



Meitheal Mara Submission on Remediation of the East Tip on Haulbowline Island

To request that the capping and perimeter structures:

- Provide a new destination for small boats cruising in Cork Harbour and visiting Haulbowline
- Allow for access to Spike Island, in accordance with the Spike Island Masterplan [adopted by Cork Co. Council Dec. 2013]



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Meitheal Mara Submission on Remediation of the East Tip on Haulbowline Island

Background & History

Cork is one of Ireland's oldest cities located at the lowest crossing point of the River Lee; Cork Harbour has been a maritime trading centre since earliest times. And presents a wonderfully intact mosaic of original, authentic and surprisingly complete sites and structures that testify to its heritage as a provisioning, emigrant and naval port. In the past, Cork Harbour was the last port before ships on the sea routes from Britain left the coast to head out into the open Atlantic. An enormously large, safe, natural harbour with a rich agricultural hinterland gave the city and harbour a unique role in provisioning ships from Europe from the late 17th to the early 20th centuries as well as a long history as a passenger and naval port, including its associations with the Lusitania and the Titanic. The harbour also has a rich natural heritage of land and seascapes, wild-life and islands.

Meitheal Mara & Cork Harbour

Meitheal Mara has as one of its core interests the development of Cork Harbour for social, community, environmental and recreational purposes. In particular it encourages and promotes on-the-water activities in the harbour, especially for small boats and with a special concentration on those extensive parts of the harbour which are not subject to high levels of commercial shipping traffic and are otherwise under-utilised or unknown.

Meitheal Mara's long-established commitment to the harbour is best known through the Ocean to City Race, now in its 9th year and expanded to a week-long Ocean to City Festival which includes the Cork Harbour Summer School. [<http://www.oceantocity.com>]

Less well known is the constant use of the waters of the harbour and estuary by its curachs and those of its sister club Naomhóga Chorcaí, numbering up to 50, the Bantry Long-boat Fionnbarra and the Dragon-boats. This fleet delivers Meitheal Mara's on-the-water programmes to a clientele numbering some 400 persons each year.

Less well known again are the stream of submissions, publications, studies and reports produced by Meitheal Mara dealing with the estuary and harbour. They range from submissions to City and County Development Plans to the production of the pamphlet '*New Destinations in Cork Harbour*¹ to contributions to the Spike Island Masterplan as a design team member. Most of them are concerned with the key issue of improving access to the waters of the harbour for boats and people. A listing is given in Appendix 1.²

¹ See Appendix 1: *New Destinations in Cork Harbour*

² See Appendix 2 for Meitheal Mara Submissions and Reports on Cork Harbour

Access

Meitheal Mara has campaigned for improved access to the river and harbour over a number of years. Access to the water has two principal aspects:

- Access for boats to go on the water – mainly via slips.
- Access for people going onto boats, via piers, quays, ramps, pontoons and steps.

Spike Island

Meitheal Mara is a member of the design team for the Spike Island Masterplan, led by STW Architects, which was adopted by Cork County Council in December 2012. A key section of the Masterplan addresses access to Spike Island:

1. for small boats
2. for regular visitors
3. for construction traffic
4. for large crowds attending concerts and major events

The (reclaimed) East Tip is the favoured jumping-off point for access to the island, particularly for 3 & 4 above. The range of possible solutions include a roll-on: roll-off ferry, a low-tide causeway and a single-lane bridge with opening span.

Construction of any one of these would impact on the containment structure in particular, with significant cost implications, if not provided for in advance. There is an opportunity to future-proof the design in this respect by making a study of the likely impacts of access structures and facilities on the capping and perimeter engineered structures for the East Tip and modifying the design accordingly.

Proposal

The civil engineering solutions for the capping and perimeter engineered structures of the East Tip remediation can have a significant direct impact on the feasibility and cost of providing access to and from the waters of the harbour and Spike Island. There is the potential to demonstrate joined-up thinking and achieve beneficial outcomes for both developments.

Meitheal Mara would propose that a multi-functional slip be provided, or provided for, in the design of the capping and the retention structure of the East Tip.

The slip could serve as:

- A landing place for small boats visiting Haulbowline from Cobh (as requested at the public consultation in Cobh)
- A launching place for boats wishing to go to Spike Island or cruise on the harbour (see Appendix 1: New Destinations in Cork Harbour)
- A 'new destination' in Cork Harbour for small boats (see Appendix 1)
- A vehicular slip for launching small boats on trailers
- A ferry slip to provide access to Spike Island for construction traffic and large crowds for concerts (see Spike Island Masterplan)

Note: A suitable type and scale of slip to fulfil all these functions would be the Cross-Harbour Ferry slips at Glenbrook and Carrigaloe

A study could be carried out to determine the likely implications of the slip and other access structures and facilities on the capping and perimeter engineered structures, with the object of future-proofing the design and minimising the possibilities of future disruption or alternatively of including the construction of the slip in the civil engineering works contract.

Appendix 1

New Destinations in Cork Harbour

Improved access for users of small boats in Cork Harbour

The size and variety of Cork Harbour makes it ideal for day or weekend cruising under sail, oar, paddle or power. Better facilities for launching boats and suitable destinations where boats can berth and crew go ashore in an attractive environment are however needed. The present list of such launching slips and destinations is small and launching of boats, berthing and going ashore are beset with difficulty.

New Destinations

Berthing pontoons or small boat harbours could be easily and cheaply provided at a number of locations. The table and map below [New Destinations in Cork Harbour] show where, with modest investment, a substantial network of recreational berths might be developed. Some locations – colour coded – have already developed such facilities. The most recent example is Aghada Pier, where a community grouping has installed a pontoon and ramp, with assistance from Cork County Council and the Port of Cork. More such facilities are needed, and at an accelerated rate compared with the past.

The Lee Estuary & Cork Harbour should be correctly defined as a 'waterway' as opposed to a 'watercourse' because of the level of interventions for navigation. The capacity of the harbour and estuary for small boat use are underexploited. In comparison, the Shannon Waterway holds circa 9,000 private recreational craft, while Cork Harbour has under 1000.

Cork Harbour and the estuary of the River Lee should claim access to available funds for development of social, recreational & tourism infrastructure. Pontoons for access and a welcome ashore at the places shown on the 'New Destinations in Cork City and Harbour' table following would be a step on the way to achieving this.

List of Destinations in Cork City and Harbour		Existing Facilities					Ashore					Required					
		Pier Jetty	Slip	Dingy Hbr	Ramp	Pontoon	Steps	Town Village	Public Transport	Hotel	Café Restaurant	Bar	Touristic	Development	Pontoon	Ramp	Steps
Category	Destination Name and location																
A	Boardwalk Lapp's Quay, Cork	•			•	•		•	•	•	•	•					
A	Port of Cork Bonded Warehouses	•		•	•	•	•	•	•	•	•	•					
B	Cornmarket St./Shandon Footbridge		•				•	•			•	•		•			•
A	Proby's Quay, Cork		•					•	•		•	•					
B	Lower Glanmire Road, Cork		•										•				•
P	Shandon Rowing Club Marina, Cork		•			•											
B	Lee Rowing Club, Marina		•										•				
P	Cork Boat Club, Blackrock		•										•				•
B	Blackrock Pier & Harbour	•	•	•			•	•			•	•	•	•			•
B	Blackrock Castle		•								•		•	•			•
P	Fota Wildlife Park, House & Gardens	•	•	•			•		•		•	•	•		•		
B	Passage West Quay	•					•	•	•		•	•		•	•		•
C	Ferry Inn, Passage West			•				•	•			•		•			•
C	Carrigaloe	•	•						•			•		•			•
B	Monkstown Pier	•					•	•	•		•	•		•			
B	Monkstown, Sand Quay	•	•				•	•	•		•	•		•			
B	Ringaskiddy Slip, Port of Cork	•	•				•	•	•		•	•		•			
P	CMAC, Ringaskiddy	•	•														
P	Haulbowline, Naval Basin	•	•	•	•	•	•										
P	Quays Bar & Restaurant, Cobh			•	•			•	•		•	•					
B	Cobh Harbour	•	•	•			•	•	•	•	•	•	•	•	•	•	•
B	Spike Island	•											•	•	•		•
B	Curra Binny Pier	•					•					•		•			
P	RCYC, Crosshaven	•	•	•	•	•	•		•		•	•	•				
A	Crosshaven Pier	•	•		•	•	•	•	•	•	•	•					
C	Castle Point, Crosshaven		•					•	•	•	•	•		•			•
A	Aghada Pier	•	•				•	•	•		•	•		•		•	•
B	East Ferry, Mainland side	•	•	•			•				•	•		•			
A	East Ferry, Marlogue	•	•	•	•	•	•				?	?	•				
C	Ballinacurra							•	•		•	•		•			
C	Fountainstown							•									
C	Ringabella										•	•					
C	Glanmire							•	•		•	•		•			

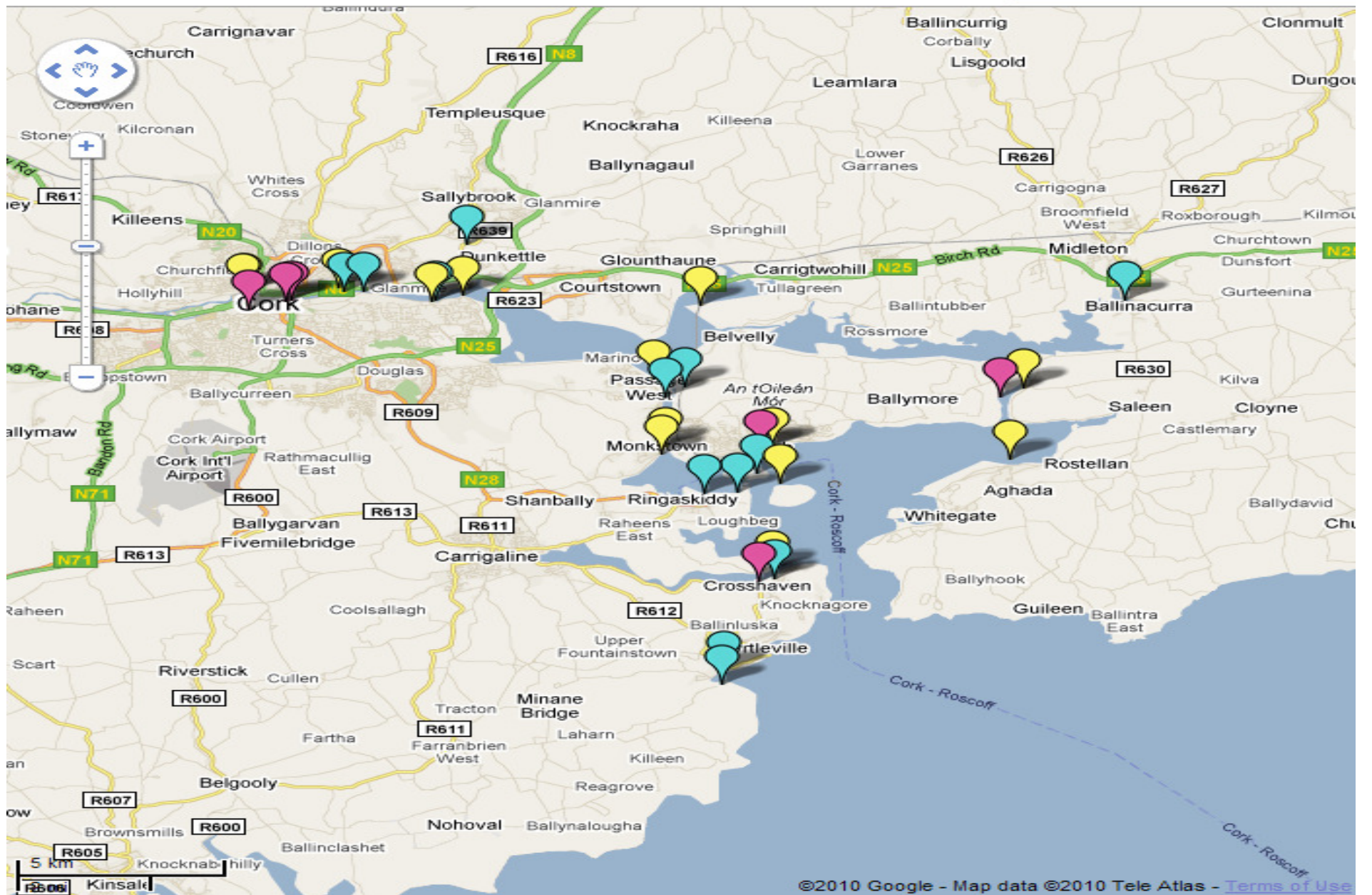
Categories:

A: Developed Destinations.

B: Destinations with Potential.

C: Undeveloped Destinations.

P: Private (Restricted Access)



Appendix 2

Submissions and Reports [some unpublished] by Meitheal Mara on Cork Harbour and the estuary of the River Lee:

Date	to	Summary of Submission/Report	Type
Dec. 2005	DOEHLG	Response on National Countryside Recreational Strategy	RQ
Dec. 2006	Cork City Council	Submission on Cork City Heritage Plan 2007	S
May 2007	Cork City Council	Response on Cork South Docks Local Area Plan	RQ
Aug. 2007	Cork City Council	Submission on Cork South Docks Local Area Plan	S
Sept. 2008	Cork City Council	Response on River Users Management Plan	RQ
Jan. 2009	DOEHLG	Proposal to include Cork Harbour on the tentative list of World Heritage Sites	Pr
Aug. 2009	Cork Co. Council	Response to Marine Leisure Infrastructure Strategy for South Cork	RQ
Aug. 2009		<i>A Slip for Cork</i> – Pamphlet calling for a slip for Cork city	Pa
Dec. 2009	Cork City Council	Submission on South parish Area Action Plan	S
May 2010		<i>New Destinations in Cork Harbour</i> – Pamphlet with table and map showing destinations for small boats	Pa
2010	Cork City Council	Observation on planning submission for development of Beamish & Crawford site [ref: 10/34698]	Pl.Ob
Aug. 2010	Cork City Council	<i>Survey of Slips, Steps and Access points along the River Lee in Cork City</i> [with Horganlynch and JCA]	R
Nov. 2010	Heritage Council	<i>CORKUMNAVIGATION</i> – a guide to navigating the river Lee around Cork city [with CCAE]	G
Dec. 2010	Cork Co. Council	Submissions on Local Area Plans for Carrigaline, Blarney & Midleton [contiguous to Cork harbour]	S
June 2011		1 st Cork Harbour Summer School <i>Recreation in a Working Port</i>	C
Oct. 2011	Heritage Council	Proposal for Cork Harbour Water Trails	Pr
Jan. 2011	Cork City Council	Observation on Part 8 planning submission for proposed public pontoon at Marina	Pl.Ob
Mar. 2012		Pamphlet on Cork Harbour Cycle Trail [with CMRC]	Pa
June 2012		2 nd Cork Harbour Summer School <i>Looking Out – Looking In</i>	C
Nov. 2012	Cork Co. Council	Spike Island Masterplan [adopted 12/11/2012] team member under STW Architects [Access, Museum, Bothy]	R
Dec. 2012	WIP	Cork Harbour Water Trails report	P
June 2013	WIP	3 rd Cork Harbour Summer School <i>Communities and the Sea</i>	C

Key: RQ - Response to Questionnaire; S – Submission; Pa – Pamphlet; Pr - Proposal
Pl.Ob – Observation on Planning Submission; R – Commissioned Report/Study;
G – Guide; C – Conference/Summer School