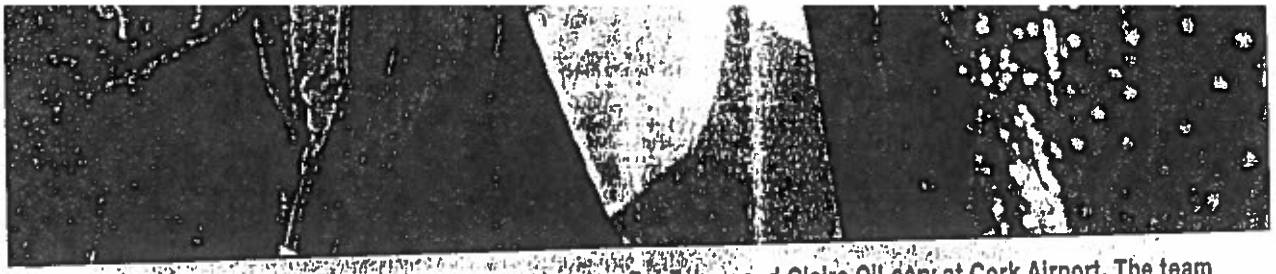
The Government need its toe in the water and tak from Dún Laoghaire Without this, the fledgling tourism industry will con ensure a difficult berth.

Vital statistics Boats, berths and tourists

THE MARINE leisure industry in Ireland is worth more than €700 million a year, according to figures published by the Marine Institute and Fáilte Ireland. Ireland has more than 9,000km of coastline with some of the best natural cruising grounds in Europe. There are more than 1,000km of inland navigable waters, most of which are interconnected.

Ireland has 22 coastal marinas, containing 3,527 marina berths, almost all of them full. Marine leisure tourism is the number two global tourism product second only to heritage and cultural tourism. In Ireland, marine leisure produces more tourism revenue than golf. Marine-leisure tourism visito spend on average €220 per night per boat in the local community. Inland hire cruising produces equivalent of 150,000 tourism bed nights each

The boat ownership ratio in Ireland is one boa every 158 people. In France, the ratio is 1:66, an Netherlands 1:30. Sweden has the highest ratio boat ownership in Europe at 1:7



South Pole explorers Jonathan Bradshaw, Shaun Menzies, Pat Falvey and Claire O'Leary at Cork Airport. The team returned home after 58 days of trekking 1,140km to the South Pole. Picture: Daragh MacSweeney/Provision

Schoolchildren quiz Falvey on his 80-day trek 'through a freezer'

by Anne Lucey

ADVENTURER Pat Falvey, back in his Kerry retreat after 80 days "in a freezer", was put through his paces yesterday by schoolchildren from all over the county.

The hour long phone-in programme on Radio Kerry, with presenter Deirdre Walsh heard Mr Falvey explain how he and his team-of-four got through 58 days of trekking 1,140km to the pole.

Top of the list were questions about Annascaul-man Tom Crean, one of the early Antarctic explorers.

Mr Crean was one of his heroes, said Mr Falvey. His was the age of "tough men". The Cork-born explorer returned to his adopted Kerry home near Killarney after 80 days on the Southern continent to a surprise party at his local pub, Kate Kearney's cottage.

He said team spirit was one of the main requirements for the Antarctic.

"On something like this you could die if things go wrong, and it is very important you have people to look after you when things go wrong."

Luke Heffernan, 8, from the Nagle Rice school in Milltown, asked him about his ambitions. Mr Falvey said he had "loads", including returning to study the wildlife of the Antarctic which he described as so white it was "like flying into Heaven".

Landing there was another thing and the bitter cold made it more like hell, he added. There were times when he and the team wanted to give up and thought they wouldn't make it, Mr Falvey told Paula Duffy, 11, from Duagh NS.

Annie Sheehan, 12, of Fossa NS asked: "Did any member of your group fight or argue?" Annie asked.

"We did — we fought about small things." But, overall, all the Beyond Endurance team of Pat, Dr Clare O'Leary, Jonathan Bradshaw and Shaun Menzies along with Freddie the teddy bear "blended very well", he said.

30-1-08 Ex

Marine tourism strategy for west Cork unveiled

by Seán O'Riordan

CORK county manager Martin Riordan has called on private investors to "climb onboard" a council plan to help promote the marine tourist industry.

He made the plea following the launch of a marine leisure infrastructure strategy for west Cork, which was compiled by the local authority along with the coastal and marine resource centre at UCC.

The manager said Cork's coastline was an extremely valuable and under-utilised resource which should be used to build up marine tourism, with a potential spin-off of millions of euro for local businesses.

Mr Riordan said the council had identified potential sources of funding for various projects, including a number of government departments.

The Department of the Marine, in particular, has expressed a keen interest in the strategy.

However, he pointed out that significant developments could not be carried out without a large input from the private sector.

The county manager said he wanted the private sector to come forward with plans for marinas and other water-borne activities.

The council intends to implement recommendations in the report — instigated by assistant county manager Theresa White — which include the rejuvenation of existing facilities, creating opportunities for new developments and actively promoting the west Cork region as a marine leisure destination.

While development will be initially concentrated on west Cork, Mr Riordan said he was hoping projects would also be launched in other parts of the county.

Cork county mayor Cllr Tom Sheahan said the strategy was aimed at creating development in a coherent and sustainable manner, making the best use of existing and planned infrastructure and resources.

"From the wild Beara Peninsula and uniqueness of Garnish Island to the sailing grounds and islands of Roaringwater Bay and Long Island Bay to villages and towns of Bantry, Glengarriff, Baltimore, Schull, Union Hall, Glandore, Courtmacsherry and many more, maritime activities have been an integral part of its past and present," said Mr Sheahan.

Martin Riordan: Coastline resource underutilised.