

Paula O'Toole (MARA)

From: [REDACTED]
Sent: Tuesday 26 May 2026 09:17
To: MARA Licence
Subject: Email Submission to MARA

Categories: Paula

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Dear Sirs,

Submission to MARA – Maritime Area Regulatory Authority

Re: Maritime Usage Licence Application MUL240011 – Proposed Deep Water Port at Bremore.

I wish to make a formal submission in strong objection to the above application (Ref: MUL240011) concerning site investigations for a proposed deep water port development off the Bremore/Gormanston coastline.

1. Impact on an Area of Natural Beauty and Public Amenity

The Bremore–Gormanston coastline is an unspoiled and scenic stretch of the Irish east coast. The construction of a large-scale port would fundamentally transform this landscape into an industrial zone, causing permanent visual, noise and environmental degradation.

2. Risks to Marine Water Quality and Pollution

A deep water port would introduce risks including oil spills, ballast discharge, chemical pollution, and sediment disturbance from dredging, all of which threaten marine ecosystems and water quality.

3. Destruction of Habitats and Biodiversity

The area supports sensitive coastal and marine habitats, as well as bird and marine species protected under Irish and EU law. Development would cause habitat loss and ecological disruption.

4. Unsuitable Location – Requirement for Extensive Dredging

The site is not naturally deep water and would require continuous dredging, causing long-term environmental harm and raising concerns about suitability.

5. Archaeological and Cultural Heritage Sensitivity

The Bremore area has significant archaeological potential, including offshore features, which could be irreversibly damaged by construction.

The Bremore coastal landscape consists of considerable archaeological significance, including:

- A prehistoric passage tomb cemetery protected under National Monuments legislation
- Evidence of medieval settlement, agriculture in the surrounding area
- Recorded archaeological features including enclosures, field systems and historic coastal infrastructure

6. Coastal Processes and Erosion Risks

Port infrastructure could alter coastal currents and sediment transport, potentially increasing erosion along nearby beaches.

7. Limited Economic Benefit vs Environmental Cost

Modern ports offer limited long-term employment, while potential harm to tourism and fisheries could outweigh any economic benefits.

8. Availability of Less Harmful Alternatives

Existing ports could be expanded instead of developing a new port in a sensitive coastal location.

Conclusion

The proposed development poses a significant threat to the environment and offers limited benefit. It is inappropriate for this location and therefore I would urge MARA to consider all the above points in its deliberations.

Sincerely,

