

MAC Report	
Application for a Maritime Area Consent (MAC) under Section 75A of Maritime Area Planning Act 2021, as amended	
Application Details	
MAC Applicant:	Donegal County Council
MAC Reference No:	MAC20230027
Location:	Riverine Community, Park, Lifford, Co. Donegal
Date Application received:	20 March 2024
Proposed Maritime Usage:	Donegal Co. Council has applied for the construction of a pedestrian and cycle bridge which will span over the River Foyle and a public slipway on the northern bank of the river at Lifford, Co. Donegal.
Recommendation:	To approve the Granting of the MAC sought with conditions attached.

Document Control			
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Reviewed by:		MAC Manager	03/04/2025
Reviewed by:		Head of Maritime Area Consenting	03/04/2025
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Contents

1. Overview.....	2
2. Background.....	3
3. Site Visit.....	Error! Bookmark not defined.
4. Proposed Maritime Usage	3
5. Review of Legislation & Associated Consents	5
5.1 Applicable Provisions of the MAP Act	5
5.2 Existing Consents & Authorisations	6
5.3 Development Permission	6
5.4 Ownership	7
6. Assessment.....	7
6.1 Schedule 5	7
6.2 Fit & Proper Person Assessment	13
6.2.1 Technical Capability Assessment.....	18
6.2.2 Financial Capability Assessment.....	Error! Bookmark not defined.
7. Indicative area of proposed MAC.....	20
8. Levy	21
9. Discussion.....	21
Conditions and Reasons for Conditions	22
10. Conclusion & Recommendation	23

1. Overview

On 20 March 2024 Donegal County Council (DCC) submitted a MAC application to MARA under Section 79 of the Maritime Area Planning Act 2021, as amended (the Act) for the construction of a new pedestrian and cycle bridge which will span over the River Foyle and a public slipway on the northern bank of the river in the vicinity of the town of Lifford.

2. Background

The proposed maritime usage (the bridge and slipway) forms part of a large community development project which comprises the development of new community park infrastructure with multi-purpose community facilities and amenities at Lifford. The majority of the proposed works under the project are terrestrial and fall outside the scope of the subject application.

3. Proposed Maritime Usage

The portion of the proposed development which lies within the maritime area aims to provide a new pedestrian and cycle bridge which will span over the River Foyle and a public slipway on the northern bank of the river.

The MAC area sought by the applicant is illustrated in *Figure 1*.

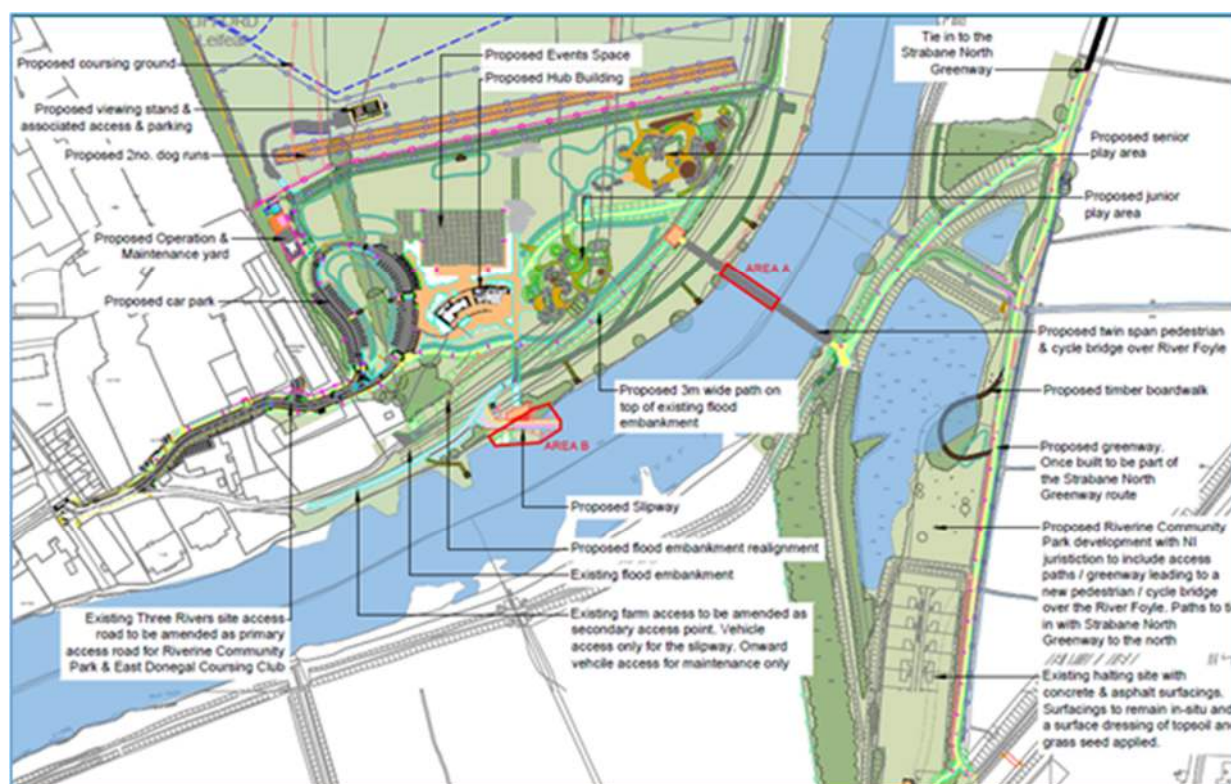


Figure 1 – Applicant map of proposed layout of riverine park development and MAC Areas A (Slipway) and B (Pedestrian Bridge to Boarder with Northern Ireland).

With respect to the maritime area, the scope of works will include: -

- A new pedestrian and cycle bridge with integrated lighting (illustrated as Area A in *Figure 1*); and
- A new slipway & viewing platform with lighting (illustrated as Area B in *Figure 1*).

The pedestrian and cycle bridge are proposed to be of a steel truss structure with an overall length of approximately 115m. There are no permanent piers or abutments proposed within the maritime area with the exception of the bridge deck which will be suspended over the maritime area.

The bridge superstructure is proposed to be fabricated off site and transported to site before assembly in a temporary working area on the Lifford side of the River Foyle. The applicant stated that a temporary working platform will be constructed in the river (within the maritime area) adjacent to the Lifford riverbank (Areas C and D on the Proposed MAC Map provide in Section 7). A mobile crane will lift the assembled steel bridge trusses into position. The construction of the temporary crane platform will entail the installation of basal geotextile separation membrane and rock armour sequentially from the upstream side to create access and form the working area of the temporary platform. A geotextile separation membrane is stated to be required to provide segregation of the existing environment and temporary environment and to act as a barrier to lateral sedimentation migration toward the river. Installation of Continual Flight Auger (CFA) (low vibration) piles will be required to support the crane base and throughout the access and working area of the temporary platform. The installation of a temporary, cast in-situ, reinforced concrete crane platform over the CFA piles will complete the temporary works platform. The applicant indicates that after the installation of the bridge sections the temporary crane platform will be removed by digging around the CFA piles and breaking down to c500mm below bed level and the subsequent removal of temporary working platform in reverse order to its installation, i.e., commencing at the downstream end.

The slipway is proposed to be circa 5m wide and circa 30m long, with an approximate 1:8 gradient. The applicant stated that the slipway will be constructed via the installation of a structural fill sub-base and fibre mesh reinforced concrete surface course. The area is proposed to be illuminated in an emergency using a 6m galvanised conical steel lighting column.

The permanent infrastructure within the MAC area will be maintained by DCC acting as the relevant Local Authority. The bridge maintenance will be carried out by their Roads Department and maintenance of the slipway will be carried out by their Marine Department. DCC have stated that each element will be inspected at regular intervals and the cost of any maintenance will be added to the revenue budget for each department for each year.

4. Site Visit

Senior Marine Advisor, Philip Newell inspected the site on 20 August 2024. The proposed works are located within the tidal reach of the River Foyle along the northern bank of the river

downstream (east) of the Lifford Bridge. Photographs 1 and 2 detail the character of the Foyle River in the vicinity of the proposed works. No existing infrastructure or occupation was noted during the site visit with the proposed MAC area.



Photograph 1 – View from the Lifford Bridge looking downstream towards the works area (proposed works area in background of photograph) –PN 20/08/2024



Photograph 2 – View from the Northern Riverbank (looking southeast) in the Vicinity of the Proposed Works – PN 20/08/2024

5. Review of Legislation & Associated Consents

5.1 Applicable Provisions of the MAP Act

MARA, under the MAP Act, has responsibility for granting Marine Area Consents (MACs). Schedule 3 and Schedule 4 of the Act specifies maritime usages for which a MAC is not required, including where the proposed maritime usage falls under the remit of another enactment, is navigation or fishing, is a licensable activity under Schedule 7 or where the

activity is to be undertaken on private land. The proposed maritime usage is not considered to fall under those listed under Schedule 3 or 4 of the Act.

The applicant has stated that the proposed maritime usage the subject of this application requires development permission. The applicant has received this from An Bord Pleanála (ABP) (ABP ref. 311542-21 and 311468-21) on 15 February 2023. Section 75A makes provision for a MAC applications following the grant of development permission, where granted before the 17 July 2023. Accordingly, the subject application is considered to fall under Section 75A of the Act.

5.2 Existing Consents & Authorisations

A search of the MARA's GIS database was undertaken for spatial overlap between the proposed MAC areas and existing foreshore authorisations and MARA licences and consents. The Marine Institute's *Ireland's Marine Atlas* database¹ was searched for spatial overlap between the proposed MAC areas and any DAFM foreshore authorisations for aquaculture sites. No existing MACs, Maritime Usage Licences, foreshore authorisations, including those for aquaculture, or applications for the same were identified as overlapping the proposed MAC application areas.

5.3 Development Permission

The proposed maritime usage, the subject of this application, received development permission from An Bord Pleanála (ABP) on the 15 February 2023 (ABP ref. 311542-21 and 311468-21). Development permission was granted for both the pedestrian bridge element of the project and for the overall scheme including the proposed slipway.

¹ <https://atlas.marine.ie/>

5.4 Ownership

A search was undertaken of the Land Registry for any document granting or affecting rights to land in order to ensure that there are no conflicts of interest with the MAC area being applied for as outlined in the proposed MAC Map. No conflicts of interest affecting the proposed MAC area were identified.

6. Assessment

6.1 Schedule 5

The MAC application was submitted on 20 March 2024 with the appropriate fee paid on 20th May 2024. A number of requests for additional information were issued on 26 July, 30 August, 13 September, 9 December 2024 and 13 March 2025 under section 79(3) of the Act and associated responses received relating to matters for technical assessment, financial assessment and rehabilitation on 01 August, 13 & 16 September, 14 October, 10 December 2024 and 31 March 2025

Schedule 5 of the Act, which sets out the criteria to which MARA must have regard when assessing a MAC application. This report sets out the assessment undertaken pursuant to Section 5 of the Act. The assessment is summarised in Table 1 below.

Table 1: Synopsis of the assessment of the application with regard to the requirements of Schedule 5			
Schedule 5 Requirements		Synopsis	Assessment
1.	The nature, scope and duration of the occupation of the maritime area concerned for the purposes of the proposed maritime usage.	Details of the proposed maritime usage, including the nature scope and duration are described in Section 3 above. It is considered that a design life for the structure of circa 40 years, with proper maintenance and repair, should be achievable. Accordingly, a MAC term of 45 years (allowing for planning and construction phase) is recommended. The proposed maritime usage is considered satisfactory, having regard to the nature, scope and duration.	Satisfactory
2.	Whether the proposed maritime usage is in the public interest.	<p>According to DCC the proposed scheme aligns with the following European and National Policies:</p> <ul style="list-style-type: none"> • Europe 2020 Strategy and the Common Strategic Framework 2014-2020 • PEACE IV Operational Programme Document • National Planning Framework 2018 • Healthy Ireland – Framework for Improved Health & Wellbeing 2013-2025 • Department for Social Development (DSD): Urban Regeneration and Community Development Framework 2013 • The National Policy Framework for Children and Young People 2014-2020 • The Department of Education (DE): Priorities for Youth – Improving Young People's Lives Through Youth Work • Department of Health, Social Services and Public Safety (DHSSPS) A Healthier Future Strategy 2005-2025 • Donegal Local Economic and Community Plan 2016-2022 • Donegal County Council Corporate Plan 2020-2024 • Donegal County Council Development Plan 2018-2024 <p>DCC states that the project will greatly improve public access and use of the amenity and indicates that the project will ensure long term benefits for both residents and visitors.</p> <p>The proposed maritime usage is considered satisfactory, having regard to the public interest.</p>	Satisfactory

3.	The location and spatial extent of the occupation of the maritime area concerned for the purposes of the proposed maritime usage.	<p>The total area proposed occupied by the MAC is 0.244Ha, comprising MAC Areas A and B for the proposed permanent works totalling 0.1Ha and Areas C and D for the temporary works totalling 0.144Ha, as illustrated in <i>Figure 2 (Proposed MAC Map)</i> in Section 7.</p> <p>Details of the location, relevant consents, ownership and development permissions and associated assessment undertaken are provided in Sections 3 to 5 above. Based on the searches and site visit undertaken, nothing was identified that would preclude the granting of a MAC in the proposed area. Accordingly, the proposed maritime usage is considered satisfactory, having regard to the location(s) and spatial extent of the occupation.</p>	Satisfactory
4.	Guidelines issued under section 7 which are relevant to the proposed maritime usage.	No such guidelines have been published to date.	Not applicable
5.	Whether the applicant is a fit and proper person (within the meaning of Schedule 2) to be granted a MAC, both at the time the application is made and at the time that the MAC application concerned is determined by the MARA.	<p>A detailed review and assessment of the information provided by the applicant has been completed. Based on the assessment set out in Table 2 below and the FCA as set out in the EY report dated 26th March 2025, it is considered that the applicant satisfies the fit and proper person requirements.</p> <p>As required by Schedule 6, Part 2 of the Act, it is a condition of all MACs that the Holder shall continue to be a fit and proper person within the meaning of Schedule 2 of the Act for the Term of the MAC.</p>	Satisfactory
6.	Whether the applicant is tax compliant, both at the time the application is made and at the time that the MAC application concerned is determined by the MARA.	The applicant submitted Tax Registration Number and Tax Clearance Access Number (TCAN) which was used to view the applicant's tax clearance certificate. Based on the review, the applicant is considered to be tax compliant.	Satisfactory

7.	In the case of any maritime usage relating to offshore renewable energy (within the meaning of section 100), the consistency of the MAC application concerned with the development plans of the transmission system operator (within the meaning of section 100).	Not applicable	Not Applicable
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8.	The National Marine Planning Framework (NMPF).	<p>Based on a review of the application, it is considered that the proposed project aligns with the overall economic, social and tourism objectives of the NMPF. It is considered that the proposed project aligns with the following policy objectives of the NMPF: -</p> <ul style="list-style-type: none"> • Economic - Infrastructure Policy 1 - Appropriate land-based infrastructure which facilitates marine activity (and vice versa) should be supported. • Social - Access Policy 2 - Proposals demonstrating appropriate and inclusive public access to and within the maritime area and that consider the future provision of services for tourism and recreation activities should be supported, subject to the outcome of statutory environmental assessment processes and subsequent decision by the competent authority and where they contribute to the policies and objective of this NMPF. • Sectoral - Tourism Policy 1 - Proposals enabling, promoting or facilitating sustainable tourism and recreation activities should be supported. <p>In the application, the applicant states that the proposed project is consistent with the environmental objectives of the NMPF. The Project incorporates extensive mitigation measures as set out in both the Environmental Impact Assessment Report (EIAR) and outline Construction Environmental Management Plan completed for the Project in order to ensure that the riverine environment is fully protected during both the construction and operation phase of the Project.</p> <p>Based on the above, MARA is satisfied that the proposed works align with the above overall objectives and policy objectives of the NMPF.</p>	Satisfactory
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9.	The extent and nature of the preparatory work already undertaken by the applicant towards ensuring the efficacious undertaking of the proposed maritime usage the subject of the MAC application concerned should the applicant be granted a MAC in respect of such usage.	Extensive design of the project has been completed, as was necessary to ensure the successful planning submissions to An Bord Pleanála. The planning submissions included a full and comprehensive EIAR informed by comprehensive ecological and environmental surveys, site investigations, detailed design, and consultations. The EIAR is available on ABP's website. Having regard to the above, the extent of the preparatory works undertaken is considered acceptable for a project of this scale and nature.	Satisfactory
10.	The extent and nature of stakeholder engagement undertaken by the applicant in respect of the proposed maritime usage.	<p>The applicant described the following engagement activities undertaken to date: -</p> <ul style="list-style-type: none"> Through the transboundary planning process, consultation on the proposed development was undertaken with the local communities and the general public. Through the transboundary planning process, consultation on the proposed development was undertaken with the following bodies: Historic Environmental Division (HED); NI Water; Loughs Agency; Environmental Health Service; DFI Rivers; Department of Agriculture; Environmental and Rural Affairs (DAERA); DAERA Marine and Fisheries, the Commissioner of Public Works Ireland, Fáilte Ireland; Minister for Housing, Local Government and Heritage; Minister for Agriculture, Food and the Marine (DAFM); Minister for the Department of Environment, Climate and Communications (DECC), the Heritage Council, the Health and Safety Authority (HSA); the National Transport Authority (NTA); the Northern & Western Regional Assembly; An Taisce; The National Trust for Ireland; Córas Iompair Éireann (CIE), An Chomhairle Ealaíon (The Arts Council); Loughs Agency and the National Parks and Wildlife Service (NPWS). <p>Having regard to the above, the extent and nature of the stakeholder engagement undertaken is considered acceptable for a project of this scale and nature.</p>	Satisfactory

1 1.	Where a competitive process referred to in section 93 or 103 is used, the outcome of such process.	Not applicable	Not applicable
1 2.	Any additional criteria specified, for the purposes of this paragraph, in regulations made under section 80(2).	No such regulations have been made to date.	Not applicable

6.2 Fit & Proper Person Assessment

Schedule 2(2) of the MAP Act sets out the criteria to which MARA shall have regard in determining whether the relevant person is “fit and proper” to be granted and to hold a MAC. The assessment of whether the holder is a fit and proper person within the meaning of Schedule 2(2) is set out in Table 2 below.

Table 2: Schedule 2(2) Fit & Proper Person

	Fit & Proper area for assessment	Synopsis	Assessment
(a)	letters of reference;	No letters of reference were provided. Given the application has been made by a local authority, letters of reference are not considered to be warranted.	Satisfactory
(b)	that the relevant person, or any other person concerned, stands convicted of— (i) an indictable offence under this Act or an offence in another state equivalent to an indictable offence, (ii) an indictable offence under an enactment prescribed for the purposes of this clause, or (iii) an offence involving fraud or dishonesty;	As part of the Financial Capability Assessment the applicant was assessed against these criteria, and it is concluded that no information or details were identified which indicate that such offences or disqualifications apply.	Satisfactory

(c)	<p>if the relevant person is a body corporate, whether any of its directors has a declaration under section 819 of the Act of 2014 made against him or her or is deemed to be subject to such a declaration by virtue of Chapter 5 of Part 14 of that Act, or is subject to or deemed to be subject to—</p> <p>(i) a disqualification order, within the meaning of Chapter 4 of Part 14 of the Act of 2014, whether by virtue of that Chapter or any other provision of that Act, or</p> <p>(ii) a disqualification outside the State to like effect which corresponds to a disqualification order within the meaning of Chapter 4 of Part 14 of the Act of 2014;</p>	<p>As part of the Financial Capability Assessment the applicant was assessed against these criteria, and it is concluded that no information or details were identified which indicate that such offences or disqualifications apply.</p>	Satisfactory
(d)	<p>if the relevant person is an individual, whether he or she is adjudicated bankrupt or is subject to proceedings for a declaration of bankruptcy or becomes an arranging debtor;</p>	<p>As part of the Financial Capability Assessment the applicant was assessed against these criteria and it is concluded that no information or details were identified which indicate that such offences or disqualifications apply.</p>	Satisfactory
(e)	<p>if the relevant person is a body corporate, whether it—</p> <p>(i) has commenced a voluntary winding-up or is subject to a winding-up order or is subject to proceedings for such an order,</p> <p>(ii) is subject to the appointment of a receiver or examiner, or</p> <p>(iii) has proposed a compromise or arrangement that is sanctioned under section 453(2) of the Act of 2014 or section 201(3) of the Act of 1963;</p>	<p>As part of the Financial Capability Assessment the applicant was assessed against these criteria and it is concluded that no information or details were identified which indicate that such offences or disqualifications apply.</p>	Satisfactory

(f)	<p>if the relevant person is a body corporate incorporated under the law of another state—</p> <p>(i) whether an event which corresponds to an event referred to in clause (c) has occurred in relation to any of its directors, or</p> <p>(ii) whether an event which corresponds to an event referred to in clause (e) has occurred in relation to the body corporate;</p>	<p>As part of the Financial Capability Assessment the applicant was assessed against these criteria and it is concluded that no information or details were identified which indicate that such offences or disqualifications apply.</p>	Satisfactory
(g)	<p>whether the relevant person, or a person acting for or on behalf of the relevant person in the relevant person's capacity as such, has (or has access to), or continues to have (or have access to), as the case may be, the requisite technical knowledge or qualifications, or both, to undertake the proposed maritime usage, or continue to undertake the maritime usage, as the case may be;</p>	<p>Assessment of the technical capability of DCC to deliver the proposed maritime usages the subject of the MAC application is detailed in <i>Section 6.2.1</i> below. The applicant is considered likely to be in a position to meet the technical commitments associate with the proposed maritime usage and MAC.</p>	Satisfactory
(h)	<p>(h) whether the relevant person is likely to be in a position to meet, or continue to meet, as the case may be, any financial commitments or obligations that the MARA reasonably considers will be entered into or incurred by the relevant person—</p> <p>(i) in undertaking the proposed maritime usage, or in continuing to undertake the maritime usage, as the case may be, or</p> <p>(ii) in ceasing to undertake the proposed maritime usage or the maritime usage, as the case may be;</p>	<p>A Financial Capability Assessment (FCA) report 26 March 2025 has been prepared by external financial consultants, Ernest Young (EY), who assessed the applicant's financial ability to carry out the proposed maritime usages. Based on the results from the financial capability tests and the information submitted, it is considered that the Relevant Person is viewed as passing the assessment.</p> <p>Due to the commercial sensitive nature of a company's finances, details of the assessment are not included herein.</p> <p>The applicant is considered likely to be in a position to meet financial commitments associated with the proposed maritime usage and MAC.</p>	Satisfactory

(i)	<p>the previous performance of the relevant person when granted—</p> <ul style="list-style-type: none"> (i) a MAC, (ii) a development permission, (iii) a licence, or (iv) an authorisation (howsoever described) under the Act of 1933. 	<p>MARA has undertaken a review of MACs (including associated development permission under MARA's remit for enforcement), maritime usage licences and foreshore authorisations held by the applicant. Based on the review, MARA is not aware of any non-compliances with these consents, there are no enforcement actions pending and there are no outstanding debts owed.</p>	<p>Satisfactory</p>
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6.2.1 Technical Capability Assessment

Considering the information supplied by the applicant in their application, the Technical Capability Assessment (TCA) for this application has been carried out on the basis that the proposed project is not a Schedule 10 project.

Information has been provided under this TCA submission relating to both the applicant and their contracted agents. Under these circumstances, the TCA will be carried out on the basis of the combined technical capability of the applicant and their agents, McAdam Design Ltd, as relevant.

a Assessment of Qualifications/Membership of Professional Bodies

The applicant has satisfactorily completed Appendix Tec A – Table (i) with details of their agents, McAdam Design Ltd. The relevant person from McAdam Design Ltd for the purpose of assessment is stated to be a Chartered Engineer with Engineers Ireland. McAdam Design have not provided a certificate of membership of the Association of Consulting Engineers Ireland (ACEI), however DCC, as applicant for the MAC, would have passed the TCA in their own right and as a Local Authority would not have been required to be a member of the ACEI. Considering this, confirmation of ACEI membership is not required in this instance in order to pass the TCA process. McAdam Design Ltd. have provided a copy of a valid, in date, Professional Indemnity Insurance Certificate. McAdam Design Ltd. have provided a copy of their Certificate of Registration under the I.S. EN ISO 9001:2015 Quality Management System. On the basis of the information provided, it is considered the applicant has met the criteria required in relation to Qualifications/Membership of Professional Bodies.

b Assessment of Three Projects of a Similar Scale and Nature

The applicant has satisfactorily completed Appendix Tec A – Table (ii) and has provided details of their agent's involvement in three projects of a similar scale and nature to the project the subject of the MAC application. The three reference projects are projects of a similar scale and nature with elements of bridge works in a riverine environment and the details outlined in Appendix Tec A Table (ii) demonstrates the required level of experience to deliver the proposed project. On the basis of the information provided, it is considered the applicant has met the criteria required in relation to previous project experience.

c Assessment of Capability to Operate and Maintain Maritime Infrastructure

The infrastructure within the MAC area will be maintained by DCC as the responsible Local Authority. The bridge maintenance will be carried out by their Roads Department and maintenance of the slipway will be carried out by their Marine Department. Each element will be inspected at regular intervals and the cost of any maintenance will be added to the revenue budget for each department for each year. DCC maintains all public bridges, piers, harbours and slipways throughout its functional area.

Based on the information submitted in Appendix Tec B, DCC has demonstrated a good understanding of the likely maintenance and operational requirements of a project of this scale and nature. DCC, as the relevant Local Authority, are experienced in the maintenance and operation of infrastructure of this nature. It is considered that the applicant has met the criteria required in relation to capability to operate and maintain the proposed maritime infrastructure.

d Assessment of Delivery Timelines

The applicant has satisfactorily completed Appendix Tec C and satisfied the requirements of key milestone delivery timelines. The applicant has already received development permission for this project from ABP. The applicant has allowed for a period of circa 15 months to complete the construction of the scheme which seems reasonable considering the scale and nature of the proposed works.

On the basis of the information provided, it is considered the applicant has demonstrated a realistic understanding of the probable timeframes involved in delivering a project of this scale and nature in an Irish context.

e Conclusion

Following an assessment of the documentation provided by the applicant, MARA consider that DCC and their agents have satisfied all of the criteria under the TCA of the Fit and Proper Test. Accordingly DCC and their agents are considered to have the requisite technical knowledge and qualifications to undertake the proposed maritime usage.

7. Proposed MAC Map (for illustration purposes only)

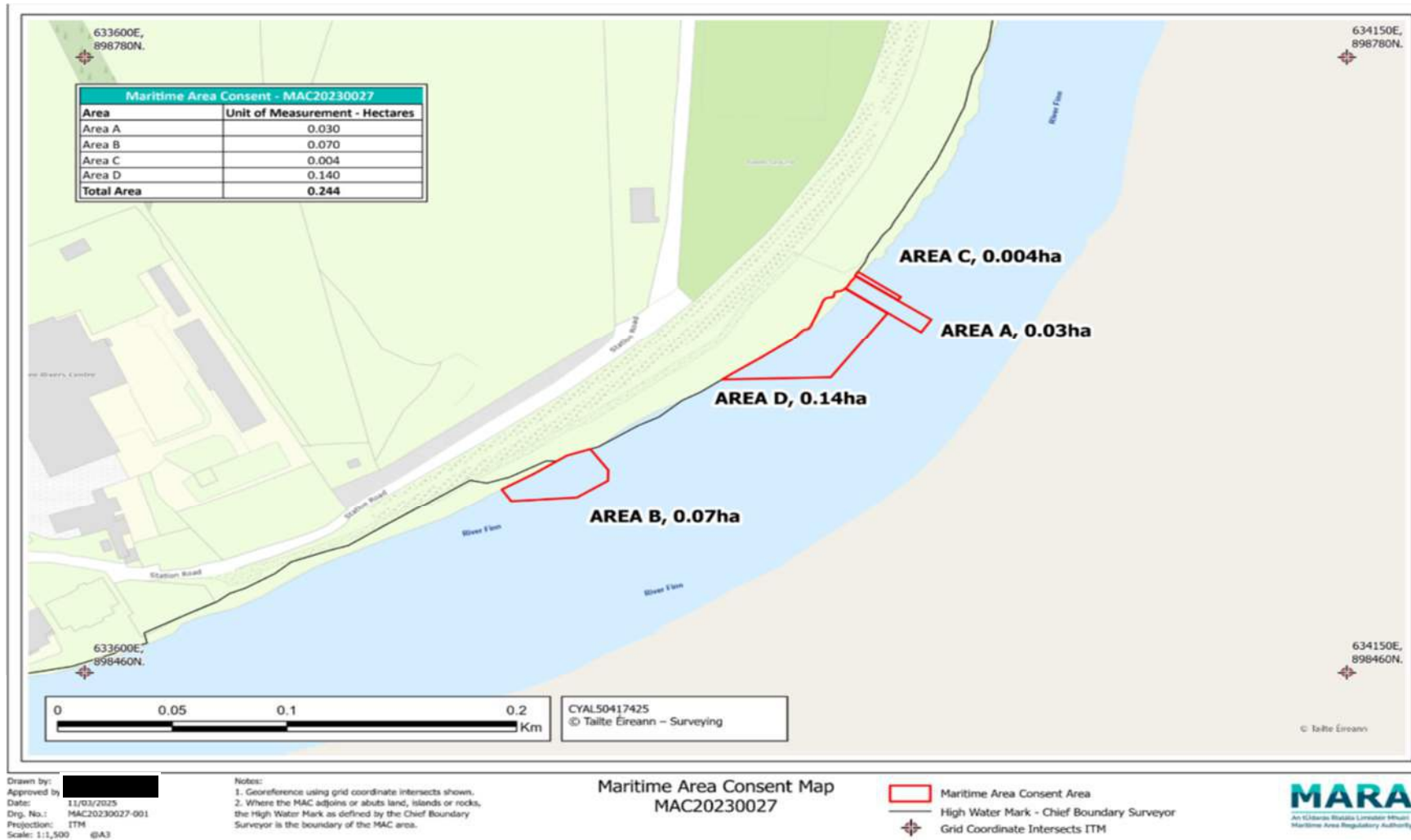


Figure 2– Proposed MAC map

8. Levy

An annual MAC levy has been calculated based on the project type and proposed MAC area in accordance with MARA's MAC levy framework, as set out below.

Maritime Valuation Tier:	Tier 4
Category/Class	Part A
Applicable Rate:	Development (Non-Commercial)
Length:	N/A
Calculation:	Base Annual Charge of €200 plus an add on of €0.1875 per sq.m for area in excess of 100 sq.m $200 + ((2,440-100) * 0.1875)$ Footprint: 2,440m ²
Levy due:	€638.75

The MAC levy has been calculated as €638.75 per annum. All levies are indexed to the Harmonised Index of Consumer Prices (HICP), applied on an annual basis.

9. Discussion

Based on the assessments undertaken contained herein, it is considered that the proposed MAC application complies with all the necessary requirements of Schedule 5 of the Act, where relevant and appropriate, subject to the following recommended terms and conditions:

a. Terms

MAC Term:	45 years
Consent Area:	The part of the maritime area outlined in red on the drawing titled: Maritime Area Consent MAP MAC20230027, Drawing Number: MAC20230027-001, dated 11/03/2025.
MAC Map Title	MAC20230027-001

Permitted Maritime Usage:	The construction, use, operation and maintenance of a pedestrian and cycling bridge and slipway including all associated decommissioning, demolition, rehabilitation and any other works required on foot of any development permission relating to the infrastructure.
Nature of Occupation	Non-exclusive
Date by which application for Development Permission must be submitted (subject to Phasing Schedule where applicable):	Not applicable
The minimum number of days in which the MAC Holder shall provide the Grantor advance notice in writing of the Holder's intention to commence the Permitted Maritime Usage.	14 days

b. Conditions and Reasons for Conditions

Section 82 of the MAP Act specifies that MARA may attach to a MAC one or more conditions which fall within the types of conditions specified in Part 1 of schedule 6 of the Act. All conditions contained in Schedule 6, Part 2 are deemed to be attached to a MAC.

The standard suite of MARA conditions reflecting the contractual and statutory relationship that will exist with a grant of consent are also recommended. Reasons for these conditions are set out in the enclosed Section 81(7)(b) Minded to Notice.

Following assessment of this MAC application, an additional specific condition and the reason for this condition to be attached to the MAC, are recommended below.

