

**THE DEVELOPMENT OF
MOTORHOME SERVICES IN COUNTY CORK**

**POLICY PAPER APPROVED BY CORK COUNTY
COUNCIL ON THE 22nd JANUARY, 2018.**



**Cork
County Council**
Comhairle Contae Chorcaí

**ECONOMIC DEVELOPMENT, ENTERPRISE & TOURISM
DIRECTORATE**

CORK COUNTY COUNCIL



1. Introduction

1.1 Background

In June 2015 members of Kanturk / Mallow MD put forward a motion to Full Council regarding the development of motorhome facilities in their district. The motion requested:

“That the Kanturk / Mallow Municipal District Office would identify sites / locations within the five towns in the district in order to facilitate people holidaying in campervans. Services required would be overnight parking facilities, water and waste water services. This would encourage the increasing number of people holidaying in campervans across the country from within Ireland and abroad to come to our towns which has the facilities they need while also enjoying the services that these five towns have on offer”

This motion was discussed at the full meeting of Cork County Council on June 22nd 2015 and it was decided that this motion would be referred to the Tourism SPC for further consideration. At the subsequent meeting of the SPC on July 13th 2015 it was agreed to examine the issue in more detail in advance of the next SPC meeting on October 27th 2015.

1.2 Overview of Motorhome Tourism Market

The Caravan & Camping sector in Ireland is relatively small in terms of the accommodation mix used by overseas and domestic holiday makers. There are a number of constraints on the sector, the main one being the shortage of quality pitches in suitable locations.

In 2011, Fáilte Ireland published a review of caravan & camping entitled “A New Vision for the Irish Caravan and Camping Sector”. The report outlines 15 recommendations for the sector that, if implemented, would provide a roadmap for the growth of the sector. According to the report, the Caravan and Camping product (of which motorhomes are a constituent) “represents an important component of the accommodation mix in Irish tourism, contributing as it does €120m to the economy”¹. Fáilte Ireland also state as part of this review that:

“Motorhome tourism...is a growing market segment which is currently insufficiently catered for and as such represents a development opportunity for the sector”.

Further to this, figures for the 2015 season indicate that for the South West region (Cork & Kerry) only 4% of overseas holidaymakers used Caravan & Camping based accommodation during their stay, with the category accounting for 7% of bednights in the region².

In terms of the potential market for Motorhome tourists, 2015 figures issued by the European Caravan Federation stated that there were approximately 1.7 million motorhomes registered in Europe. The countries with the highest levels of ownership include Germany, Italy, France and the United Kingdom. These figures indicate that there is a significant market in overseas motorhome tourism, not to mention the Irish domestic market.

Anecdotally, it is accepted that the level of service provision for motorhome tourism in the state is inadequate. However there is some debate as to how to best cater for the sector, due to the

¹ A New Vision for the Irish Caravan and Camping Sector – Summary Document, Failte Ireland, 2012

² Regional tourism performance in 2015, Failte Ireland, October, 2016



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increase in “Wild Camping” and the opposition to the sector as a whole in some areas. Much of this opposition is based on an outdated understanding of the sector, and more effort is required by all stakeholders to demonstrate the benefits of motorhome tourism.

1.3 Aim of Policy

Cork County Council wishes to develop a Motorhome Policy that acknowledges the growth potential of the sector and the benefits for those areas of the county that are not well served by other forms of visitor accommodation. Whilst at the same time the Council wishes to acknowledge that there are issues associated with the sector and that careful consideration and partnership amongst all stakeholders can mitigate any negative consequences from an increase in motorhome tourism.

1.4 Policy Development Process

This policy was developed under the guidance of the members of the Tourism Strategic Policy Committee, who were tasked with examining this issue as a result of discussions at both Municipal District and Full Council meetings.

Periodic papers have been prepared for both the members of the SPC and Council management that have guided the process to this point. Widespread consultation has also been undertaken, both within the Council through internal mechanisms and also with external stakeholders, some of which is described below:

1.4.1 Discussions with Fáilte Ireland

A number of meetings were held with the Quality Assurance section of Fáilte Ireland, regarding the development of the sector in Cork. In general, Fáilte Ireland is supportive of efforts to increase facilities for motorhomes in Cork if there is sustainable demonstrable demand from visitors for those facilities. Caravan and Camping accounts for 5.2% of all visitors to Ireland, and motorhomes specifically account for just 2.2%. Motorhome users generally wish to use facilities that are separate from other forms of camping.

The requirements for Fáilte Ireland (FI) accreditation are quite onerous, and at a minimum 20 pitches are required for a Caravan and Camping facility to meet full accreditation (See **Appendix E** – Page 26).

Going forward, it may be possible to apply elements of the Fáilte Ireland’s recently developed Welcome Standard to small scale motorhome facilities. These are the Fáilte Ireland minimum standards for any non statutory tourism accommodation business seeking Fáilte Ireland accreditation (See **Appendix E** – Page 28). These entry level standards are aimed at Tourist Accommodation businesses that currently do not fit the existing Fáilte Ireland Quality Assurance system. The criteria of the Welcome Standard is designed to identify the essential aspects of the ‘guest journey’ and experience. In addition to the quality criteria of this new standard, businesses are also required to comply with a Fáilte Ireland Code of Ethics. All eligible accommodation businesses in Ireland committed to operating a serious tourism business focused on their guests, and contributing to growth in Irish tourism as a whole, should be able to demonstrate how they meet these criteria.

The main approach being advocated by FI is a community-led model whereby Cork County Council supports local communities to install motorhome services at facilities such as community centres



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and sports grounds. This would allow motorhome users to avail of existing welfare and shower facilities at a minimum capital cost.

Fáilte Ireland does not advocate a model that sees individual B&B's or hotels providing motorhome facilities in addition to standard accommodation unless there is clear differentiation made for the visitor between the different offerings and the associated approval or accreditation.

1.4.2 Irish Caravan & Camping Council

In November 2014, and more recently in October 2016, personnel in the directorate met with representatives of the Irish Caravan & Camping Council at their request. The ICC is the representative body for 90 caravan and camping park operators (13 in Cork), whose sites are Fáilte Ireland registered. These parks offer pitches for touring caravans, motor homes (campervans) and tents, i.e. facilities for visiting tourists bringing their accommodation with them.

The ICC's main requests of local authorities are as follows:

- Devise comprehensive traffic management and parking policies to make clear which parking places are available to motorhomes – and at which times they are available. It may be, for example, that vehicles are permitted to stop for short periods on the street or in car parks, but be required to move to alternative facilities, such as Caravan and Camping parks, for overnight stops.
- Enforce these traffic management and parking policies effectively.
- Provide signposting to authorised areas for overnight stays, such as Caravan and Camping parks.
- Ensure that better information is provided on destination websites and at tourist information centres.
- Encourage the provision of privately run caravan and camping facilities for motorhomes where none already exists
- Improved signposting to indicate where overnight parking is prohibited

1.4.3 Planning Guidance for Small – Scale Facilities

Following consultation with Cork County Council's Planning Policy Unit (PPU), the PPU has provided a summary of planning guidance for any locations that may wish to develop small scale motorhome facilities. This guidance references Site Selection, Planning & Design and Access & Road Safety. Further information can be found in **Appendix C** on Page 24.

1.4.4 Case Studies

During the development process a number of case studies were examined to identify best practice both nationally and internationally.

Domestic Case Studies

There is no national guidance for Local Authorities on the development of motorhome facilities. We have examined the approaches of several Local Authorities(Appendix A):

- Waterford City & County Council
- Galway County Council
- Mayo County Council
- Tipperary County Council
- Kerry County Council
- Limerick City & County Council



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From what we can establish through our research, no Local Authority has developed policies on motorhome service provision to-date.

International Case Studies

The approaches to motorhome tourism in the United Kingdom, Northern Ireland, France and Australia were also analysed. These case studies have informed the content of the policy, and further detail can be found in **Appendix A** on Page 15.

United Kingdom

Each Local Authority in the UK is responsible for the provision of services to motorhomes, and there is no consistent approach to issues nationally.

Northern Ireland

As with Irish and UK Councils, the level of services available for motorhomes varies from area to area.

France

France has an extensive network of community-run “Aires de Service” that provide basic services for motorhomes. This approach is also found in other continental European countries.

Australia

Australia has a national network of RV (Motorhome) friendly communities, and certain standards must be met to achieve this accreditation.

1.5 Current Service Locations in Cork

There are a number of private sites that cater for caravans and motor homes throughout the county. Many of these sites meet comprehensive Fáilte Ireland quality assurance standards. However, there is a noticeable lack of such facilities in many parts of the county as most sites are located along the south and west coast (See **Appendix D** – Page 25). North Cork does not have any Fáilte Ireland approved caravan & camping facilities.

Cork County Council has provided limited facilities for motor homes, focused mainly in East Cork. In Midleton there are parking bays available which can accommodate motor home sized vehicles. These bays are located in the town centre and their signage is similar to that found on the continent.

Municipal Districts in Cobh and East Cork are operating or have developed limited facilities for motorhomes in off-street car parks within their main towns:

Table 1.1 Development of Motorhome Facilities in East Cork & Cobh MD’s

Location	Description
Midleton Distillery Car Park	Midleton Town Council erected a number of directional signs directing motorhomes to the Distillery car park. In part of the car park, planted beds allow for motorhomes to park with their overhangs accommodated. This area is signposted as being available for use by motorhomes but they are not dedicated and can be used by any vehicle. 32 parking bays can accommodate motorhomes. A gully has been identified in the car park for the disposal of brown waste and the automated public convenience can be used for the disposal of other waste. A push-button tap enables refilling of vehicle water tanks.



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Cobh Five Foot Way	Cobh MD provides dedicated parking bays for motorhomes at the five foot way public car park, adjacent to the Deep Water Quay. There is a 48-hr limit on parking for individual vehicles with byelaws adopted in May, 2017.
Youghal Site adjacent to Swimming Pool	<p>Planning permission was granted in March 2014 for a 21-berth complex with 10 coach parking spaces, an all-weather playing pitch, tennis and basketball courts, a picnic area on a 6.6 acre site close to Claycastle beach and adjacent to Aura Leisure Centre. The site is part of a wider 22 acre site of Council land designated for tourism. This plan has not progressed to-date as the site is not favoured by Fáilte Ireland.</p> <p>In addition, the Youghal Socio-Economic Development Group is seeking financial support to commission consultants to prepare a report on the feasibility of a motorhome berthing complex in the town of Youghal. The site would also include berths for caravans on a site owned by Cork County Council in Claycastle, Youghal. The report is required to examine if this proposed project will be capable of funding its ongoing costs when established and / or to show if it would make a significant additional contribution to the economic development of the area.</p>



2. Rationale

2.1 Opportunities

2.1.1 Increasing Bed Nights

Many parts of County Cork lack sufficient capacity in terms of accommodation. Whereas a market may exist for hotel accommodation outside the main tourist hubs, many areas have either not benefited from an investment in hotel capacity or conversely have seen existing hotels cease trading over the past decade. The resulting shortfall in capacity cannot be met through other forms of conventional accommodation alone, i.e. B&B's and Hostels. This has a knock on effect on the wider tourism industry in many parts of the County, as potential visitors will bypass areas in favour of locations with a sufficient supply of accommodation.

Whilst the presence of accommodation capacity is not a predictor or driver of tourist traffic, it can restrict the development of tourism in less developed areas. One solution to this issue is to develop bundles of tourism activities in a particular area. This bundling approach would make areas more attractive visitor destinations, and therefore entice the development of visitor accommodation.

It is not within the remit of Cork County Council to directly intervene in the development of hotel capacity, but as a local authority we can develop policies that facilitate the development of a wider mix of accommodation types for tourists with a resultant increase in 'bed nights' in those parts of the county that suffer from a lack of conventional capacity.

One solution to this issue is the development of facilities for Motorhomes.

2.1.2 Diversification of Tourism Product

The provision of motorhome facilities will enable a wide range of communities to develop small scale tourism services. Many communities will already have a small level of visitor accommodation available through local B&B's, and the addition of facilities for motorhomes will augment this provision. This may provide an impetus to local communities to develop ancillary services for visitors such as walking trails, interpretation and hospitality enterprises.

2.1.3 Increasing Local Spend

A general preconception regarding motorhome tourism is that motorhome users are entirely self sufficient in terms of food and beverages and therefore do not generate any spend in local businesses. Whilst motorhomes certainly allow users to carry adequate amounts of provisions when compared to other forms of holiday makers, it would be inaccurate to suggest that they do not benefit local businesses.

For example, figures produced by The Phoenix Motorhome Club Ireland indicate that 52%³ of their members visit a restaurant at least twice a week whilst on holiday. A range of local enterprises can benefit from increased levels of motorhome tourism – ranging from:

- grocery shops;
- filling stations;
- bars;

³ The Motorhome Based Tourist 2015 – A Growing Sector, it's Value and how to attract it to your area – The Phoenix Motorhome Club Ireland (in assoc. with Motorcaravanning Ireland)



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- restaurants;
- laundrettes etc.

Motorhome based tourists may also be more inclined to purchase larger items when on vacation due to the capacity of their vehicles, thereby creating new opportunities for rural enterprises involved in the successful craft sector in Cork.

2.1.4 Extending Tourism Season

Modern motorhomes are highly sophisticated vehicles and provide users with a degree of comfort when compared to other forms of non-conventional accommodation. With the correct provision of services and targeted marketing, motorhome based tourists can be encouraged to visit County Cork throughout the year and thus extend the tourist season in areas of the county that currently only benefit from a narrow window of tourist activity.

A longer tourism season also enables existing tourism service providers to develop stronger operating base whilst also encouraging potential entrepreneurs to enter the market.

2.2 Threats

2.2.1 Illegal Parking

Much of the official discourse in Ireland regarding motorhomes relates to the control of parking, rather than the potential tourism opportunities. This approach is based on a view that motorhomes, due to their size, over-utilise parking spaces in urban centres as well as blocking informal parking areas in scenic areas.

It is accepted that this is a potential risk associated with increasing motorhome tourism, and careful consideration will have to be given to how issues such as 'wild camping' and road side parking are managed. The preparation of county-wide byelaws on the regulation of motor home parking will also be a requirement.

2.2.2 Disruption to Town Centre Parking

Some classes of motorhomes are entitled to use parking spaces in towns and villages. However due to the layout of Cork's urban areas, motorhomes are often not suited to navigating through the urban road network and parking areas. This policy's objective is primarily to encourage the development of motorhome facilities in County Cork's rural areas, and therefore services should be located in areas that do not lead to an over-concentration of motorhomes in urban areas.

Most motorhome based tourists will want to visit our Towns and Villages, and therefore consideration should be given to the provision of parking facilities located in the environs of urban areas that enable visitors to walk or cycle safely into urban centres. With the correct traffic management and parking policies, parking places could be made available to motorhomes by permitting them to stop for short durations and at certain times provided that operators are aware that they must move to alternative facilities for overnight stays or at peak traffic times.

2.2.3 Increased traffic & parking at scenic locations

Fáilte Ireland's main tourism propositions, the Wild Atlantic Way and Ireland's Ancient East, have identified key focal points for visitors to experience the full breadth of what both brand's have to



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offer. In the case of the Wild Atlantic Way, 32 'Discovery Points' have been identified along the coast of West Cork. Naturally, visitors following the route will gravitate towards these locations and motorhome based visitors will be no exception. An over concentration of motorhomes at any of these locations, even of vehicles that are making brief stopovers, will detract from the experience at these locations.

Careful consideration will have to be given to these locations to ensure that they are not becoming saturated in motorhomes, whilst at the same time facilitating a reasonable level of motorhomes. Consideration will also be given to ensuring that any scenic locations with large parking areas do not become hotspots for "wild camping".

2.2.4 Illegal Dumping

It is often stated that motorhome users engage in littering and fly-tipping to dispose of their accumulated waste. Motorhome representative groups stress that this practice is frowned upon in their community. The future development of facilities for motorhomes, regardless of scale, will have to make provision for the appropriate disposal of waste whilst at the same time mitigating against the abuse of such facilities by non-motorhome users.

In this regard, Cork County Council's excellent network of Waste Transfer Stations and Civic Amenity Sites could be used to ensure that waste generated by motorhome users is disposed in a safe and controlled manner.



3. Solutions & Recommendations

3.1 Supporting existing Caravan & Camping Parks

Cork County Council believes that the primary locations for motorhome services in County Cork are existing commercial & accredited camping facilities. These facilities are generally of a good standard and their operators have developed the experience and know-how with regards to the Caravan & Camping sector in Ireland. These facilities, which are often family run, provide both direct and indirect employment in rural areas and the Council is supportive of the ongoing development of this facet of the industry.

Recommendation One

Cork County Council will support the development of commercial motorhome camping facilities, with due regard to the planning and regulatory requirements for such facilities. Emphasis will be placed on developing facilities in areas of the County that currently have a lack of suitable facilities.

The proposed policy will not deal with these locations in great detail as most already meet Fáilte Ireland standards and therefore do not need significant enhancement. However, as previously stated, there are gaps in the geographical spread of these facilities throughout the county, and in particular throughout North Cork and therefore it is incumbent on the Council to develop a policy that addresses infrastructural deficiencies that are limiting the growth of motorhome facilities in the County.

Recommendation Two

Established commercial motorhome facilities will be supported to expand their product offering, and facilities that currently do not have Fáilte Ireland accreditation will be encouraged to develop their standards. Regulatory and administrative requirements on established facilities will be monitored to ensure that they do not inhibit the growth of the industry in County Cork.

3.2 Local Community Provision

The provision of facilities by local communities is an approach favoured by Fáilte Ireland. Through initial enquiries with Local Development Companies and through the Cork County Public Participation Network, the Council has examined the possibility of working with interested local community groups to provide motorhome facilities adjacent to existing serviced community facilities. For more detail of submissions made through the PPN please see **Appendix F** on Page 32.

This would enable the leveraging of existing community facilities such as sports grounds and community halls for the provision of basic services to campers. It may also minimise the need for capital expenditure. Elements of Fáilte Ireland's "Welcome Standard" could also be applied to these sites to ensure that there is a common standard across all sites in the County. All planning and regulatory requirements required of commercial facilities would also have to be met.

This approach is also compatible with the objectives of County Development Plan, which states that:



SC 2-1: Multi - Use Community Facilities

Support the provision of Multi Use Community Facilities which encourage sharing amongst community groups and are designed for multi use activities and future sharing.

Recommendation Three

Cork County Council will explore the possibility of developing small-scale community facilities in locations as outlined through initial submissions made through the PPN and LDC's.

3.3 Direct Provision by Local Authorities

Another parallel approach would involve an audit of all existing Council managed parking facilities and paved areas to ascertain if there are suitable nearby services, which, when coupled together provide a basic level of services to motorhomes. Any services developed on Council property would have to comply with the same planning and regulatory requirements applicable to commercially run facilities.

Recommendation Four

Cork County Council will examine the possibility of developing small-scale motorhome services in suitable council-owned locations throughout the county, with a particular emphasis on those areas where there is a lack of suitable commercial facilities.

3.4 Local Hospitality Businesses

Cork County Council will work with local hospitality providers to encourage the development of facilities for motorhomes, particularly in rural areas. Whilst Failte Ireland is not supportive of this approach as it may conflict with their existing standards framework, there are obvious benefits to pubs and restaurants with large parking areas considering the development of motorhome services. Motorhome users that avail of services overnight at a pub or restaurant are likely to use these businesses to purchase food and drink, providing a potential economic return on the development of basic services. Any services developed at these locations would have to comply with the same planning and regulatory requirements applicable to commercially run facilities.

Recommendation Five

Cork County Council will examine the possibility of assisting the development small-scale motorhome services at suitably located rural pubs & restaurants, in consultation with owners.

3.6 Establishment of Steering Group

Cork County Council, by its nature, does not have a detailed understanding of the motorhome tourism sector. This understanding is shared between the businesses that provide services to the



sector and the people that participate in motorhome based holidays. There are many areas within the remit of local government that do have an impact on the sector, in particular Roads (Parking), Environment (Waste) and Planning (Licensing & New Developments).

In order to develop and implement a policy that supports the long-term development of motorhome facilities in County Cork, it will be necessary to ensure that all stakeholders have the opportunity to share knowledge and express opinions.

Recommendation Six

It is proposed that a Steering Group for the development of motorhome facilities in County Cork be established in tandem with the publication of this policy. The Steering Group would be comprised of representatives of the following groups:

- **Irish Caravan & Camping Council**
- **Rural Tourism & Hospitality Providers**
- **Cork County Council – Tourism / Municipal Districts / Roads / Environment/ Planning**
- **Other Statutory Bodies – Fáilte Ireland / An Garda Síochána etc.**

3.7 Preparation of Bye-Laws

The bedrock of any sustainable growth in motorhome facilities will be the adoption of bye-laws regarding the operation of motorhomes in the County. These bye-laws will seek to provide recourse to the Council and communities to prevent any unauthorised and unsustainable parking of motorhome vehicles, and also to encourage the use of a mix of existing and future service facilities for such vehicles. The first role of the aforementioned steering group will be to assist in the preparation of these bye-laws.

Recommendation Seven

Cork County Council, in conjunction with the steering group, will develop draft bye-laws for the regulation of motorhome parking. These draft bye-laws will be made available for public consultation.

3.8 Identification of Pilot Locations

Initial consultation with local communities and internal Council sections has identified a number of different locations where the delivery of small-scale motorhome services may be feasible. Further refinement of this list will be needed to finalise a list of pilot locations, taking into account the need for a mix of delivery models and geographical spread. Extensive consultation with local communities will also be needed in this regard.

However, it would not be appropriate to progress the roll-out of service locations until after the successful establishment of a steering group and the adoption of bye-laws. In addition, the sites will have to meet all planning and regulatory requirements and suitable sources of capital funding will also have to be identified.



Recommendation Eight

Cork County Council, in consultation with other stakeholders, will identify a list of potential pilot locations for the delivery of community led small-scale motorhome services. These locations will be in areas of the county that are not serviced by existing commercial facilities.



4. Appendices



APPENDIX A Case Studies

1. Local Authorities

The majority of discourse regarding motor homes and local authorities centres around the prohibition of parking. Much of this attitude towards motorhomes relates to concerns on the impact of motorhomes on on-street parking and traffic circulation, and also the potential for misuse of any serviced parking bays that local authorities could provide.

1.A Cork County Council

Cork County Council does not have a specific policy on the development of motorhome facilities. At present it is within the remit of individual Municipal Districts to develop facilities for motorhomes and regulate parking.

The development of Tourism in Cork over the next number of years will be guided by the recently launched Cork tourism strategy – ‘Growing Tourism in Cork: A Collective Strategy’. Whilst this policy does not make specific reference to motorhome based tourism, there are a number of high level goals and objectives that would support the development of tourism infrastructure and experiences in the County. There are synergies between these objectives and the development of motorhome facilities.

1.B Waterford City & County Council

Waterford City & County Council do not have a specific policy on motorhome parking. Currently motorhomes use parking locations in Dungarvan and Tramore despite parking byelaws prohibiting camping. This has elicited several complaints from private campsite operators who have complained about the Council’s approach to motorhome parking. However, the Irish Caravan & Camping Club have also lobbied the Council extensively for additional facilities as many of their members do not wish to avail of private camping site facilities.

The Council are examining the possibility of providing basic parking facilities for motorhomes at Tramore and Dungarvan to mitigate their impact on parking availability and assuage some of the concerns of local businesses. The Council will work with private campsite operators to provide services to motorhomes.

1.C Galway County Council

Galway County Council has no policy on the provision of motorhome facilities. There is no prohibition on motorhome parking, but as the majority of council operated car parks have height barriers motorhomes are not able to utilise public car parks.

1.D Mayo County Council

Mayo County Council have recently finalised their tourism strategy for the period 2015 – 2020. Whilst the strategy does not specifically mention motorhomes, it makes a recommendation that the Council provides support for investors and businesses in certain accommodation & hospitality sectors to foster the development of a wider range of accommodation options including campsites, caravan facilities, Glamping and other novel accommodation options, particularly in lesser visited areas of the county. Mayo County Council does not have any other specific policy on motorhome service provision.



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1.E Tipperary County Council

Tipperary County Council does not have any specific policy on the provision of motorhome parking or services in the county. The issue has not arisen to the same extent as in other counties.

1.F Kerry County Council

Kerry County Council does not have a specific policy on the provision of motorhome parking or services. They are currently developing a countywide tourism strategy, but no decision has been made regarding the inclusion of a specific section on motorhome based tourism. With regards to motorhome parking, Kerry County Council's Beach byelaws state that:

"Caravans, Camping etc. No person shall place or keep any caravan, motor caravan, tent or other temporary dwelling on any part of the beaches listed in Schedule Two of these Bye-laws without the consent of the Council and subject to the terms and conditions of such permission.⁴"

In recent months local representatives in Kerry have highlighted the need for better facilities for motorhomes along the Wild Atlantic Way.

1.G Limerick City & County Council

Limerick City & County Council provide a French style "Aires" service point on the grounds of a public leisure centre in Askeaton, Co. Limerick.

2. Other Stakeholders

2.A Fáilte Ireland

Fáilte Ireland, along with the relevant agencies, is responsible for implementing various aspects of this policy. In addition, under the Tourist Traffic Acts 1939-2016, Fáilte Ireland has specific power and functions in relation to the mandatory registration and grading of certain types of tourist accommodation, including caravan and camping parks. They also liaise with key representative groups in the development of the sector. However, the regulations (last updated in 2009) apply only to sites comprising of 20 or more touring spaces, which obviously excludes the smaller facilities that might accommodate motorhomes. Full information on this is available on Fáilte Ireland's website: <http://www.failteireland.ie/Supports/Get-quality-assured.aspx> . All approved caravan and camping sites have the option to provide motorhomes facilities as part of their operation. Motorhomes are considered a subset of caravan/camping and as research demonstrates, it is a very important part of our tourism product and Fáilte Ireland will continue to promote this sector.

It is important to clarify that Fáilte Ireland does not have any direct role in relation to the actual development of motorhome stop-over sites. Developments of such sites are a matter for the Local Authorities, either through their own activity or through the planning process. We would welcome any increase in capacity which responds to visitor needs.

The role of developing National Tourism Policy lies primarily with the Department of Transport, Tourism and Sport. Under the Tourism Action Plan 2016-2018, created by the Tourism Leadership

⁴Section No. 9 – Kerry County Council Beach Bye Laws 2013



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Group and chaired by the Minister of Minister for Transport, Tourism and Sport, Fáilte Ireland has been tasked with reviewing and updating the regulations governing visitor accommodation to address changing market needs, and developments such as the growth of the sharing economy. The hotel regulations were reviewed in 2016, and it is planned to review the Caravan & camping regulations in 2017/2018.

2.B Representative Bodies

Phoenix Motorhome Club actively supports the development of Aires type facilities in Ireland, and has liaised with Cork County Council regarding the development of facilities in East Cork. There are also a number of other clubs and associations that advocate for motorhomes in Ireland. These include the Irish Caravan & Camping Club.

3. **International Case Studies**

3.A France

France has a well-developed network of facilities for the parking and servicing of motorhomes. This network is built around the concept of “Aires de Service”, which are essentially dedicated parking bays combined with the necessary motorhome supports such as waste disposal and fresh water. These Aires can range from large sites of 150+ bays, to small roadside facilities for 1 – 2 motorhomes. They are generally provided by local authorities and communities, but there are also private facilities available. Many are located close to areas of tourism interest or in towns and villages. A network of Aires de Stationnement is also available. These are essentially motorhome parking bays without the services available at Aires de Service. Similar facilities can also be found in Germany, and these are called “Stellplatz”.

Image 3.1 Example of an Aires de Service Parking Bay



3.B United Kingdom

In the UK, the approach to motorhome parking is similar to Ireland. It is within the remit of individual local authorities to provide such facilities outside of private sites and therefore the availability of publicly accessible facilities varies from area to area. Representative bodies are campaigning for the widespread roll-out of French style “Aires”. The same concerns found in Ireland are present in the UK.



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Canterbury City Council appear to be one of the most proactive local authorities with regards to motorhome services, with consideration for motorhomes in parking bye-laws (orders) and the provision of dedicated parking sites.

3.C Northern Ireland

There are a number of French-style Aires in Northern Ireland. An example of this can be found at Donaghadee on the Ards Peninsula⁵. Notwithstanding this, the same concerns regarding motorhome parking exist in Northern Ireland. This came to the fore during plans by Derry City Council to develop a motorhome parking facility at St. Columbs Park⁶. This plan was eventually cancelled due to local opposition to the suitability of the site.

Image 3.2 – Example of Aire de Service Signage



3.D Australia

The Campervan & Motorhome Club of Australia operates two programs aimed at accrediting local facilities for motorhomes. These are the RV Friendly Town™ (RVFT) and the RV Friendly Destination™ (RVFD). These programs offer business owners the opportunity to be innovative in meeting the needs of RV tourists, while at the same time growing their businesses⁷. The table below outlines the standards expected of RV friendly locations.

A full listing of each town is available on the CMCA website, providing detailed information for each.

⁵ <http://www.discovernorthernireland.com/The-Commons-Millisle-Road-Donaghadee-Newtownards-P31659>

⁶ http://.derrycity.gov.uk%2FDerryCitySite%2Ffiles%2Fd8%2Fd8566c69-0e14-4f9b-b0d2-f0564e9f9975.pdf&usg=AFQjCNFmv767WomRfAyhnZ0xGYAYYxr_5A&sig2=mSV2tGYsZTujESNmyx6Xsg

⁷ Caravan & Motorhome Club of Australia - <https://www.cmca.net.au/services/rv-friendly>



Table 3.1 RVFT Initiative Australia

<p>RV Friendly Town™ (RVFT)</p> <p>An RV Friendly Town™ is one that has met a set of guidelines to ensure they provide a certain amount of amenities, and a certain level of services for these travellers. When RV tourists enter a town displaying the RVFT sign, they know they will be welcome, certain services will be provided for them that may not be available in other centres, and they will have access to a safe place to stay overnight, and possibly for a longer period.</p> <p><i>Essential</i></p> <ul style="list-style-type: none"> • Provision of appropriate parking within the town centre, with access to a general shopping area for groceries and fresh produce. • Provision of short term, low cost overnight parking (24/48 hours) for self-contained RVs, as close as possible to the CBD. • Access to potable water. • Access to a free dump point at an appropriate location. <p><i>Desirable</i></p> <ul style="list-style-type: none"> • Provision of long term parking for self-contained RVs. • Access to medical facilities or an appropriate emergency service. • Access to a pharmacy or a procedure to obtain pharmaceutical products. • Visitor Information Centre (VIC) with appropriate parking facilities. • VIC to provide a town map showing essential facilities, such as short and long term parking areas, dump point and potable water. • RV Friendly Town™ signs to be erected within the town precinct. <p>RV Friendly Destination™ (RVFD)</p> <p>An RV Friendly Destination™ is often a small town, club, oval, showground, scenic attraction or business that is not able to meet the full criteria of the CMCA RV Friendly Town™ program. Councils, progress associations and businesses can apply to participate by completing an application form, which is available from CMCA National Headquarters (NHQ).</p> <p><i>Essential</i></p> <ul style="list-style-type: none"> • Provision of short term, low cost overnight parking (24/48 hours) for self-contained RVs. • The parking area needs to be on a solid, level surface. • There must be enough room for large vehicles to manoeuvre. <p><i>Desirable</i></p> <ul style="list-style-type: none"> • A waste water dump point. • Potable water. • Longer term parking.
--



APPENDIX B Technical Specifications

Definition of a Motorhome (Motor Caravan)

What is a Motor Caravan/Motor Home?⁸

To be deemed a motor caravan/motor home, a vehicle must be a special purpose Category M vehicle (EU Body Work of SA) and must be constructed to include living accommodation which contains at least the following equipment:

- seats and table,
- sleeping accommodation which may be converted from the seats,
- cooking facilities, and
- storage facilities.

This equipment must be rigidly fixed to the living compartment; however, the table may be designed to be easily removable.

Living Accommodation

The primary purpose of a Motor Caravan is to provide mobile living accommodation. The living accommodation space should be of a size and area to allow a comfortable living environment for a person or persons for an extended period of time. This would generally require the whole of the rear compartment of a vehicle, behind the driver's compartment, to be utilised for this purpose, such that the occupant/s have ready access to storage, preparation, cooking, eating, sleeping and related facilities from within the living accommodation space. (It would be expected that the living accommodation space in the rear compartment would have side windows and, where cooking is by means of gas, a Gas Installer Certificate is available). Comfortable living accommodation should comprise an area where a person (of average height) could move around in a standing position.

Coach-built or Factory Built Motor Caravans

Purpose built Motor Caravans fulfil this requirement for mobile living accommodation by virtue of their design, construction and Type Approval, and contain all of the fittings and fixtures one would expect to find in the living accommodation space of a Caravan.

Conversions

Vehicles intended to be converted to a Motor Caravan must fulfil the requirement to provide mobile living accommodation, and the rear compartment must be modified sufficiently to contain all the fittings and fixtures reasonably expected of a Motor Caravan.

Modifications that do not significantly alter the interior of the rear compartment to include fittings and fixtures (for example, removal of seats to accommodate a table), or which modify only the boot storage area to provide storage fittings or exterior access to cooking facilities, are not regarded as Motor Caravans.

These modified vehicles can be referred to as a Day Van, and will generally only contain the bare essentials required for a day out, with perhaps exterior cooking facilities. In this regard, Day Vans will not be classified as Motor Caravans for VRT purposes. Revenue will not accept a candidate in which the preparation, cooking, storage or other facilities are reasonably accessible only from outside the vehicle.

⁸ Revenue Commissioners - <http://www.revenue.ie/en/tax/vrt/vehicle-conversions.html#section7>



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Where a Passenger Vehicle (M1) is converted, retaining its passenger carrying capacity, but does not fulfil the criteria of a Motor Caravan, it will retain its original EU Classification.

Where a Commercial Vehicle (N1, N2 or N3) is converted, increasing its passenger carrying capacity, but does not fulfil the criteria of a Motor Caravan, it may be classed as a Passenger Vehicle (M1). This will mean an increased VRT liability based on the CO2 emissions of the vehicle.

General

Motor caravans/motor homes registered on or after 1 January 2011, will be charged VRT at 13.3% of the open market selling price of the vehicle at the time of registration.

Where a declaration of a conversion of a vehicle to a Motor Caravan is being made, photographs showing the full interior (minimum of 6 photos, at least one of which should be taken from the front of the living area looking rearward and one from the rear of the living area looking forward such that they provide a good overview of the layout of the living accommodation) and exterior (minimum of 4 photos at least one of which includes the registration plate of the vehicle) must be included with the completed declaration form.



Technical Guidance

Fáilte Ireland Standards for Caravan & Camping Parks

Registration & Renewal of Registration Regulations for Caravan & Camping Parks 2009 (Tourist Traffic Acts 1939 – 2003)

This document provides detailed guidance on the registration of Fáilte Ireland approved Caravan & Camping Parks. The document is technical in nature and outlines in detail the standards expected of an approved caravan park. Some of the key guidelines contained therein are:

The Premises:

- (1.1) The premises shall consist of a caravan park and / or camping park comprising (a) twenty or more pitches “where” pitches denotes temporary sites either for touring caravans or for tents, (b) a reception building or buildings and (c) a shower / toilet block and laundry facilities (which may be contained in the reception building).
- (1.2) There shall not be more than 50 pitches per hectare.
- (1.8) For the purpose of these regulations a caravan is defined as any form of transportable or moveable accommodation constructed for the purpose of providing mobile sleeping accommodation, whether capable of being towed, containing its own means of propulsion or otherwise, in which sleeping accommodation is provided with or without ancillary living accommodation.
A motor home / camper van / caravanette is a motorised road vehicle providing accommodation and self catering facilities.
- (1.10) All static caravan holiday homes for rental or privately owned must be serviced with electricity and all plumbing for the continuous supply of hot and cold water and the disposal...

Pitches:

- (2.1) The minimum number of touring pitches shall be 20.
- (2.2) The density of touring pitches shall not exceed 50 per hectare
- (2.4) There shall be provided one hardstanding car parking space of suitable surface for each pitch.
- (2.8) All pitches shall be situated not less than 27.5 metres from any public road or alternatively suitably screened to ensure the privacy of person occupying a caravan or tent thereon.

Toilets, Showers & Laundry:

- (5.1) Toilets for guests shall be provided in a permanent building or buildings for men and women, with separate entrances clearly designated and shall contain:
- (5.2) WC Units in adequately spaced cubicles.
- (5.3) Wash-hand basins of approved manufacture fixed complete with all plumbing for the continuous supply of hot and cold water and the disposal of waste.
- (5.4) Shower cubicles – shall be provided in permanent buildings separate from toilets and with separate entrances for men and women clearly designated and designed to provide comfort and privacy with wet and dry areas without the need of a shower curtain. Floors and walls of shower rooms and cubicles must be tiled or covered with another equally suitable material
- (5.8) To facilitate touring caravans chemical toilet disposal facilities approved by the local authority shall be provided. This facility must be in a permanent structure, with an independent external entrance and shall contain:
 - a. disposal unit of suitable manufacture, ceramic or stainless steel with flushing system.



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- b. water tap with hose
- (5.9) To facilitate Motor Homes a suitable waste disposal point (MHWDP) with water tap and hose must be provided and located in a suitable area

Operation

- (10.5) The business shall be conducted in accordance with charges not exceeding those specified in the scale of charges which have been duly furnished to Failte Ireland's appointed contractor in accordance with section 26(2) (d) of the Tourist Traffic Act, 1939.

Statutory Requirements

- (11) Where Section 34 of the Local Government (Sanitary Services) Act 1948 is in operation, the proprietor, in relation to the park, shall hold a licence under that section.

Failte Ireland Classification Matrix for Caravan and Camping Parks

This document provides a visual matrix for the classification standards for caravan and camping parks, with a grading system ranging from one to four stars.

In addition, the matrix outlines additional requirements in the following areas for parks between two and four stars:

- Arrival & Greeting
- Toilets
- Services
- Recreational Facilities
- Operational
- Environmental Standards
- Energy Saving
- Waste Management
- Water Saving & Protection of Water Quality
- Environmental Awareness



APPENDIX C. Planning Guidance

The following is a list of planning considerations that should be taken into account in deciding to develop facilities to accommodate Motor Home parking;

Site Selection

Motor home parking sites should:

- a. Be generally compatible with surrounding land uses.
- b. Be conveniently located with respect to existing tourism attractions and facilities in the local area.
- c. Encourage walking and cycling, meets the needs of people whose mobility is impaired, respect existing public rights of way and provide adequate and convenient access to public transport;
- d. Not detract from the landscape quality and character of the surrounding area or adversely affect features of the natural, archaeological or built heritage;
- e. Be designed to deal with any emission, effluent or waste in accordance with legislative requirements.

Planning and Design

The layout and design of motor home parking sites should:

- f. Provide appropriate boundary treatments and means of enclosure should be provided and any areas of outside storage proposed screened from public view;
- g. Building design, associated infrastructure and landscaping arrangements (including flood lighting) to be of high quality and assist the promotion of sustainability and biodiversity;
- h. Provide for the use of permeable surfaces for pitches, hard landscaped areas and car parking in order to safeguard against flood risk through surface water run-off ;
- i. Indicate clearly how waste is stored on the site and disposed off in an environmentally friendly way;
- j. Encourage the promotion of personal safety and the reduction of crime.

Access and Road Safety

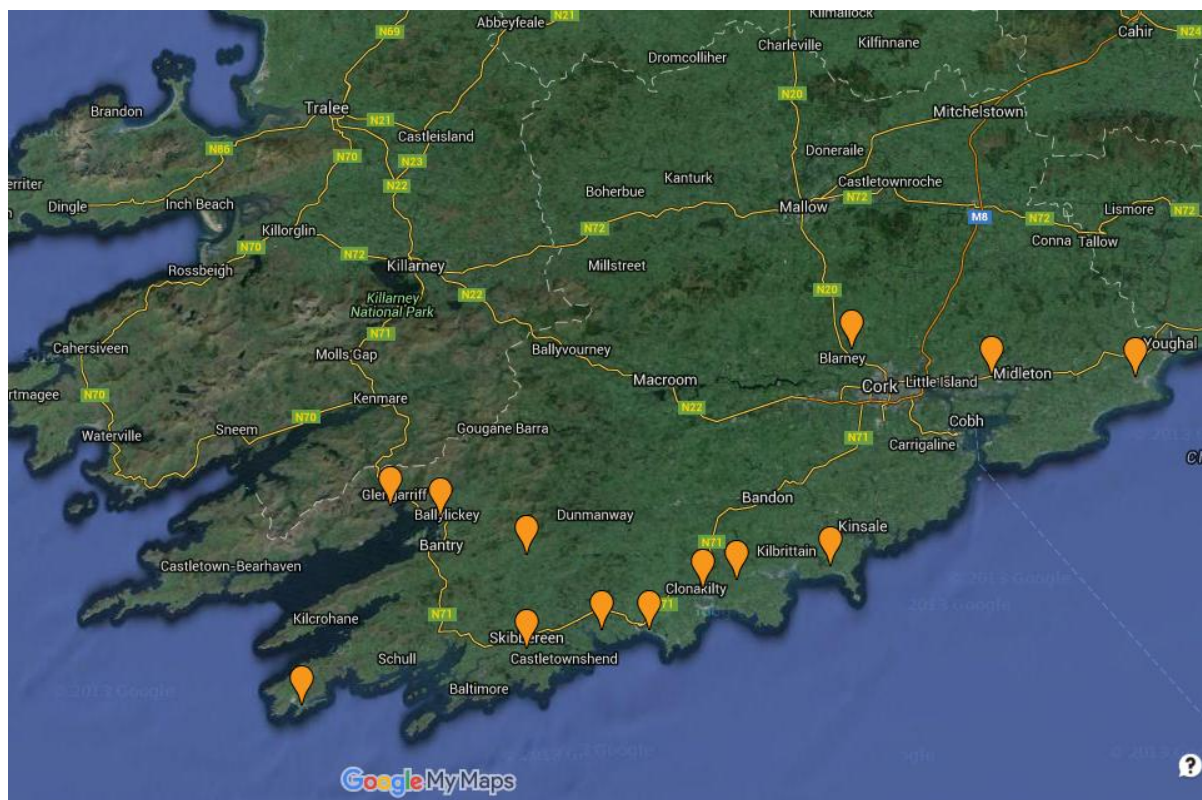
- k. The road network serving the site must be able to safely handle any extra vehicular traffic the proposal will generate;
- l. Access to the public road must not prejudice road safety or significantly inconvenience the flow of traffic or the safety of pedestrians;
- m. Provision of advertising and information signage needs careful consideration. Directional signs located outside the site boundary may require a licence from the Council under Section 254 of the Planning and Development Act, 2000, as amended.

Further Guidance

It is recommended that before commencing any such project to seek advise/arrange a preplanning meeting with the Local Area Engineer and the Planning Department.



APPENDIX D. Location of Existing Accredited Caravan & Camping Parks



NAME	LOCATION	PITCHES	GRADE
Clonvilla Caravan & Camping Park	Youghal	20	2-Star
Jasmine Villa Caravan & Camping Park	Carrigtwohill	17	2-Star
Desert House Caravan & Camping Park	Clonakilty	36	2-Star
O’Riordan’s Caravan Park	Rosscarbery	20	2-Star
Glengarriff Caravan and Camping Park	Glengarriff	90	3-Star
Sexton’s Caravan & Camping Park	Timoleague	30	3-Star
The Meadow Camping Park	Glandore	19	3-Star
The Hideaway Camping & Caravan Park	Skibbereen	60	4-Star
Garretstown House Holiday Park	Kinsale	60	4-Star
Barleycove Holiday Park	Crookhaven	140	4-Star
Blarney Caravan & Camping Park	Blarney	40	4-Star
Eagle Point Camping	Bantry	125	4-Star
Top of the Rock Pod Pairc & Walking Centre	Drimoleague	16	Approved



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Failte Ireland Welcome Standard

The Failte Ireland Welcome Standards are the minimum standards for any non statutory tourism accommodation business wishing to work with Fáilte Ireland.

The Welcome Standard provides the following fact sheets:

- Introduction
- Failte Ireland Code of Ethics
- Description & Meaning
- What it means for the industry
- Meaning to the Customer
- Benefits of the approval

The key headings for the Welcome Standard are:

1. General Business Processes
2. Pre-Arrival
3. Arrival
4. During the Visit
5. Facilities
6. Exit / Departure





Fáilte Ireland's Welcome Standard

These are the Fáilte Ireland minimum standards for any non statutory tourism accommodation business wishing to work with Fáilte Ireland. These entry level standards are aimed at Tourist Accommodation businesses who currently do not fit the existing Fáilte Ireland Quality Assurance system. Businesses will also be required to comply with a Fáilte Ireland Code of Ethics.

The standards are designed to identify the essential aspects of the 'guest journey' and experience. All eligible accommodation businesses in Ireland committed to operating a serious tourism business focussed on their guests, and contributing to growth in Irish tourism as a whole, should be able to demonstrate how they meet the Standards.

1 General Business Processes

- 1.1 Reliable and consistent performance of daily operations evident.
- 1.2 The business is aware of and addressing its statutory obligations with adequate documentation e.g. Building Regulations, Planning Regulations, Fire Safety Regulations.
- 1.3 Procedures are in place to ensure that all staff have good knowledge of the facilities and services provided.
- 1.4 Procedures in place to resolve guest complaints.
- 1.5 Clear evidence that the business is complying with the Fáilte Ireland Code of Ethics.

2 Pre-Arrival

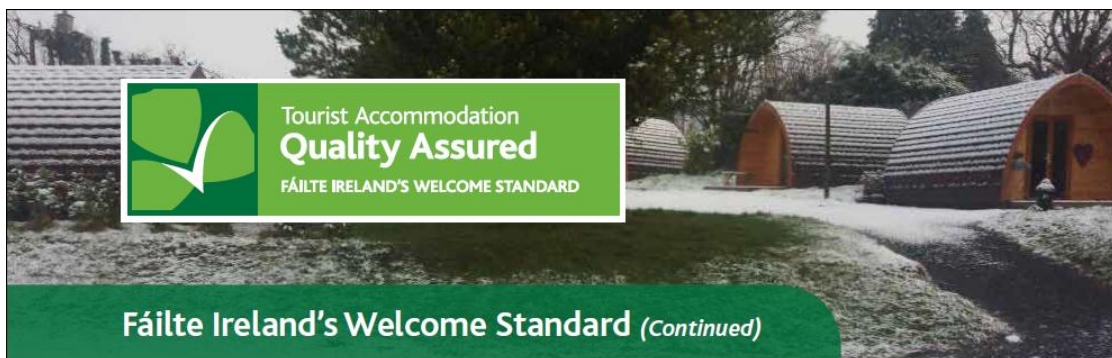
- 2.1 Business is clearly identified in an appropriate manner when answering the phone.
- 2.2 Clear and accurate information on the facilities and services is provided during the call, or via a website if provided.
- 2.3 Clear directions provided on how to locate the business.
- 2.4 Clear information on payment methods is communicated.
- 2.5 All enquiries are responded efficiently within the appropriate time for the guest.

3 Arrival

- 3.1 Staff are on duty during guest arrival periods.
- 3.2 Guests made to feel welcome upon arrival.
- 3.3 A "thank you" offered for choosing the business, the region or Ireland, where appropriate.
- 3.4 All necessary information is provided to guests upon arrival.

For further information on Fáilte Ireland's Welcome Standard please contact: SouthWestern Tourism Services, Service Provider on behalf of Fáilte Ireland, PO Box 51, Clonakilty, Co. Cork, Ireland. Tel: 1890 697000 or Email: tourismservices@southwestern.ie





Fáilte Ireland's Welcome Standard *(Continued)*

4 During The Visit

- 4.1 Friendly and courteous service is provided at all times.
- 4.2 Staff are on duty or available at all appropriate times for the guest and available and contactable throughout the guests stay.
- 4.3 All necessary information is provided to guests.
- 4.4 Guest complaints are acknowledged and resolved.
- 4.5 Where food is provided, meals are prepared with care and as appropriate for guest needs.

5 Facilities

- 5.1 A good first impression of the business, including surroundings where appropriate.
- 5.2 All buildings, surrounds, fittings, transport, equipment as appropriate are maintained in a sound condition and fit for purpose.
- 5.3 All interiors used by guests well maintained.
- 5.4 All appropriate furniture and fittings comfortable, well maintained and in reasonable condition.
- 5.5 Heating and ventilation effective where appropriate.
- 5.6 Lighting effective and well maintained where appropriate.
- 5.7 Cleanliness to be of a good order throughout.

6 Exit/Departure

- 6.1 Staff are on duty for departure, check out and exit.
- 6.2 Check out, departure or exit process in place.
- 6.3 Where appropriate, bill account correct and clearly presented with explanation.
- 6.4 Guest satisfaction check carried out.
- 6.5 Guest thanked for choosing the business, the region or Ireland as appropriate.
- 6.6 Guest wished farewell hoping they will return soon in the future.

For further information on Fáilte Ireland's Welcome Standard please contact: SouthWestern Tourism Services, Service Provider on behalf of Fáilte Ireland, PO Box 51, Clonakilty, Co. Cork, Ireland. Tel: 1890 697000 or Email: tourismservices@southwestern.ie



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APPENDIX F. List of Public Participation Network (PPN) Submissions

DATE	ORGANISATION	SUBMISSION
06/07/2016	Anne Murphy Manager Saile 087 7588842 info@saillesportsandleisure.ie	<p>Dear David,</p> <p>Thank you for taking my call earlier.</p> <p>I work for the KRD Community Association in Kinsale. We would be very interested in becoming a pilot location for motor homes visiting the Kinsale Area.</p> <p>Our location is ideal as it overlooks the Bandon River and is within walking distance of the town. Outdoor amenities include all weather pitches, tennis court, basketball court, toilets and a community garden with a campfire and selection of mature edible plants.</p> <p>Recently, we opened the Sáile Community Centre which consists of a large sports hall, toilet and changing room facilities plus additional parking facilities. The next phase is to complete the two community rooms within the main centre, one of which will have a kitchenette. The KRD employs one full time manager, two part-time staff and have a number of other helpers through schemes to maintain the grounds. We also have CCTV onsite.</p> <p>If you have any questions regarding the above, please don't hesitate to contact me.</p> <p>I look forward to hearing from you.</p> <p>Thanks,</p> <p>Kind Regards, Anne Murphy</p>
08/07/2016	Micheál de Buitléir Comhaltas Ceolta Sí Brù Na Sí Eochail michealdebuitléir@msn.com	<p>Dear Joe.</p> <p>I would be interested in exploring the provision of Motorhome space adjacent to Bru Na Sí in Youghal as proposed by the Tourism Strategic Policy Committee of Cork County Council. I have also previously suggested that it might be worth looking at the derelict Tower apartments on</p>



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DATE	ORGANISATION	SUBMISSION
		<p>Barrack Road with a view to converting them into a Hostel.</p> <p>Craobh Eochaille with its proven track record of delivering community based projects (eg Bru Na Si. Public Road. Music Education, Ceolta Si an annual Touristic cultural event, Community Festival. Etc) is ideally positioned to engage with this project. Craobh Eochaille is a registered member of the PPN.</p> <p>I look forward to hearing from you.</p>
10/07/2016	<p>Finn O’Mahony 086 3092942 finnieboy@eircom.net</p>	<p>Hi David,</p> <p>Just a few observations on this subject from the point of view of a native resident of sheeps head, reasonably well travelled, a dairy farmer landowner, a long serving community council member, with tourism interests (self catering rental cottages, and contract holder for maintenance for my section of the sheepshead way)</p> <ul style="list-style-type: none"> • This ones a no – brainer, motor homes/campers are a nuisance! they block the roads, are a danger to other drivers, leave rubbish and human waste, drive too slow, use valuable parking for free, bring all their own shopping, and don't spend a cent locally. This is the common wisdom that you will hear repeated in all the tourist areas. • HOWEVER the same man on the street wisdom had said walkers are worth nothing, they wouldn't buy a bottle of water locally, clog up the roads, leave gates open, break fences, bring dogs on farmland, etc. etc. this is being proven to be narrow minded , naysayer nonsense. Taking the long view we can say, ok that tourist may not have put a euro in my pocket, but he may have supported the petrol station 5 miles away which is useful to me. He may have eaten in the restaurant 10 miles away, and i eat there some times, so I'm glad for that. he may have spent money in the local pub, post office or shop, and any thing that keeps them open is great. We are a depopulated rural area, we are not going to keep service not to mind increase them if we don't get outside demand for them. Now maybe our imaginary camper driver is the demon described earlier, but imp willing to gamble that the next fella who drives in may not be. if you’re not in you cant win. if we close the gate to these possible customers, we may be shooting ourselves in the foot.



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DATE	ORGANISATION	SUBMISSION
		<ul style="list-style-type: none"> • its shoulder tourism- its cheaper to bring a camper in may or September on the ferries, so we have tourists in the off peak. • They're usually silver haired, retired, couples, who have worked hard to finally be financially secure. they're not poor. • They're thrifty, they have a sense of adventure, and are independently minded. they like a good deal. • Where am I going with all this optimism? here's my idea. As a landowner like many others I have places on my farm, or on roads skirting my farm that could park a camper. I'm not talking about an eagle point size, I'm talking maybe a lone site in a unique location, privacy being key. it's the setting that would be the unique selling point. there needs to be a standard, and a price. a pad with sewer hook up, power point, water supply, recycling bins, etc. would be the pinnacle, but set a price structure for the tier of standards. I imagine standing charges for an electrical supply to a remote pad would be prohibitive, but if someone can do it the price will reward. For your basic pad with water supply a base price perhaps. lots not make this elitist, make it attractive. the customer has a choice 1 to 5 star and priced accordingly. the landowner gets a few euro, and maintains his standards on the pad and has goodwill towards the customer. • Delivery – use the walks success as your template, bottom up, local committee, ifa reps on board. agreement all round before the ball is thrown in. then have a central agency handling bookings, taking a small percentage and paying directly into pad providers accounts. The agency handles bookings, standards, complaints (from either side), access to start up support and of course marketing. • it's just a thought, discuss.
15/07/2016	Francis O'Brien Carrigaline Men's Shed Tourism Project 087 2306640 carrigaline.ms@outlook.com	<p>Dear David.</p> <p>We are writing to you in relation to Cork County Council's Motorhome policy which has been brought to our attention by our PPN representative.</p> <p>We as a group believe that the setting up of a public/community type facility would be most beneficial for our community.</p> <p>We believe that the proposed facility should be a controlled one.</p>



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DATE	ORGANISATION	SUBMISSION
		<p>The attached document may explain where we are coming from.</p> <p>We would ask that you would arrange to meet with us as well as your colleague in board failte so that we can present our proposals and further this project.</p> <p>Yours truly</p> <p>Francis O Brien</p>
15/07/2016	<p>Francis O'Brien Carrigaline Men's Shed Tourism Project 087 2306640 carrigaline.ms@outlook.com</p>	<p>Dear David</p> <p>Carrigaline Men's Shed has for the last few years been advocating the setting up of a continental style motorhome facility in our area as a tourism project.</p> <p>To this end we have been doing extensive research and have carried out a motorhome survey at Ringaskiddy ferryport.</p> <p>With in excess of an estimated 1.6 million units in use across Europe and yearly sales of new vehicles in excess of 70.000 and sales increases of over 8% per annum (source European Caravan Federation) we can see that this type of tourism is on the increase.</p> <p>Based on figures from the Central statistics office giving 782000 private vehicles using Irish ferry ports in2015 approximately 6% of this traffic being motorhomes a figure of 46920 motorhome journeys is estimated to have occurred. Ringaskiddy ferry port's portion of the overall number would be 1524</p> <p>While the 2011 Board Failte survey shows a decline in the number of campsites, they believe that the industry has great growth potential.</p> <p>Our research has confirmed this growth potential to us.</p> <p>We believe that the continental approach to the Motorhome industry of having a mixture of fully private or fully public, and or community /public facilities is the way ahead.</p>



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DATE	ORGANISATION	SUBMISSION
		<p>We believe that Carrigaline for the following reasons is perfectly located to provide the services required by motorhome users ,with its close proximity to Ringaskiddy ferryport .it abundance of shops /bars / and restaurants it proximity to local bicycle/walkways ,its access to other areas by public transport .</p> <p>We as a group believe that the setting up of a public/community type facility would be most beneficial for our community.</p> <p>We would ask that you would arrange to meet with us as well as your colleague in board failte so that we can present our proposals and further this project.</p>
28/07/2016	<p>Tom McCarthy Chairperson Schull & District Community Council 085 2627151 thetommccarthy@gmail.com</p>	<p>Dear David</p> <p>I refer to your recent email regarding Cork CoCo's Motor Home Policy. The development of the Wild Atlantic Way has seen a huge increase in the number and variation of MotorHomes visiting West Cork. Schull Tourist Office, which has been operating for a number of years, is constantly being contacted for information as to where to park a Motorhome in the area for the night. The preferred location is almost always a fee paying park with proper and secure facilities. The demand for a Motorhome Park has steadily grown year by year.</p> <p>Schull has two, undeveloped, sites that are zoned for Camping / Motorhome park. The development of such a facility, in an appropriate and sustainable manner, would be an important addition to Schull and the Mizen area. We would be delighted for Schull to be considered as a pilot location.</p> <p>Should you require any further information please do not hesitate to contact me.</p> <p>Kind regards,</p> <p>Tom McCarthy Chairperson Schull & District Community Council 0852627151</p>



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DATE	ORGANISATION	SUBMISSION
30/07/2016	Francis O'Brien Carrigaline Men's Shed Tourism Project 087 2306640 carrigaline.ms@outlook.com	<p>Dear David</p> <p>Thank you for your reply.</p> <p>My contact number is 087 2306640</p> <p>We as a group have been compiling data for a number of years in order to progress this type of tourism.</p> <p>And with our survey results from Ringaskiddy ferryport showing a dissatisfaction of over 60% with services in Ireland we believe now is the time to try and correct Irelands bad Motorhome image</p>
16/08/2016	Brian Marten Bull Point Project Baltimore Community Council brianmarten@gmail.com	<p>Dear David,</p> <p>We note with great interest your new strategy regarding the need for developing services for motorhome-based tourism in Co. Cork. We have long recognised the need for such facilities here in Baltimore, and note the many camper vans etc parked in unsuitable places around the village. Many of us have noticed camper vans driving into the village, and then leaving an hour or so later because they can find nowhere to park - this is particularly unfortunate as the season is so short for local businesses.</p> <p>Unfortunately we were not in a position to submit a submission to you because of the lack of available land, with one exception - land owned by Fáilte Ireland at Bull Point, Baltimore, near the Lifeboat Station. A few years ago you may be aware that Baltimore Community Council had been working with Cork County Council (and Failte Ireland) to develop a tourism park on this land. Plans had been drawn up and costed and they included a camper van park in a very suitable location.</p> <p>I could attach a plan of the proposal for your information, but your server may not allow it as it is over 6Mb in size. Rose Carroll (whom I met recently in Baltimore) is familiar with the project and can show you the plan. The increase in traffic since the plan was drawn up suggests that the space allocated for camper vans is too small.</p>



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DATE	ORGANISATION	SUBMISSION
		<p>Unfortunately the project was stalled by Fáilte Ireland in 2013 for a year, at the end of which they placed the property on the open market (it was not sold and is now off the market).</p> <p>The purpose of this e-mail is just to make you aware of the opportunity. We are still corresponding with Fáilte Ireland, because it ticks all of the boxes for development of the Wild Atlantic Way that they profess to be promoting (such as the "Grants Scheme for Large Tourism Projects 2016-2020") but so far we have met with no success.</p> <p>Best Regards,</p> <p>Brian Marten Bull Point Project Baltimore Community Council</p>



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