

MAC Report	
Application for a Maritime Area Consent (MAC) under Section 76 of Maritime Area Planning Act 2021, as amended (the Act)	
Application Details	
MAC Applicant:	Carrowniskey Races Committee
MAC Reference No:	MAC250016
Location:	Carrowniskey Beach, Co. Mayo
Date Application received:	27/07/2025
Proposed Maritime Usage:	Carrowniskey Races Committee have made an application under Section 76 of the Maritime Area Planning Act 2021 (the Act) for a Maritime Area Consent (MAC no. MAC250016) to carry out horse racing on the beach at Carrowniskey, Co. Mayo.
Recommendation:	To approve the Granting of the MAC sought with conditions attached.

Document Control		
Prepared by:	██████████ Senior Marine Advisor	06/08/2025
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Reviewed by:	██████████ Head of Maritime Usage License	27/08/2025
Approved by:	██████████ Head of Maritime Usage License	27/08/2025
Final Report Version 1:	██████████ MAC Manager	27/08/2025

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## **1. Overview**

On 27 July 2025 Carrowniskey Races Committee, a local community non-profit group, submitted a Maritime Area Consent (MAC) application to MARA under section 76 of the Maritime Area Planning Act 2021, as amended (the Act) for Horse Racing on Carrowniskey Beach, Co. Mayo.

## **2. Background**

The Carrowniskey Races are an annual beach horse racing event which runs in August each year on Carrowniskey Beach, Co. Mayo. The races are organised by a local community group under the umbrella of the Midlands Horse and Pony Racing Association (MHPRA). This is a one-day racing event to be held on Sunday 31 August 2025. The event was previously consented annually by a Section 3(3) Foreshore Licence between the years of 2010 and 2019.

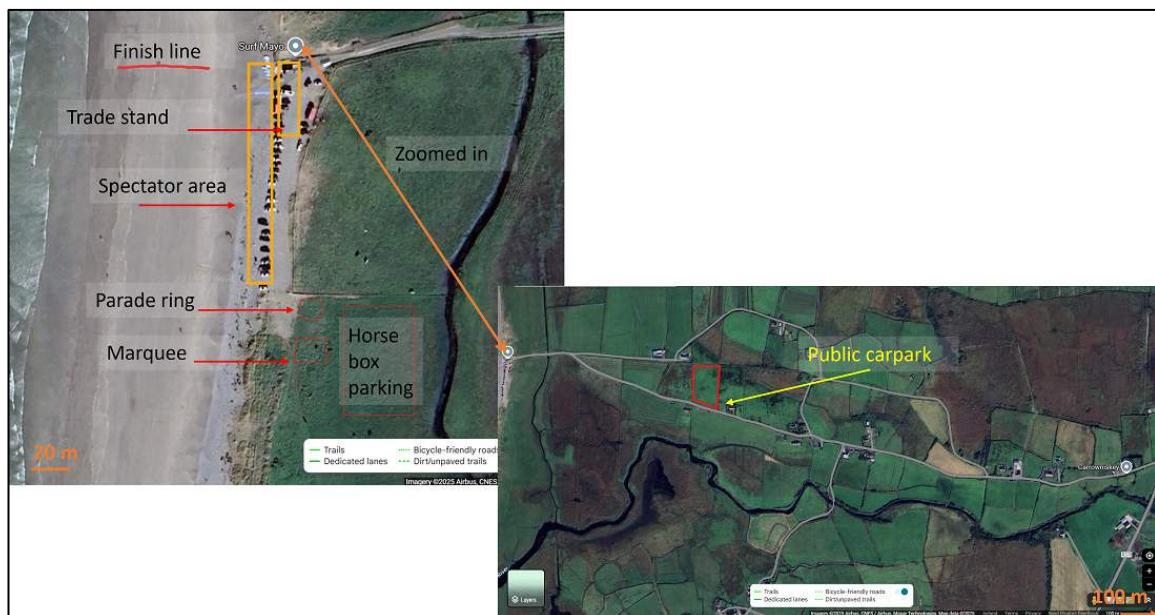
### 3. Proposed Maritime Usage

The Carrowniskey Races are organised by a local non-profit community group under the umbrella of the MHPRA. The 2025 event is scheduled to take place on Sunday, 31 August 2025, on Carrowniskey Beach, County Mayo. The applicant has stated that this traditional beach horse racing event has been held safely and without incident since its revival in 2010, with the last event having taken place in 2019 before a COVID-related pause. Approximately 2,000 people are expected to attend. The event consists of 7 straight races ( 6 furlongs in length), each with 6–7 horses, run on a flat, stone-free, and harrowed beach surface. The quantum of races held may be reduced depending on the availability of competitors.

Additional attractions and amenities, which will be situated landward of the High Water Mark (HWM), will include; a marquee with music, a dancefloor and a bar ( operated under a temporarily moved license by a local publican), food stalls, traders, exhibitors, bookmakers, a bouncy castle, and potentially a big screen to televise a GAA match.

The applicant states that vehicles will not be permitted onto the beach during the racing. Vehicle parking will be provided for on lands adjacent to the beach area (see Figure 1). The applicant states in their application that only stewards and medical personnel will be allowed access onto the beach during the event. Spectators are restricted to watching the racing from and adjacent area above the HWM.

The applicant states that the proposed usage will involve setting up a roped racetrack once the tide has receded and this track will be removed again once the races are completed. Some sand may be required to provide a track from the grounds to the strand, this provides a safe footing for the horses/ponies to transit to the strand. The marquee, horse box parking area and parade ring will be provided for on lands immediately adjacent to the beach.



**Figure 1 - Arrangements for parking and other ancillary activities outside of the maritime area (provided by applicant).**

The MAC area sought by the applicant is illustrated in Figure 2.



Figure 1 – Applicant map of proposed layout of MAC area at Carrowniskey.

#### 4. Site Visit

A site visit was not undertaken in relation to this application. Considering the location and short duration of the usage, and the fact that the event previously ran over a period of 10 years, it is unlikely that the proposed usage will cause a significant disturbance to the general public once activities on the beach are adequately managed by the event organisers.

#### 5. Review of Legislation & Associated Consents

##### 5.1 Applicable Provisions of the Maritime Area Planning Act, 2021 as amended (the Act)

Under the Act, MARA has responsibility for granting 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 and the subject of this application does not require development permission and has provided a Section 5 declaration from Mayo County Council stating that the proposed usage does not constitute development. In accordance with Section 76 of the

Act, a MAC is required for the occupation of that part of the maritime area for any such usage, where development permission is not required.

Accordingly, the subject of this application is considered to fall under section 76 of the Act.

## **5.2 Existing Consents & Authorisations**

The proposed application area does not overlap with any existing MACs or Maritime Usage Licences (MULs) or applications for the same. No existing foreshore authorisations, including those for aquaculture, were identified as overlapping the proposed MAC application areas.

## **5.3 Development Permission**

The applicant has sought a Section 5 Declaration from the Local Authority under the Planning and Development Act 2000. Mayo County Council have stated in a letter to the applicant dated 28 July 2025 that the proposed event does not constitute development.

The applicant has obtained a Beach Permit from the Local Authority to trade, sell or hire on Carrowniskey Beach on 31 August 2025, in accordance with Mayo County Council's beach bye laws.

The applicant has provided a letter of no objection from Mayo County Council relating to the running of the event on 31 August 2025.

The applicant has provided a letter from An Garda Síochána, dated 23 July 2025, stating that they have no objection to the running of the event on 31 August 2025.

## **5.4 Ownership**

A search was undertaken of the Land Registry on 6 August 2025 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 27 July 2025 with the appropriate fee waived on 31 July 2025 and reviewed for completeness on 31 July 2025. An incomplete application notification was issued on 05 August 2025; with supplementary documentation/information received on 06 August 2025. The application was deemed complete by MARA on 06 August 2025.

A number of requests for additional information were issued on 18 August 2025 and 21 August 2025 under section 79(3) of the Act and associated responses received relating to matters for general, technical and financial assessment on 19 August 2025 and 27 August 2025.

Schedule 5 of the Act 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 2 below.

**Table 2: Synopsis of the assessment of the application with regard to the requirements of Schedule 5**

<b>Schedule 5 Requirements</b>		<b>Synopsis</b>	<b>Assessment</b>
1.	The nature, scope and duration of the occupation of the maritime area concerned for the purposes of the proposed maritime usage.	<p>The Carrowniskey Races is a one-day horse racing event which previously ran over a period of 10 years between 2010 and 2019 under Foreshore Licence. The races are organised by a local non-profit community group under the umbrella of the MHPRA. The event generally take place at the end of August. During the racing, other activities also occur on the fixed dune areas landward of the HWM, including music, food trucks and tote activities.</p> <p>Vehicles are not permitted onto the beach during the racing. Vehicle parking is provided for on lands adjacent to the beach area. The applicant states in their application that only stewards and medical personnel will be allowed access onto the beach during the event. Spectators are restricted to watching the racing from and adjacent area above the HWM.</p>	<b>Satisfactory</b>
2.	Whether the proposed maritime usage is in the public interest.	<p>The proposed project has a strong public interest element as a local and international community event, which generates significant tourism and income for the locality.</p> <p>The proposed maritime usage is considered satisfactory, having regard to the public interest.</p>	<b>Satisfactory</b>
3.	The location and spatial extent of the occupation of the maritime area concerned for the purposes of the proposed maritime usage.	The beach is a circa 3km long stretch of tidal strand with low dunes situated above the HWM. The proposed area required for the MAC is detailed in the MAC Map in Section 3 above. The total MAC area is 18.1Ha.	<b>Satisfactory</b>
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(s) has been completed. Based on the assessment set out in Table 2 below, Section 6.2.1 and the Financial Capability Assessment (FCA) as set out in the Ernest Young (EY) report dated 26 August 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>	<b>Satisfactory</b>



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.	<p>The applicant has stated that it is a 'Not-for-Profit' volunteer group and does not act as Sole Trader, Limited Company and/or registered Charity, and as a result, does not require a tax number.</p> <p>This does not discharge them of any other legal obligations required to be granted this consent. Further details of this can be found in MAC250016 section 3: Grant of Consent.</p>	<b>Satisfactory</b>
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	<b>Not Applicable</b>

8.	The National Marine Planning Framework (NMPF).	<p>Based on a review of the application, MARA has had regard to the National Marine Planning Framework (NMPF) and it is considered that the proposed project aligns with the overall objectives of the NMPF, including the economic and social objectives set out therein.</p> <p>It is considered that the proposed project aligns with the following economic, social and key sectoral policy objectives of the NMPF: -</p> <ul style="list-style-type: none"> <li>• Co-existence Policy 1 - Proposals should demonstrate that they have considered how to optimise the use of space, including through consideration of opportunities for coexistence and co-operation with other activities, enhancing other activities where appropriate.</li> <li>• Rural Coastal and Island Communities Policy 1 Proposals contributing to access, communications, energy self-sufficiency or sustainability of rural coastal and / or island communities should be supported. Proposals should ideally be inclusive of continual education, skills development and training in marine sectors, thus improving the sustainability, social benefits and economic resilience of rural and island communities.</li> <li>• Tourism Policy 1 Where appropriate, proposals enabling, promoting or facilitating sustainable tourism and recreation activities, particularly where this creates diversification or additional utilisation of related facilities beyond typical usage patterns, should be supported.</li> </ul> <p>In the application, the applicant states that the proposed project is consistent with the environmental objectives of the NMPF. Based on the above, MARA is satisfied that the proposed works align with the above overall objectives and policy objectives of the NMPF.</p>	<b>Not Satisfactory/ Partially Satisfied/ Satisfactory</b>
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.	<p>The applicant has undertaken this activity for circa 10 years previously with Foreshore consent. The Carrowiskey Races Committee have obtained a Section 5 Declaration from Mayo County Council stating that the event does not constitute development. Furthermore, the applicant has obtained a letter of no objection from An Garda Síochána relating to the event. The applicant has also received a Beach Permit from the Local Authority in accordance with the Mayo County Council Beach Bye Laws.</p> <p>The extent of preparatory works undertaken is deemed acceptable for the proposed maritime usage.</p>	<b>Satisfactory</b>

10.	The extent and nature of stakeholder engagement undertaken by the applicant in respect of the proposed maritime usage.	The applicant is a non-profit group, the racing event is held for the benefit of local community stakeholders. The applicant has demonstrated engagement with Mayo County Council, who have granted a beach permit and provide support for the event. They have also engaged with the Gardaí, who have no objection to the event taking place. Local businesses and individuals support the events through sponsorship of the races.	<b>Satisfactory</b>
11.	Where a competitive process referred to in section 93 or 103 is used, the outcome of such process.	Not applicable	<b>Not applicable</b>
12.	Any additional criteria specified, for the purposes of this paragraph, in regulations made under section 80(2).	Not applicable	Not applicable

## **6.2 Fit & Proper Person Assessment**

Schedule 2(2) of the Act sets out the criteria to which MARA shall have regard in determining whether the relevant person(s) is/are “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 3* below.

**Table 3: Schedule 2(2) Fit & Proper Person**

<b>Fit &amp; Proper area for assessment</b>		<b>Synopsis</b>	<b>Assessment</b>
(a)	letters of reference;	The event is supported by the Mayo County Council and Gardaí at Belmullet and sponsorship from various commercial entities has been confirmed for 2025.	<b>Satisfactory</b>
(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 FCA, the Applicant was assessed against these criteria and it was concluded that no information or details were identified which indicate that such offences or disqualifications apply.	<b>Satisfactory</b>

(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 FCA, the Applicant was assessed against these criteria and it was concluded that no information or details were identified which indicate that such offences or disqualifications apply.</p>	<b>Satisfactory</b>
(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 FCA, the Applicant was assessed against these criteria and it was concluded that no information or details were identified which indicate that such offences or disqualifications apply.</p>	<b>Satisfactory</b>

(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 FCA, the Applicant was assessed against these criteria and it was concluded that no information or details were identified which indicate that such offences or disqualifications apply.</p>	<p><b>Satisfactory</b></p>
(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>Not Applicable</p>	<p><b>Not Applicable</b></p>

(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 Carrowniskey Races Committee, to deliver the proposed maritime usage, the subject of the MAC application, is detailed in Section 6.2.1 below. The applicant is considered to have the requisite technical knowledge and qualifications to undertake the proposed maritime usage.</p>	<b>Satisfactory</b>
(h)	<p>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 FCA report dated 26 August 2025 has been prepared by external financial consultants, EY, who assessed the applicant's financial capability 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>	<b>Satisfactory</b>
(i)	<p>the previous performance of the relevant person when granted—</p> <p>(i) a MAC,</p> <p>(ii) a development permission,</p> <p>(iii) a licence, or</p> <p>(iv) an authorisation (howsoever described) under the Act of 1933.</p>	<p>MARA has undertaken a review of MACs, 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>	<b>Satisfactory</b>



### **6.2.1 Technical Capability Assessment (TCA)**

All information provided with this application in relation to Technical Competency relates to the applicant. The applicant has not engaged the services of an agent to assist with this application.

#### **Evidence of Qualifications/Membership of Professional Bodies and Experience in relation to Developments of a Similar Scale and Nature Appendix Tec A**

As the maritime usage applied for is a one-day horse racing event, Table (i) in Appendix Tec A is not relevant in this instance and is therefore not required to be completed by the applicant to demonstrate technical capability.

For non-schedule 10 maritime usages, applicants are required to provide details of their involvement in three projects of a similar scale and nature to the project the subject of the MAC application. The applicant has successfully operated this event without issue for 10 years, the provision of the details of three projects of a similar scale and nature is therefore not deemed necessary.

In addition to having previously successfully operated this event with foreshore consent from DHLGH, the applicant has provided the following permits/letters of support in relation to running the event in 2025: -

- A section 5 Declaration (dated 28 July 2025) from the Local Authority under the Planning and Development Act 2000 stating that the proposed event does not constitute development.
- A Beach Permit (dated 18 July 2025) from the Local Authority to trade, sell or hire on Carrowniskey Beach on 31 August 2025, in accordance with Mayo County Council's beach bye laws.
- A letter of no objection from Mayo County Council (dated 18 July 2025) to the running of the event on 31 August 2025.
- A letter of no objection from An Garda Síochána (dated 23 July 2025) to the running of the event on 31 August 2025.

#### **Capability to Operate, Maintain and Rehabilitate the Maritime Infrastructure - Appendix Tec B**

Appendix Tec B requires applicants to provide a preliminary operational and maintenance statement, which sets out in broad terms how the operation and maintenance of the proposed infrastructure will be managed over the term of the MAC.

As this proposed maritime usage does not relate to development – operation and maintenance is not relevant. The applicant has however provided information setting out how the racing events will be managed. The applicant has stated the following: -

- The races will take place on the beach. All spectators will be restricted from accessing the racecourse and will be confined to the dedicated viewing area. Only race stewards wearing hi viz clothing will be permitted in the vicinity of the racecourse.
- All traffic will be managed by voluntary stewards with the assistance of local gardai. Traffic will be managed using a one-way circulatory system to minimise delays. All traffic stewards will be advised of

the need to provide access for emergency vehicles. Should an emergency vehicle be required, all inbound and outbound traffic will be withheld to give the medical vehicle priority.

- All horse vehicles and their animals will park in a separate dedicated area. Spectators will be kept away from the horse parking area.
- Horse welfare will be catered for by an on-site veterinary surgeon.
  - A full medical emergency team will be in place with a total of 3 ambulances on the grounds and a 4x4 ambulance following the races. All medical personnel are fully trained in horse racing procedures. A doctor will be in attendance and Mayo General Hospital will be notified that the event is taking place.
  - All providers, such as food and beverage trailers, must have valid insurance and must provide evidence of same before being allowed entry to the site.
  - All stewards will be linked by 2-way radio and will be briefed on safety prior to the event.
  - Full toilet facilities will be in place for all to use for the duration of the event.
  - Any vehicles used on the day will have warning lights on whilst in use.

### **Assessment of Appendix Tec C - Delivery Timelines**

MAC applicants are expected to provide a development programme that satisfies the requirements of key milestone delivery timelines in Appendix Tec C. As the proposed usage is a one-day event, scheduled to take place on a specified date, it is not necessary for the applicant to complete Appendix C.

Following an assessment of the documentation provided by the applicant, MARA's Assessment, Research and Data Unit (ARD) considers that Carrowniskey Races Committee have satisfied all relevant criteria under the Technical Capability Assessment element of the Fit and Proper Test.

**Based on the outcome of the Technical Capability Assessment, MARA considers that the Carrowniskey Races Committee have the requisite competence to undertake the proposed maritime usage.**

### **6.3 Rehabilitation Schedule**

Under section 96(1) of the Act, it is required that the holder of a MAC shall, before the expiration of the MAC, rehabilitate that part of the maritime area the subject of the MAC. As this application falls for submission under Section 76 of the Act, it is required that a rehabilitation schedule be attached to the MAC.

Section 96(4) of the Act specifies the particulars that should be included in a Rehabilitation Schedule that specify how the applicant will discharge their obligations under section 96(1).

The applicant in this instance has not submitted a Rehabilitation Schedule with their application. It is recommended that the following is appended to the MAC as the Rehabilitation Schedule.

#### ***Rehabilitation Schedule***

*As the proposed usage does not entail the installation of any infrastructure, it is considered that the applicable rehabilitation approach is Section 96(2)(f) - the removal of any deposited or waste material.*

*Specifically, the holder shall discharge their obligations under Section 96(1) by complying with the following:-*

- The Holder shall remove all equipment and items relating the permitted maritime usage from the maritime area immediately after conclusion of the event in advance of the high tide.*
- The holder shall provide adequate litter collection facilities. These facilities shall be removed immediately after the event to a suitably licensed waste disposal site.*
- On completion of the permitted maritime usage, the Holder shall ensure that all parts of the maritime area, affected by the usage, have been restored to their original condition.*

*The costs of rehabilitation are deemed negligible and are deemed to be included in the overall costs associated with the management of the event.*

*It is not envisaged that any additional authorisations are required to discharge the holder's rehabilitation obligations.*

MARA considers the above Rehabilitation Schedule satisfactory having regard to section 96 of the Act.

#### **6.4 Section 83 – Nature of Use**

Section 83(1) of the Act requires MARA in the granting of a MAC to specify whether the specific part of the maritime area the subject of that MAC is for exclusive use or not. Section 83(1) provides MARA discretion and flexibility to specify the nature of the use (i.e. exclusive, non-exclusive or may/may not be exclusive).

Having regard to the nature and lifecycle of the proposed maritime usage the subject of this application, it is reasonably foreseeable that Carrowniskey Race Committee may be required to exclude access to parts of the MAC area on a temporary basis. In this instance, it is considered that granting of exclusive use for the full term of the MAC is not merited, particularly having regard to co-existence and co-operation objectives of the NMPF. It is considered that exclusive use should only be permitted where use on an exclusive basis is required and provided for under another authorisation or enactment. Accordingly, it is recommended that the MAC is granted on a “may or may not be exclusive” basis contingent on circumstances that may arise after the granting of the MAC” in accordance with Section 83(1)(c) of the Act.

## 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.

<b>MAPA Levy Framework Part:</b>	<b>A: Nearshore</b>
<b>Category/Class:</b>	<i>Development (Non-Commercial)</i>
<b>Tier:</b>	Tier 5
<b>Applicable Rate:</b>	Base Annual Charge of €208.46 plus an add on of €0.1954 per sq,m for areas in excess of 100 sq. m
<b>Area:</b>	18.1Ha
<b>Calculation:</b>	$208.46 + ((181,000-100) * 0.1954)/365$
<b>Levy due:</b>	€208.46

As the MAC term is for one day only, the MAC Levy has been calculated on a pro-rata basis at €97.41; The MAC levy framework establishes a minimum charge of €208.46. Accordingly, the MAC Levy to apply is €208.46. 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

<b>MAC Term:</b>	1 day
<b>Consent Area:</b>	That part of the maritime area marked red on the MAC Map.
<b>MAC Map Title:</b>	Maritime Area Consent Map MAC250016 Drg no: MAC250016-001
<b>Permitted Maritime Usage:</b>	Horse racing on the beach at Carrowniskey, Co. Mayo.
<b>Nature of Usage:</b>	May or May Not be Exclusive

<b>Date by which application for Development Permission must be submitted (subject to Phasing Schedule where applicable):</b>	Not Applicable
<b>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.</b>	Not Applicable – the MAC is for specified dates.
<b>Date by which Financial Close is to be achieved:</b>	Not applicable

#### **b. Conditions and Reasons for Conditions**

Section 82 of the 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.

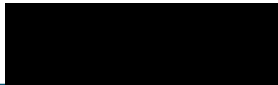
The standard suite of MARA conditions reflecting the contractual and statutory relationship that will exist with a grant of consent are also recommended. Reasons for these conditions are set out in the enclosed Section 81(7)(b) Minded to Notice.

It is considered that the application for a MAC complies with all the requirements of Part 4 of the Act, with particular regard to Schedule 5 criteria. Accordingly, it is recommended that the proposed MAC is granted with conditions.

## 10. Conclusion & Recommendation

Following a detailed assessment of all information on file, it is considered that the proposal complies with all the necessary requirements. Accordingly, it is recommended to issue a Section 81(7)(b) Minded to Notice, as enclosed, informing the applicant(s) that MARA is minded to grant a Maritime Area Consent subject to the proposed conditions attached to the MAC. It is recommended to allow the applicant(s) 21 days from the date of issue of the Minded to Notice to submit supplementary material in relation to the reasons for the conditions as per Section 81(7)(b)(ii).

Once a final determination is made by MARA, the applicant(s) will be notified, and MARA will publish a notice on its website as soon as practicable thereafter.

Signed:  Position: Manager, MACU

Signed:  Position: Senior Engineer,  
ARDU