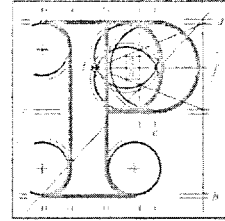


Our Case Number: ABP-318802-24

Planning Authority Reference Number:



An
Coimisiún
Pleanála

James O'Brien
Monkstown Bay Marina Company Limited
Cork Harbour
Monkstown
Co. Cork

Date: 05 January 2026

Re: Proposed development of a resource recovery centre (including waste-to-energy facility)
in Ringaskiddy, County Cork.

Dear Sir / Madam,

An Coimisiún Pleanála has received your recent submission in relation to the above mentioned proposed development and will take it into consideration in its determination of the matter. Please accept this letter as a receipt for the fee of €50 that you have paid.

The Commission will revert to you in due course with regard to the matter.

Please be advised that copies of all submissions / observations received in relation to the application will be made available for public inspection at the offices of the local authority and at the offices of An Coimisiún Pleanála when they have been processed by the Commission.

More detailed information in relation to strategic infrastructure development can be viewed on the Commission's website: www.pleanala.ie.

If you have any queries in the meantime please contact the undersigned officer of the Commission. Please quote the above mentioned An Coimisiún Pleanála reference number in any correspondence or telephone contact with the Commission.

Yours faithfully,

Kevin McGettigan

Kevin McGettigan
Executive Officer
Direct Line: 01-8737263

PA04

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E: monkstownmarina@gmail.com

AN COIMISIÚN PLEANÁLA
LDG- 084353-25/BL-002695-25
ACP- _____
17 NOV 2025
Fee: € 50 Type: Case
Time: 9:15 By: DM SM

An Coimisiun Pleanala

64 Marlborough Street

Dublin DO1 V902

13th November, 2025

We would like to make a observation on a SID Application – Case reference PA04.318802 Ringaskiddy Co Cork. We have enclosed €50.

I am the managing director of Monkstown Bay Company Ltd. The Company owns and runs a marina facility in Monkstown Bay, which provides marina berths for residents and tourists alike.

Locating an incinerator on the shoreline of the second largest harbour in the world, would be an enormous step backwards for the marine/tourism business in the harbour. The negative impact from granting planning for this proposal will come both from a visual and a pollution point of view and will directly affect the marine leisure and tourism.

Quite recently in 2023 the Monkstown Marina Company submitted a planning application to Cork County Council for extra marine facilities in Monkstown Bay. I enclose a copy of the planning policy which formed part of the planning statement for that application. The incinerators planning application PA04.318802 does not comply with Planning Policies for the harbour, namely

Project Ireland 2040 – National Planning Framework

Project Ireland 2040 – National Marine Planning Framework

Southern Regional Assembly Regional Spatial and Economic Strategy


The site is zoned as suitable for the extension of the third Level educational campus and enterprise related development including marine related education, enterprise, research and development (RY-1-09, table 4.1.17: Specific Development Objectives for Ringaskiddy, Cork County Development Plan 2022 – 28)

On the 22nd February, 2024 Fálte Ireland, Port of Cork, Cork County Council and Cork City Council jointly announced the development of a new plan to transform visitor experience in Cork Harbour. The plan aims to position Cork Harbour as world class tourist destination and support the sustainable development of this area as a must visit destination (copy enclosed). If the incinerator goes ahead, it will not help to bring this plan to fruition.

In 2017 Cork Institute of Technology published **The Economic Impact of the Marine Leisure Industry on Cork Harbour 2017**. I have enclosed some chapters from this document; however, document may be found online. The conclusion of this document is to provide more marine facilities and attract greater number of tourists to the harbour.

We strongly believe that this incinerator should not go ahead for the reasons above and many more.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'James O'Brien', written in a cursive style.

James O'Brien

5. Planning Policy

The proposed development is subject to the policies and guidance set out in a number of planning documents at national, regional and local level. Those relevant to the subject development are outlined in the sections below.

5.1 Project Ireland 2040 - National Planning Framework

The National Planning Framework (NPF), published in January 2019 by the Department of Housing, Local Government and Heritage is the national planning framework to guide to land-based development and investment over the coming years and contains a set of national objectives and key principles from which more detailed and refined plans will follow.

In relation to the marine environment and resources, particularly in the nearshore, it states that the aim of national policy is to align long-term spatial planning for the terrestrial and marine areas through the National Planning Framework and the National Maritime Planning Framework with land use planning and developing maritime planning processes working alongside each other.

5.2 Project Ireland 2040 - National Marine Planning Framework

The EU's Maritime Spatial Planning Directive, adopted in 2014, provides a framework for Marine Spatial Planning and requires a coordinated, integrated and transboundary approach to promote the sustainable development and growth of the maritime and coastal economies. In line with the requirements of the objective, in June 2021 the Department of Housing, Local Government and Heritage developed the National Marine Planning Framework (NMPF) as the marine counterpart to the NPF. This plan brings together all marine-based human activities, outlining the government's vision, objectives and marine planning policies for each marine activity. The NMPF sits at the top of a hierarchy of plans and sectoral policies for the marine area.

The NMPF details how these marine activities will interact with each other in a maritime space that is under increasing spatial pressure, ensuring the sustainable use of our marine resources to 2040. This approach will enable the Government to:

- set a clear direction for managing the sea space;
- clarify objectives and priorities;
- direct decision makers, users and stakeholders towards strategic, planned, and efficient use of our marine resources.

In this regard, it states that sustainable infrastructure should be a key concept of a local authority's development plan and proposals for appropriate infrastructure that improves access to the marine area for both leisure and commercial marine users should be supported. Infrastructure Policy 1 states that:

Appropriate land-based infrastructure which facilitates marine activity (and vice versa) should be supported. Proposals for appropriate infrastructure that facilitates the diversification or regeneration of marine industries should be supported.

Furthermore, the stated objectives of the plan in relation to sport and recreation include:

- To increase participation in water-based sports and recreation activities,
- To increase provision of physical activity and recreation amenities in the coastal and marine environment, including greenways and outdoor recreation facilities,
- To improve access to marine and coastal resources for tourism activities and sport/recreation,
- Support the development of outdoor recreation facilities and encourage the sharing of facilities where appropriate.

5.3 Southern Regional Assembly Regional Spatial and Economic Strategy

The Regional Spatial and Economic Strategy (RSES) sets out the strategic regional development framework for the Southern Region, with a primary aim to implement Project Ireland 2040 - the National Planning Framework, at the regional tier of Government and to support the achievement of balanced regional development. The Planning and Development Act 2000 (as amended) requires that all local authority plans and variations are consistent with the RSES and relevant national policy.

The strategy identifies that the maritime and the marine is a growth sector and selling point for the region, spanning a range of areas including enterprise and entrepreneurship, tourism, technology, and sustainability, among others. While pre-dating the NMPF, the RSES draws on the baseline report for same, and includes a number of strategic high-level objectives for marine planning and the marine area. These include Regional Planning Objective (RPO) 78 which addresses the marine economy and the diversification that should arise from it:

"It is an objective to support the sustainable development of the marine environment, to foster opportunities for innovation in the maritime economy..."

In this section

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Fáilte Ireland announces development of new plan to transform visitor experience in Cork Harbour



21 February 2024

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- Cork Harbour Tourism Plan to position Cork Harbour as a world-class [sustainable visitor destination](#)
- Part of Fáilte Ireland's 5-year Destination and Experience Development Plan for Cork City, Harbour and East Cork
- Developed in partnership with Cork City and County Councils and Port of Cork

Today [Thursday 22 February 2024] Fáilte Ireland, in partnership with Cork County Council, Cork City Council and Port of Cork announced their plans to develop a Cork Harbour Tourism Plan, which will enhance the visitor experience and unlock the tourism potential of Cork Harbour.

This visionary plan, which will be a key element of Fáilte Ireland's 5-year [Destination and Experience Development Plan \(DEDP\)](#) for Cork City, Harbour and East Cork, aims to position Cork Harbour as a world-class tourism destination and support the sustainable development of this area into a must-visit destination.

The plan will identify opportunities to enhance Cork's tourism offering and create a focal point for Cork's maritime story, seeking to improve accessibility, capacity, interpretation, visitor facilities, visitor flow as well as visitor experiences. It will also include a high-level review of visitor orientation in the Cork Harbour area with recommendations to improve transport, look at sustainable transport initiatives and encourage a greater spread of visitors throughout the area.

This plan outlines a significant sustainable tourism development opportunity for Cork Harbour, which is the largest natural harbour in the Northern Hemisphere but is currently underutilised from a leisure tourism perspective. There is an opportunity to increase visitor numbers to the Cork Harbour area by building on the uniqueness offered by the Cork Harbour islands, which are supported by great on-water experiences linking the harbour islands and harbour communities.

Developing on the existing greenways, blueways and transport links will increase the accessibility of Cork Harbour and its communities to Cork City, and enabling improved land and sea linkages between the City and Harbour will create something that is unique on the island of Ireland.

Speaking at the announcement Brian O' Flynn, Head of Ireland's Ancient East at Fáilte Ireland said:

"The Cork Harbour Tourism Plan aims to unlock Cork Harbour's huge potential in attracting both domestic and international visitors to the region. The plan will be key in enhancing the unique tourism offering in Cork harbour to encourage visitors to stay longer and spend more which will bring significant benefits for the local economy and community and the wider region. Fáilte Ireland in partnership with Cork City and County Councils, and the Port of Cork, aims to develop and deliver this ambitious plan to position Cork Harbour as a must-visit destination within Ireland's Ancient East."

Archives:

2016
2015
2014
2013
2012
2011
2010

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Speaking on the importance of this new tourism plan, Mayor of the County of Cork, Cllr. Frank O'Flynn commented,

"Cork County Council welcomes the development of the Cork Harbour Tourism Plan in partnership with Fáilte Ireland, Cork City Council and Port of Cork. *The Cork Harbour area has immense untapped tourism potential as the second largest natural harbour in the world, home to a population of 72,000 people and 30,000 jobs which co-exist uniquely within this area of exceptional beauty. The scope of this plan will identify opportunities to ensure that this area becomes a world class visitor destination encouraging visitors to stay a little longer ultimately resulting in increased economic benefits to Cork Harbour and the wider East Cork area.*"

Cork City Council Chief Executive Ann Doherty said:

"The Cork Harbour Tourism Plan will support the development of new opportunities for visitors to experience and engage with the river and Cork Harbour, and harness the potential of the world's second largest natural harbour to offer a unique world class tourism experience"

Paul O'Regan, Harbour Master and Chief Operations Officer at the Port of Cork Company stated,

"Today marks a significant milestone in our journey to unlock the true potential of Cork Harbour as a world-class tourism destination. We are thrilled to join forces with Fáilte Ireland and our esteemed partners, Cork City and County Councils, to unveil the Cork Harbour Tourism Plan. This initiative not only showcases our commitment to sustainable development but also underscores the rich maritime heritage and untapped beauty of Cork Harbour. Together, we will enhance visitor experiences, improve accessibility, and create lasting memories for tourists from near and far. We are excited about the opportunities this plan presents to showcase the charm and allure of our region, and I look forward to welcoming visitors to our shores with open arms."

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The Economic Impact of the Marine Leisure Industry on Cork Harbour 2017



The Economic Impact of the Marine Leisure Industry on Cork Harbour 2017

This report provides information on the economic impact of the Marine Leisure Industry on Cork Harbour. The following are headline statistics *detailed in the report.*

Headline Statistics

- The estimated total value of the Marine Leisure Industry in 2016 is approximately €10.94 million.
- Cork Harbour has an annual resident capacity of 555 berths and 1035 moorings.
- The Marine Leisure Industry provides 29 direct jobs and 290 indirect jobs.
- Non-Cork Harbour residents contribute approximately €312,000 to the industry.



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Introduction

Introduction

This report, commissioned by the *Cool Route Project*, presents the economic impact of the Marine Leisure Industry in Cork Harbour. The Cool Route Project, funded by *Interreg VB¹ funding*, “investigates all aspects of the practical logistics and business potential to establish a bi-directional yacht cruising route along the western offshore areas of the Northern Periphery Area, stretching from Co. Cork in the South of Ireland, to the UK (Northern Ireland and Western Scotland) and onwards to the Faroe Islands and Norway” (*Cool Route 2017*). Led by the *Cork Institute of Technology (CIT)*, the Project partners, also include the Royal Cork Yacht Club, Donegal County Council, Derry City & Strabane District Council, The Port authority of Torshavn (Faroe Islands) Glasgow Caledonian² University, Blue Seas Marinas and the Western Norway Research Institute.

Based on definitions by *Cork County Council (CCC, 2008)* and *Expert Group on Future Skills Needs* study (EGFSN, 2015) and for the purpose of this report, we define the *Marine Leisure Industry* as:

- *All leisure boating activity – capturing marine activity from the traditional residential and visiting yachting/cruising³ activities to the domestic/local dingy racing activities.*
- *Yachting (racing and cruising), dinghy sailing, kayaking, water skiing, diving, sea angling from boats, sailing, rowing boats and, cruising power boats, RIBs, or boats with in-board/outboard engines, whale/dolphin watching boat trips.*

The overall aim of this evidence-based report is to capture the current (2016) economic impact of the Marine Leisure activity on the local economy using an *economic multiplier for the Irish Marine Leisure Industry⁴*.

¹ *Interreg Europe* helps regional and local governments across Europe to develop and deliver better policy. By creating an environment and opportunities for sharing solutions (Interreg, 2017).

² For further details and full list of partners, see the *Sail Cool Route* website (*Cool Route, 2017*).

³ This does not include the cruise liner business.

⁴ Appendix 1 provides definitions used in this report

The objectives of the study are:

- Provide an overview of the current Marine Leisure Industry in Cork Harbour.
- Establish the current berthing capacity (fixed berth and swing mooring) in Cork Harbour.
- Estimate the current economic impact in Cork Harbour.
- Establish a multiplier for the Irish Marine Leisure Industry.
- Highlight potential market opportunities and growth in Cork Harbour.

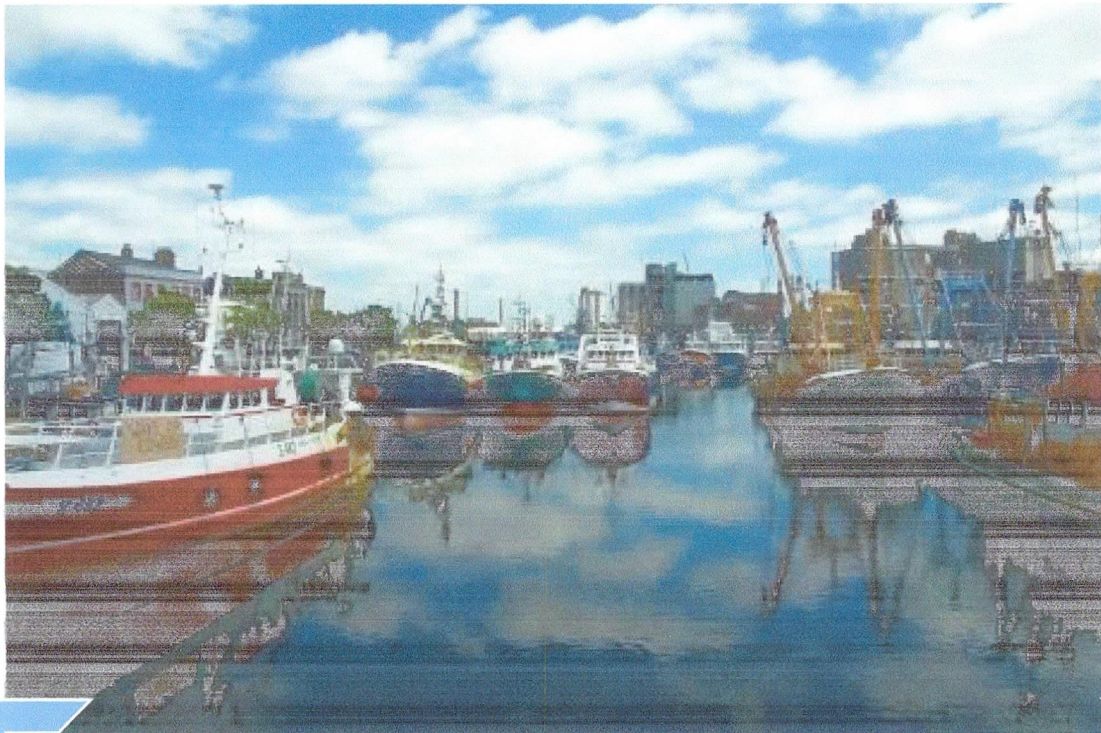
In order to achieve these objectives, the study employs the most up-to-date information available and robust analysis. Examples of this information include;

- Annual Direct Expenditure (Residents & Non-Residents of Cork Harbour).
- Total Output (Annual Residents & Non-Residents of Cork Harbour).
- Employment in Cork Harbour – Direct & Indirect Employment.

The study will also contribute to the wider tourism, marine and regional debates. More specifically, the adoption of an economic multiplier appropriate for the Irish Marine Leisure Industry. This will facilitate similar studies in Ireland and indeed along the Cool Route. It is, to the best of the authors' knowledge, the first such report in an Irish context. Figure 1.1 provides a map of Cork Harbour and its location in the South West region of Ireland, the general area covered by this report.



Figure 1: Cork Harbour and its location in the South west region of Ireland



**Discussion and potential market
opportunities/growth in Cork
Harbour**

Discussion and potential market opportunities/growth in Cork Harbour

This report studies the impact of the Marine Leisure Industry on the world's second largest natural harbour, Cork Harbour. The Marine Leisure industry, includes all leisure boating activity – capturing marine activity from the traditional residential and visiting yachting/cruising activities to the domestic/local dingy racing activities (CCC, 2008; EGFSN, 2015). The report finds the number of available berths within Cork Harbour has increased to 555 in 2016 from 515 in 2009 (Port of Cork, 2009). Since 2008, *Monkstown Marina was established and may explain the increase in berthing capacity.* This report found the berthing occupancy rate for Cork Harbour in 2016 was 97%, this compares to approximately 80% in UK marines (BMF Marines 2014).

The total output generated by the Marine Leisure industry is €10.943 million. This is based on the number of occupied berths (441) and moorings (1000). If Cork Harbour was operating at full capacity, the number of available berths would be 555 and number of moorings would be 1035. Full capacity within Cork Harbour is likely to generate a further €1.073 million (approximately) per year. Taking account of the multiplier effect this will generate €7,200 per resident berth/mooring. If Cork Harbour was to attract an additional 100 visitor vessels per year, this would generate €62,400 (approximately), €390 per boat. This figure is based on a 3 night stay.

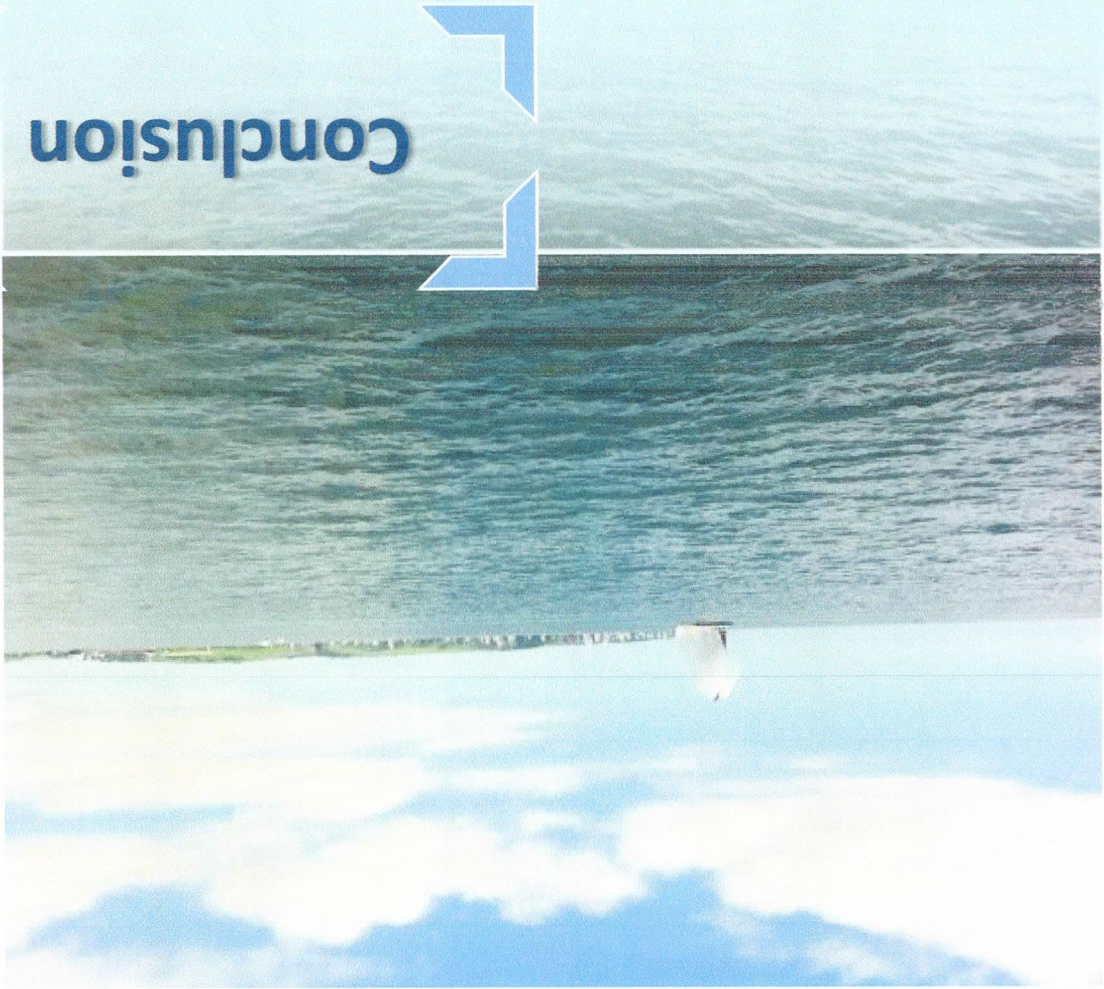
There is potential to grow berthing capacity and number of visiting boats in certain parts of Cork Harbour, evident in the planning application for additional berths at Cork City Marine Monkstown. Interestingly, Port of Cork (2009) identified that Cork Harbour had significant potential for further development growth, while Kopke et al., (2008) concluded the need for the development for more marinas and larger marinas within Cork Harbour. They found that Cork Harbour cannot accommodate an increase in moorings from its current capacity of 1035, our findings confirm this.

To further increase the impact of the Marine Leisure Industry, access to onshore facilities and activities is important. For example, access to car/cycle hire and/or public transport is likely to increase the length of stay by such visiting vessels, with the potential to spend more money in the locality.

While a possible limitation of this report (beyond the scope and definition of the Marine Leisure Industry), many 'non-boating' visitors contribute to the economy of the area. *For example, the valuable impact of the many festivals and regattas enjoyed by land based spectators generates additional expenditure in the area. Activities such as RCYC's Cork Week, Blackrock Race, Dragon Boat Challenge and Ocean to City Rowing race are economically valuable to the region¹⁷. Open water swimming events are also a growing activity which attracts visitors and contributes to the local Cork Harbour area and beyond. This is a topic for further research and potential growth.*

¹⁷ Other activities are listed in Appendix 3.

Conclusion



Conclusion

Commissioned by the *Cool Route Project*, this report provides information on the economic impact of the Marine Leisure Industry on Cork Harbour. The findings from the report are based on analysis of primary data collection from industry stakeholders and secondary data from Ireland's Central Statistics Office and other research reports. The following are key findings from this analysis.

- The estimated total value of the Marine Leisure Industry in 2016 is approximately €10.94 million.
- Cork Harbour has an annual resident vessel capacity of 555 berths and 1035 moorings.
- The Marine Leisure Industry provides 29 direct jobs and supports 290 indirect jobs.
- Non-Cork Harbour resident vessels contribute approximately €312,000 to the industry.

In addition, the results suggest there is potential to grow berthing capacity and the number of visiting boats in certain parts of Cork Harbour leading to positive economic impact. For example, by attracting an additional 100 visitor vessels per year, could generate approximately €62,400 or €390 per boat. Furthermore, improving access to onshore facilities including transport is likely to increase the length of stay of these visiting vessels, with the potential to contribute to the economy of the area.

Acknowledging the limitations of the study, the findings indicate the importance of the Marine Leisure Industry on the economy of Cork Harbour area and the potential for growth.