

MAC Report	
Application for a Maritime Area Consent (MAC) under Section 79 of Maritime Area Planning Act 2021, as amended (the Act)	
Application Details	
MAC Applicant:	Dublin City Council
MAC Reference No:	MAC240014
Location:	Tom Clarke Bridge and Point Bridge, Co. Dublin
Date Application received:	26 August 2024
Proposed Maritime Usage:	Dublin City Council has applied for a MAC under Section 79 of the Act for infrastructure associated with the Point Pedestrian and Cycle Bridge and Tom Clarke Bridge Widening Works, in addition to regularising the existing maritime use of Tom Clarke Bridge and associated vessel collision protection structures.
Recommendation:	To approve the Part Granting of the MAC sought with conditions attached.

Document Control		
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1. Overview

On 26 August 2024, MARA received a Maritime Area Consent (MAC) application under Section 79 of the Maritime Area Planning Act 2021, as amended (the Act) from Dublin City Council (the Applicant) for the proposed infrastructure associated with the Point Pedestrian and Cycle Bridge and Tom Clarke Bridge Widening Works, in addition to regularising the existing maritime use of Tom Clarke Bridge and associated vessel collision protection structures.

2. Background

The existing maritime usage within the extents of the proposed MAC area is the existing Tom Clarke Bridge. The Tom Clarke Bridge provides access to all road users across the River Liffey at this location.

Tom Clarke Bridge and the associated infrastructure were installed in the 1980's without a foreshore authorisation. Therefore, the existing Tom Clarke Bridge is considered to be unauthorised usage within the meaning of Section 106 of the Act. The Applicant seeks to regularise the existing bridge as part of this MAC application along with seeking authorisation for the proposed widening of the bridge and the installation of the new Point Bridge.

The proposed *Point Pedestrian and Cycle Bridge and Tom Clarke Bridge Widening Works* is part of Dublin City Council's Active Travel Network, funded by both the National Transport Authority and Dublin City Council. The proposed infrastructure is proposed to provide a new pedestrian and cycle bridge to the west of the existing Tom Clarke Bridge, removal of the existing footpaths and widening of Tom Clarke Bridge, in addition to providing a left turning lane on the north side of Tom Clarke Bridge for vehicular access to the north quays. Additionally, the Applicant stated that the proposed infrastructure will provide linkages for the proposed BusConnects Dublin programme being delivered by the National Transport Authority (NTA) to modernise and significantly enhance the capital's bus network by improving journey time reliability, capacity and connectivity for public transport users while supporting wider sustainable transport and climate objectives.

3. Proposed Maritime Usage

The Applicant proposes the following works as part of this development:

- 1) *Construction of a new c.9m wide and c.150m long pedestrian and cyclist bridge (Point Bridge) to the west of the existing Tom Clarke Bridge on the River Liffey*
- 2) *Widening of the existing Tom Clarke Bridge to accommodate traffic turning lanes to the quays*

- 3) Dismantling of existing, and construction of a new control room building (c.14.5m in height) in a similar location to control the movable spans of both bridges
- 4) Dismantling of the existing vessel collision structures and construction of new vessel collision structures to the west of the proposed Point Bridge.

The Applicant states that "no works are proposed to vessel collision structures to the east of existing Tom Clarke Bridge". The application includes the regularisation of the existing Tom Clarke Bridge structure which does not have an existing foreshore consent or MAC and is therefore considered to be unauthorised.

The Applicant has provided an indicative layout of the existing proposed maritime usages which are the subject of this MAC application, and the proposed Dodder bridge to the southwest of the subject MAC application area, which is shown in Figure 1.

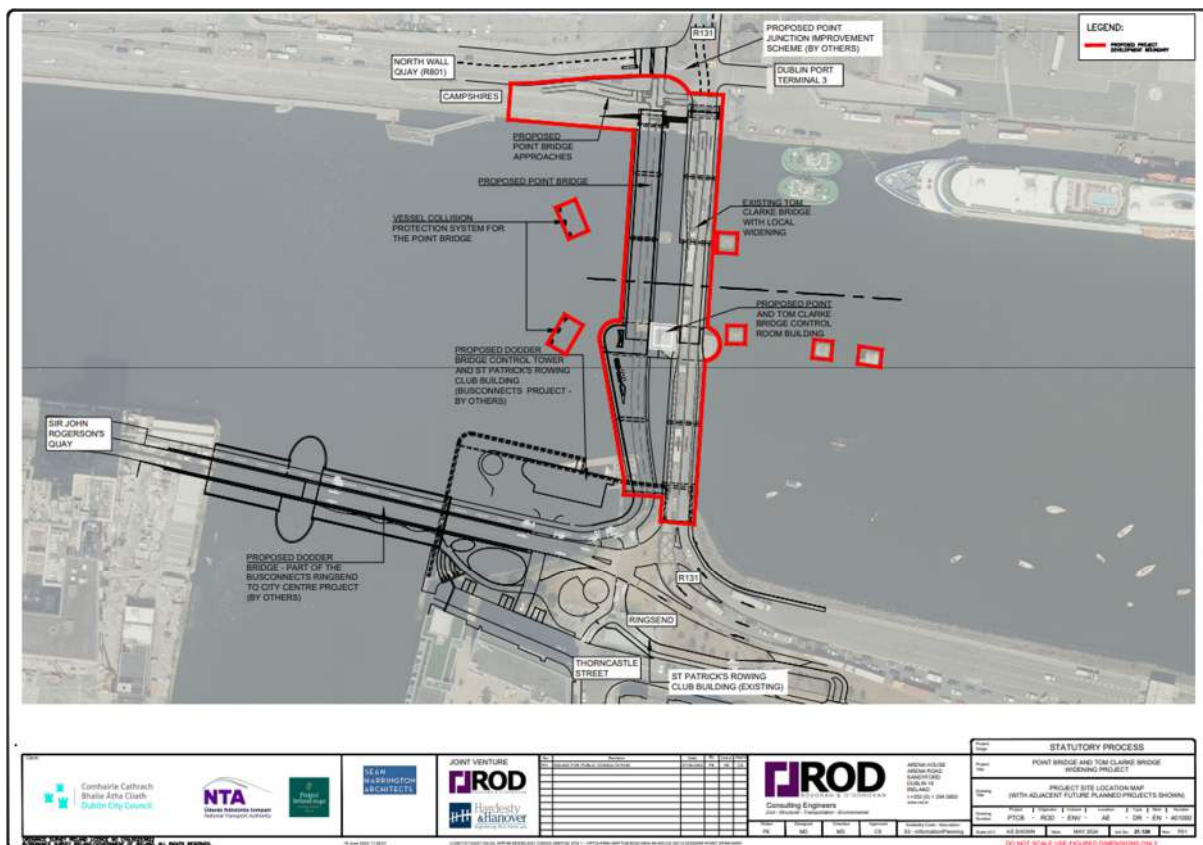


Figure 1: Indicative layout showing the existing Tom Clarke Bridge, proposed Point Bridge and proposed Dodder Bridge (proposed as part of the Ringsend to City Centre Core Bus Corridor Scheme project)

The specific details of the proposed maritime usage that is the subject of this application is outlined below:

Point Bridge

Proposed construction of a circa 150m long pedestrian and cyclist bridge over the River Liffey known as Point Bridge immediately to the west of the existing Tom Clarke Bridge. The

proposed bridge will accommodate pedestrian and cyclist traffic at this location. The proposed Point Bridge will have the same span arrangement as the existing Tom Clarke Bridge, consisting of five spans with a single lifting section. The river navigational channel through the Point Bridge is proposed to have the same horizontal and vertical clearance as currently provided through the existing Tom Clarke Bridge when the movable span is in the open position, to allow passage of vessels along the River Liffey.

The main works proposed for Point Bridge include the following:

- Point Bridge substructure:
 1. Land-based piling works: Permanent piling works for the construction of the southern and northern abutments of Point Bridge will be undertaken from a land-based piling rig using large diameter bored concrete piles.
 2. In-river piling works: Permanent piling works for the intermediate pier structures will be undertaken. Afterwards, H-piles or equivalent and associated framing will be placed on the perimeter of each of the proposed pier structures to act as a guide for the placement of the hollow precast concrete shell element(s) which will form the pier structure. A temporary sheet-piled cofferdam (c.17m × 17m) will be constructed to facilitate the works for the Point Bridge bascule pier. Permanent piling works for the bascule pier will be completed within the confines of the cofferdam. All in-river permanent piling works will be undertaken using a crane mounted rig operated from a barge/pontoon comprising of large diameter bored concrete piles (c. 900mm diameter) socketed into the underlying bedrock and provided with permanent steel casings.
- Point Bridge superstructure:
 1. For northern fixed spans, a prefabricated steel deck will be erected on the substructure via a barge mounted crane (sheer leg crane or equivalent) as either a single section (i.e. 52m long section) or as two individual deck sections.
 2. An in-situ concrete deck will be constructed for the southern fixed spans.
 3. The prefabricated steel movable (bascule) span will be erected on support assemblies located on the Point Bridge bascule pier supporting walls using a barge mounted crane.

The Applicant proposes to maintain the operational navigational channel during the construction works, however the Applicant proposes to close the channel for some limited time to allow for specific works to occur e.g. the erection of the bascule span. The Applicant envisages that Point Bridge will be fully constructed before the upgrade works to Tom Clarke Bridge commence.

Tom Clarke Bridge (regularisation of existing bridge)

The Applicant proposes the regularisation of the existing Tom Clarke Bridge and the associated mooring/breasting dolphin piles (referred to as *vessel collision protection structures* by the Applicant).

Tom Clarke Bridge (proposed widening)

The deck of the existing Tom Clarke Bridge which carries existing road traffic across the River Liffey is proposed to be widened to accommodate a left turn vehicle traffic lane in the northbound direction onto North Wall Quay and a potential future right turn vehicle traffic lane in the southbound direction to Sir John Rogerson's Quay via the proposed Dodder Bridge (part of BusConnects Ringsend to City Centre Core Bus Corridor Scheme). Following these works, Tom Clarke Bridge will serve motorised traffic only, with non-motorised traffic (pedestrians and cyclists) redirected to the new Point Bridge.

The proposed works to the existing Tom Clarke Bridge include:

1. Widening of the northern and southern fixed deck bridge spans to accommodate a left turn vehicle traffic lane onto North Wall Quay and a potential future right turn vehicle traffic lane to Sir John Rogerson's Quay (via the separately proposed Dodder Bridge scheme).
2. Upgrading/replacement of the existing bridge parapets on the existing Tom Clarke Bridge.
3. The narrowing of the northbound and southbound traffic lanes on the northern fixed spans to 3.25m each to facilitate the addition of a 3.25m wide left turn lane to North Wall Quay.
4. The existing footpaths will be replaced with narrow raised verges. Pedestrian access will be prevented with deterrent paving at the ends of the bridge.
5. Upgrades to the bridge deck furniture, public lighting and finishes will be carried out.

Proposed works common to both bridges include:

1. Vessel Collision Protection Structures: New vessel collision protection structures are proposed to be installed to the west of the proposed Point Bridge. Proposed construction of a temporary works sheet pile cofferdam (c. 14m x 10m plan dimensions) using a crane mounted piling rig located on a pontoon/ barge (jack-up or anchored). Proposed permanent piling to be completed within the confines of the cofferdam. Permanent piling works comprise of large diameter tubular piles (circa 1200mm diameter) driven into the underlying bedrock. The permanent piling works will

be undertaken using a crane mounted rig operated from a barge/pontoon. The existing vessel protection structures to the west of Tom Clarke Bridge will be demolished. No works are proposed to existing vessel protection structures located to the east of the existing Tom Clarke Bridge.

2. Control Room Building: Proposed demolition of the existing control room building and the construction of a new three-storey control room building with external structural envelope dimensions of c. 7.5m x 7.5m on plan and c. 14.5m in height. A feature light pole is proposed to be located at the centre of the roof of the building which is c. 8m in height. The purpose of the proposed new control room building is to operate both the existing Tom Clarke Bridge and the proposed Point Bridge. During operation, the movable spans of Tom Clarke Bridge and Point Bridge will be lifted simultaneously to facilitate the passage of maritime traffic.
3. Lighting: Proposed provision of lighting to enhance the aesthetics of the Point Bridge, Tom Clarke Bridge and the Control Room Building at night-time.

Temporary Works Areas

The Applicant has shown temporary working areas, referred to as 'Subsidiary Areas' on the proposed MAC Map (Figure 2) submitted as part of this application. The Applicant has requested temporary construction zones within the maritime area, stretching c. 100m west and 40m east of the existing Tom Clarke Bridge within the River Liffey to facilitate the construction works for the development.

MAC Area

The Applicant has divided the MAC area sought into eight areas, areas A – G and a subsidiary area, as described below and as shown in Figure 2. The total MAC area sought is 26,336sqm.

Area A (5,188sqm) relates to the existing Tom Clarke Bridge and the proposed Point Bridge. The proposed works within this area include the construction of the Point Bridge, widening of the existing Tom Clarke Bridge, demolition of the existing Control Room, and construction of a new Control Room.

Area B (115sqm) and **Area C** (115sqm) relate to the location of proposed vessel collision structures to the west of the proposed Point Bridge.

Area D (65sqm), **Area E** (55sqm), **Area F** (57sqm) and **Area G** (65sqm) relate to the location of existing vessel collision structures to the east of the proposed Point Bridge.

Subsidiary Area (20,676sqm) relates to temporary working areas that will be required during the construction stage of the proposed project comprising a distance of 100m to the west of the proposed Point Bridge and 40m to the east of the existing Tom Clarke Bridge.

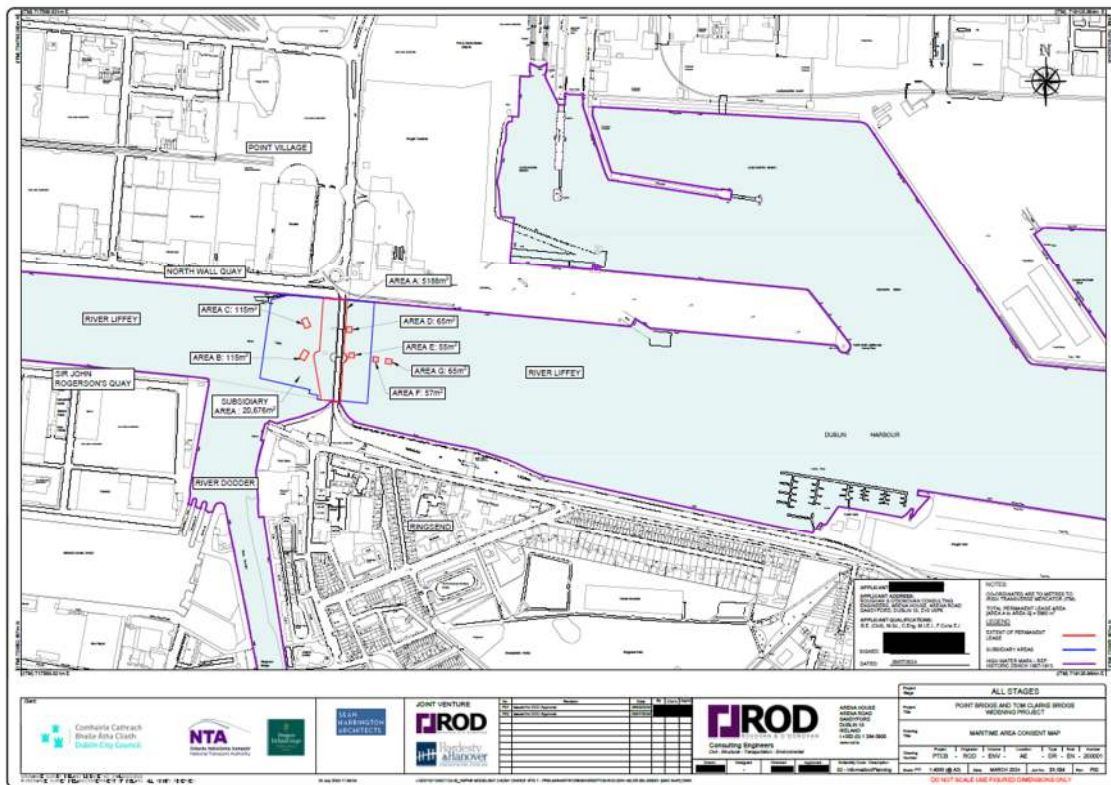


Figure 2: Applicant map of proposed MAC area

The Applicant states that construction duration for the proposed development is likely to be c.18-24 months, c.10 months of which will be within the maritime area of the River Liffey. The Applicant has not sought a specific MAC term but has stated that the proposed development will be subject to routine maintenance, as required during the operational lifetime of the infrastructure.

The existing Tom Clarke bridge structure was constructed in the early 1980s, and although the remaining design life is unknown, the Applicant anticipates that the bridge will continue to be in operation for the next 50 years with regular inspections and maintenance over that period.

The proposed Point Bridge structure will have a design life of 120 years in accordance with the standards for durability set out in the Transport Infrastructure Ireland (TII) technical standards for structures in a marine environment. The Applicant has stated that the proposed bridge is designed to exceed minimum design standards and lifetime requirements, and that consideration has been given to the means of future maintenance of all bridge structural elements and the maintenance and replacement of all bridge MEICA (Mechanical, Electrical,

Instrumentation, Control and Automation) equipment for the movable span, fixed span components and bridge finishes.

4. Site Visit

Joseph McCarthy, Chartered Engineer and Director at McCarthy Browne visited the site on behalf of MARA on 30th October 2025.

Multiple access points on both sides of the river were noted. These access points include steps (2 No.), ladder access and a landing pontoon on the northern quay, and stepped access and existing pontoons at St. Patrick's Rowing Club on the southern quay. There are existing berthing and mooring spaces on the northern quay which is within the proposed MAC area. The existing berths and some rowing club infrastructure were noted that may be impacted by the proposed development works within the MAC area. Existing moorings were noted downstream of the Tom Clarke Bridge on the southern bank within the proposed MAC area, however these do not appear to conflict with the proposed works.

With the exception of the existing pontoons associated with St. Patrick's Rowing Club, no other existing infrastructure or occupation, which would materially conflict with the proposed maritime usage, was noted during the site inspection.

Section 6 of this report includes an assessment of the existing maritime usages and access noted during the site inspection.

Photographs 1 to 10 detail the character of the site in the vicinity of the proposed works.



Photo 1 – View from Southwest looking east towards Tom Clarke Bridge and the MAC area, with St. Patrick's Rowing Club Pontoon in view & adjacent access [JM: 30 October 2025].



Photo 2 – Entrance to St. Patrick's Rowing Club Pontoon [JM: 30 October 2025].

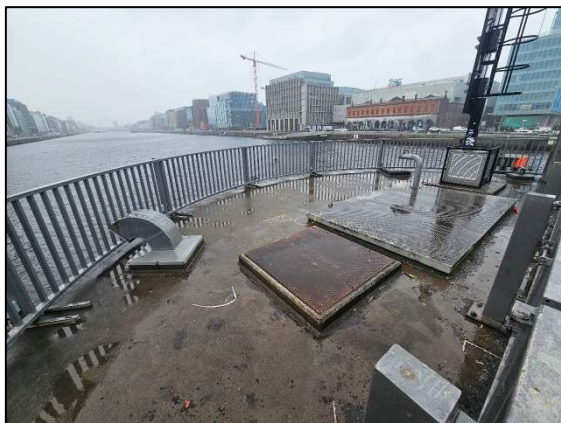


Photo 3 – Utilities on existing bridge abutment [JM: 30 October 2025].



Photo 4 – View of existing Tom Clarke Bridge looking north [JM: 30 October 2025].



Photo 5 – View from existing Tom Clarke Bridge looking northwest showing mooring infrastructure and accesses on upstream northern bank [JM: 30 October 2025].

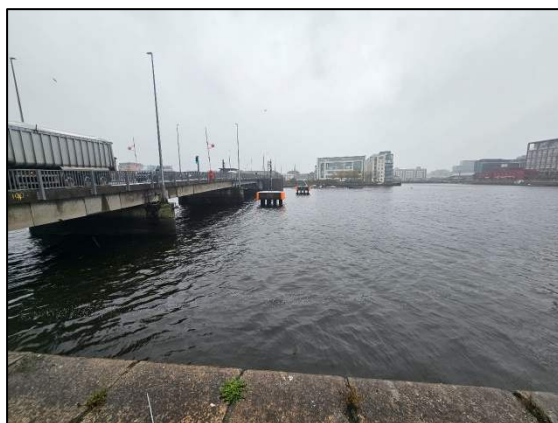


Photo 6 – View from northwest looking south towards Tom Clarke Bridge and the MAC area of Point Bridge [JM: 30 October 2025].

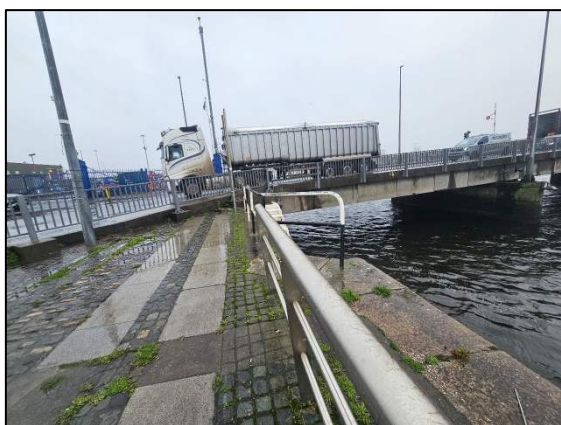


Photo 7 – Access at northern bank [JM: 30 October 2025].

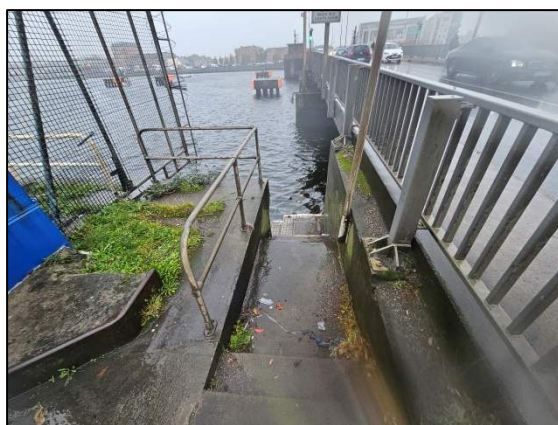


Photo 8 – Access at northeast of site [JM: 30 October 2025].

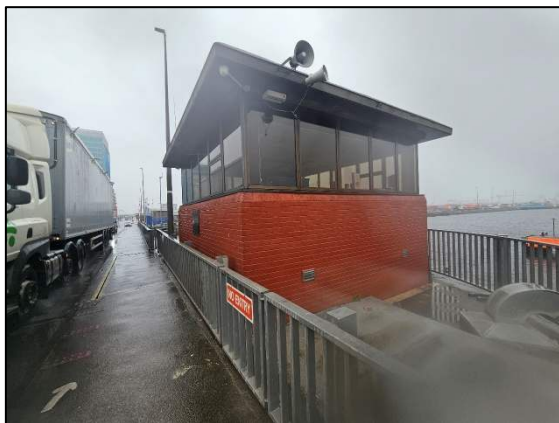


Photo 9 – Existing Tom Clarke Bridge Control Tower to be demolished [JM: 30 October 2025].



Photo 10 – View from southeast looking north towards existing access on southeastern bank & existing moorings [JM: 30 October 2025].

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 usages including the development of Point Bridge and modifications to the existing Tom Clarke Bridge require a Road Act approval from An Coimisiún Pleanála under Section 51 of Roads Act 1993, as amended. 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..

This application further proposes the regularisation of the existing unauthorised maritime usage (the existing Tom Clarke Bridge and vessel collision protection structures) under Section 106 of the Act. Section 106 of the Act specifies that “unauthorised usage”:

“means a maritime usage—

(a) undertaken by a person before 12 August 2021,

(b) which, in order to be lawfully undertaken before that date, was required to be, but was not, the subject of a foreshore authorisation, and regardless as to whether or not any other authorisations (whether the authorisation takes the form of the grant of a licence, consent, approval or any other type of

authorisation) were required, or were in fact granted, under any other enactment in order to enable the person referred to in paragraph (a) to undertake such usage, and

(c) which, if it were undertaken on or after the coming into operation of Chapter 2, would be required by that Chapter to be the subject of a MAC.”

The existing Tom Clarke Bridge and vessel collision protection structures to the east of the Tom Clarke Bridge are stated to have been constructed in the early 1980s (the bridge formally opened in October 1984). It is considered that this maritime usage should have been subject to a foreshore authorisation at the time of its installation and for its operation thereafter.

Accordingly, the subject of this application is considered to fall under both Section 76 and Section 106 of the Act.

5.2 Ownership

A search was undertaken of the Land Registry and MARA's GIS database on 24 February 2026 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 on the Applicant's proposed MAC Map.

One statutory declaration was identified based on MARA's assessment of this location which overlaps part of the proposed MAC area. This area is considered to be privately owned. Details in relation to the overlapping statutory declaration is provided in Table 1 and Figure 3 below.

Table 1: Summary of Overlapping privately owned maritime area			
File Reference Number	Holder	Date	Comment
Area 5: Portion of Estuary of the River Liffey	Dublin Port Company	Dated 05-OCT-1814	Taken from Fitzwilliam Estate (Approx. 30 acres)

It is considered that the above identified privately owned areas conflict with parts of the MAC area sought, as shown in Figure 3 below. Note that Area 6 is also considered to be privately owned maritime area which is located to the south of Area 5 and is also shown in Figure 3, however it does not overlap with the proposed MAC area.

In accordance with Section 99(3)(b) of the Act, Part 4 of the Act shall only apply to that part of the maritime area which is within state ownership. Accordingly, a MAC cannot be issued on privately owned maritime area. Considering the above it is recommended that a MAC is part granted for that portion of the maritime area, within the MAC area as applied for, which is in state ownership. The recommended MAC area to be part granted is detailed in Figure 4 in Section 7 of this report.

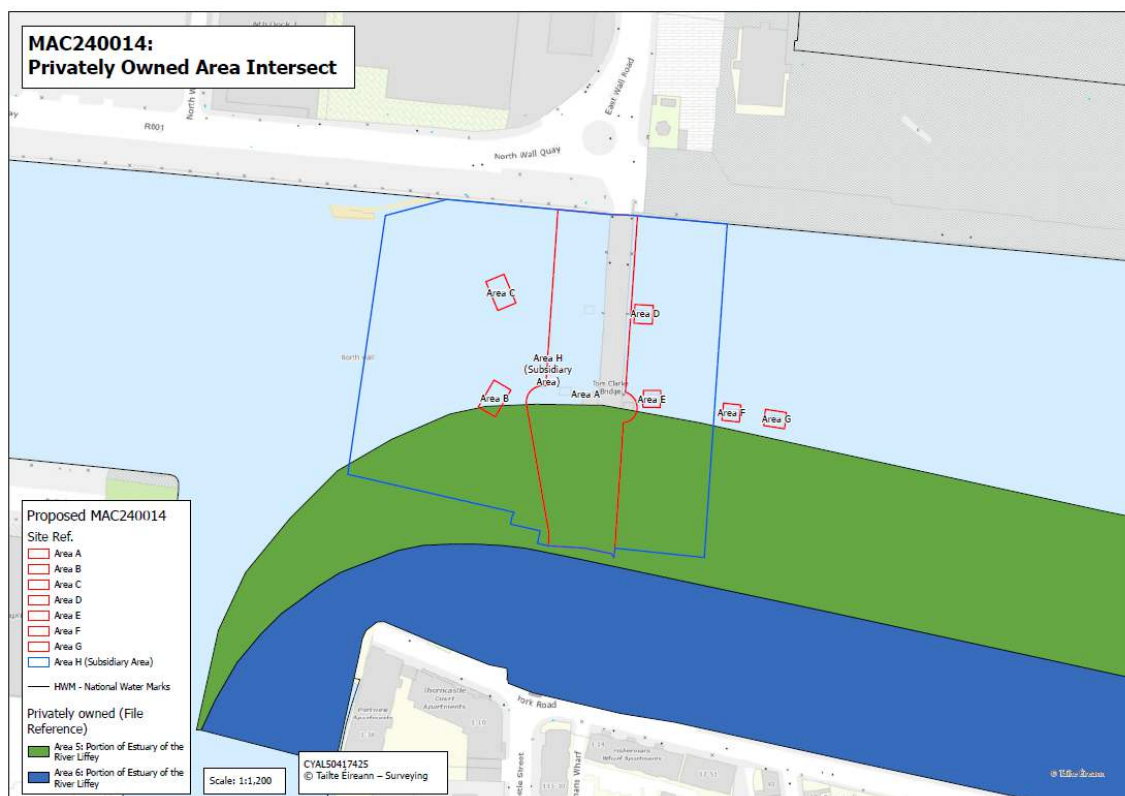


Figure 3: Privately owned maritime area which overlaps with the proposed MAC area

5.3 Existing Consents & Authorisations

A search of the MARA's GIS database was undertaken on 19 February 2026 for spatial overlap between the proposed MAC areas and existing foreshore authorisations and MARA licences and consents. The proposed MAC area overlaps with a number of foreshore authorisations, MACs and Maritime Usage Licences (MULs) as detailed in *Table 2* below.

Table 2: Summary of Overlapping maritime authorisations and foreshore authorisations				
File Reference Number	Applicant/ Holder	Consent Type	Maritime Usage	Status
LIC230007	Dublin City Council	MUL	Environmental survey and ground investigation works in order to inform the design of proposed Point Bridge and Tom Clarke Widening Project	Consented. Expires 25/06/2027
FS004459	Dublin City Council	Lease	Service Tunnel under East-link Toll Bridge	Consented. Expires 13/03/2101

Maritime Usage Licence LIC230007, granted by MARA, authorises Dublin City Council to conduct environmental surveys and ground investigation works in order to inform the design of proposed Point Bridge and Tom Clarke Widening Project. As Maritime Usage Licences are issued on a non-exclusive basis and the holder of LIC230007 is the Applicant of the subject

MAC application, co-existence with the proposed maritime usage the subject of this application is considered possible, therefore no conflict is considered to exist.

Foreshore consent FS004459 is a foreshore lease held by Dublin City Council (the Applicant) for a Service Tunnel under East-link Toll Bridge. Since the holder of the lease is the Applicant of the subject MAC application, no conflict is considered to exist.

The Marine Institute's Ireland's Marine Atlas database¹ was searched on 19 February 2026 for spatial overlap between the proposed MAC areas and any DAFM foreshore authorisations for aquaculture sites. There are no licenced aquaculture operations overlapping with, or in close proximity to, the proposed MAC area.

In summary, no existing MACs, MULs, foreshore authorisations (including those for aquaculture) or applications for the same were identified as overlapping the proposed MAC application area which would impede MARA in granting a MAC for the proposed maritime usage.

5.4 Roads Act Approval

The existing Tom Clark Bridge is understood to have developed by order under Local Government (Toll Roads) Act 1979, as amended.

The Applicant has stated that they will seek approval from An Coimisiún Pleanála (ACP) under Section 51(2) of the Roads Act 1993, as amended (Road Act approval) for the proposed maritime usage. Owing to the nature and scale of the proposed works, it is considered reasonable that the MAC Holder (if successful in obtaining a MAC) should submit a valid application for a Road Act approval within 18 months of issuance of a MAC for the elements which fall under Section 76.

¹ <https://atlas.marine.ie/>

6. Assessment

6.1 Schedule 5

The MAC application was submitted on 06 August 2024 with the appropriate fee paid on 26 August 2024 and reviewed for completeness on 11 September 2024. An incomplete application notification was issued on 11 September 2024; with supplementary documentation/information received on 12 September 2024. The application was deemed complete by MARA on 27 September 2024.

A number of requests for additional information were issued on 1 October 2024, 23 October 2025, 11 February 2026, 17 February 2026 and, 05 March 2026 under Section 79(3) of the Act and associated responses received relating to matters for general, technical and financial assessment on 13 January 2025, 06 February 2026, 17 February 2026 and 02 April 2026.

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 3: 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 Sections 3 & 4 above. The Applicant states that the proposed design life of Point Bridge is 120 years in accordance with the standards for durability set out in the Transport Infrastructure Ireland (TII) technical standards for structures in a marine environment. The Applicant has stated that the bridge is designed to exceed minimum design standards and lifetime requirements, and that consideration has been given to the means of future maintenance of all bridge structural elements and the maintenance and replacement of all bridge MEICA (Mechanical, Electrical, Instrumentation, Control and Automation) equipment for the movable span, fixed span components and bridge finishes. The existing Tom Clarke bridge structure was constructed in the early 1980s, and although the remaining design life is unknown, the Applicant anticipates that the bridge will continue to be in operation for the next 50 years with regular inspections and maintenance over that period. The Applicant did not request a specific MAC duration. Given that the remaining design life of the existing Tom Clarke Bridge is different to the design life of the proposed Point Bridge, and allowing time for planning permission (where applicable), installation and rehabilitation/decommissioning phases, it is recommended that a MAC term of 50 years is appropriate. The proposed maritime usage is considered satisfactory having regard to the scope, nature of use and duration.	Satisfactory
2.	Whether the proposed maritime usage is in the public interest.	The Applicant has stated <i>"The proposed development is supported at national, regional and local policy level. The key planning policies of relevance to the development include the following: National level: 'Project Ireland 2040' - National Planning Framework (NPF) and National Development Plan (NDP) 2021-2030; National Sustainable Mobility Policy; Climate Action Plan 2024 Regional: Eastern and Midland Regional Spatial and Economic Strategy 2019-2031 Local: Dublin City Development Plan 2022-2028, Transport Strategy for the Greater Dublin Area 2022-2042; North Lotts & Grand Canal Dock SDZ Planning Scheme 2014; and the Poolbeg West SDZ Planning Scheme."</i>	Satisfactory

		The Applicant stated that the proposed infrastructure will provide linkages for the proposed BusConnects Dublin programme being delivered by the NTA to modernise and significantly enhance the capital's bus network by improving journey time reliability, capacity and connectivity for public transport users while supporting wider sustainable transport and climate objectives. The proposed maritime usage is considered satisfactory, having regard to the public interest.	
3.	The location and spatial extent of the occupation of the maritime area concerned for the purposes of the proposed maritime usage.	Details of the location, relevant consents, ownership and development permissions are provided in Sections 2 to 5 above. The total MAC area as applied for by the Applicant is 26,336m², comprising Area A (5188m²), Area B (115m²), Area C (115m²), Area D (65m²), Area E (55m²), Area F (57m²), Area G (65m²) and Subsidiary Area (20,676m²). Based on the searches undertaken, private maritime area was identified that would preclude the granting of a MAC across the entirety of the area applied for by Dublin City Council. As illustrated in Figure 3 and detailed in Table 1 (Section 5.2 Ownership), the MAC area sought overlaps with a privately held part of the maritime area. It is therefore recommended to part grant the MAC to exclude that part of the maritime area which is deemed to be privately held. Accordingly, the MAC is recommended to be granted over a total area of 13,672.57m², comprising MAC Area A (13,550.67 m²), Area B (56.69 m²) and Area C (65.21 m²), as illustrated in Figure 4 (Proposed MAC Map) in Section 7. The site visit identified the following potential conflicts within the proposed works areas: • Access points on both sides including: steps (2No.), ladder access and a landing pontoon on the northern quay, and stepped access and existing pontoons at St. Patrick's Rowing Club on the southern quay. • Existing berthing and mooring spaces on the northern quay which is within the proposed MAC area. • Existing moorings downstream of the Tom Clarke Bridge on the southern bank within the proposed MAC area,	Partially Satisfied

		The proposed development may result in the loss of historical access, berthing space and quayside furniture at specific locations. The existing stepped access and existing pontoons at St. Patrick's Rowing Club on the southern quay are within privately owned maritime area within the privately owned maritime area of Folio 5. Furthermore, the Applicant states that the St. Patrick's Rowing Club facilities will be relocated as part of the BusConnects Scheme (Ringsend to City Centre Core Bus Corridor Scheme) under a separate MAC granted to the National Transport Authority, MAC Reference MAC20230034, located to the southwest of the subject MAC application area. The potential impacts of the proposed scheme should be considered by the relevant development consenting authority and the relevant prescribed consultation bodies, including the owners of the private maritime area. Accordingly, these matters do not require further consideration by MARA when having regard to the location and spatial extent of the proposed maritime usage. MARA requested that the Applicant undertake a Navigational Risk Assessment in respect of the proposed works. This assessment included consultation with the following stakeholders specifically in relation to navigation: • Dublin City Council (DCC) • Dublin Port Company (DPC) • Waterways Ireland • St. Patrick's Rowing Club • Dublin Bay Cruises • Sea Scouts • Stella Maris Rowing Club • Dublin Discovered Boat Tours The Navigational Risk Assessment completed by the Applicant recommends several actions to improve navigational safety in relation to the proposed maritime usage. It is recommended that a condition be included in any MAC which may issue requiring the Applicant to implement the mitigation measures outlined in Section 7.1 of the Navigational Risk Assessment Report dated February 2026. Accordingly, the proposed maritime usage is considered partially satisfactory, having regard to the locations and spatial extent of the occupation.	
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.	In accordance with <i>S.I. No. 467/2025 - Maritime Area Planning Act 2021 (Fit and Proper Person) Order 2025</i> Dublin City Council has been declared as a fit and proper person to be granted and to hold any MAC in accordance with Section 90(1)(b) of the Act.	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 of the tax clearance certificate, the Applicant is considered 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
8.	The National Marine Planning Framework (NMPF).	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. It is considered that the proposed project aligns with the following economic, social and key sectoral policy objectives of the NMPF: -	Satisfactory

		• <i>Access Policy 2 - Proposals demonstrating appropriate enhanced 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 objectives of this NMPF.</i> • <i>Infrastructure Policy 1 - Appropriate land-based infrastructure which facilitates marine activity (and vice versa) should be supported. Proposals for appropriate infrastructure that facilitates the diversification or regeneration of marine industries should be supported</i> • <i>Ports, Harbours and Shipping Policy 1 - To provide for shipping activity and freedom of navigation the following factors will be taken into account when reaching decisions regarding development and use: The extent to which the locational decision interferes with existing or planned routes used by shipping, access to ports and harbours and navigational safety. This includes commercial anchorages and approaches to ports as well as key littoral and offshore routes;</i> • <i>A mandatory Navigation Risk Assessment;</i> • <i>Where interference is likely: whether reasonable alternatives can be identified; and</i> • <i>Where there are no reasonable alternatives: whether mitigation through measures adopted in accordance with the principles and procedures established by the International maritime Organisation can be achieved at no significant cost to the shipping or ports sector.</i> In the application, the Applicant states that the proposed project is consistent with the environmental objectives of the NMPF. The proposed works constitute development which require Road Act approval and environmental assessment of the proposed maritime usage, which is undertaken at development permission stage by the relevant Authority. This above assessment does not prejudice any consideration and determination that the relevant Authority may make in relation to the NMPF when considering an application under the Road Act for this development. Based on the above, MARA is satisfied that the proposed works align with the above overall objectives and policy objectives of the NMPF.	
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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.	The Applicant has stated that ground investigation works and environmental surveys are proposed to inform the design of the Point Bridge and Tom Clarke Bridge Widening Project in Dublin City. Dublin City Council hold a MUL (LIC230007) for the completion of these surveys. The surveys to be completed are outlined below: 1. Gas Main Survey: Carry out a survey to locate the existing 40bar and 4bar gas main crossing the River Liffey located immediately west of the existing Tom Clarke Bridge. 2. Inspection of Pier Wall: Carry out an underwater inspection survey of the existing Tom Clarke Bridge piers and north quay wall. 3. Structural inspection works: carry out structural assessment surveys of the existing Tom Clarke Bridge. 4. Ground Investigation Works: Carry out ground investigation works (boreholes) immediately west of the existing Tom Clarke Bridge and concrete coring of the existing Tom Clarke Bridge Bascule Pier. Having regard to the above, the extent of the preparatory works undertaken are considered satisfactory 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.	As part of their application the Applicant has stated that <i>"In the planning phase of this project, consultations have been conducted with key marine users and stakeholders who may be affected by the proposal:</i> 1. <i>St. Patrick's Rowing Club: This project is also associated with the proposed Dodder Bridge, submitted under the Bus Connects Route 16 planning application.</i> 2. <i>Dublin Port Company: The port authority has been engaged in discussions about the project. They have reviewed the plans and expressed no fundamental objections to the proposed bridge.</i> 3. <i>The project team has also reached out to the following stakeholders and marine users: ·</i> • <i>Waterways Ireland ·</i> • <i>National Parks and Wildlife Service (NPWS) ·</i> • <i>Inland Fisheries Ireland ·</i> • <i>Sail Training Ireland ·</i> • <i>Jeanie Johnston ·</i> • <i>Big Red Boat · Cruise Association Ireland ·</i> • <i>Dublin Bay Old Gaffers ·</i> • <i>Old Liffey Ferry ·</i> • <i>MV Cill Airne ·</i> • <i>The Liffey Sweeper ·</i> • <i>The Liffey Ferry ·</i> • <i>Dublin Bay Ferry Tours / Cruises"</i> During the assessment of the MAC application a nearby foreshore consent (FS003998) was identified that is held by Gas Networks Ireland. In addition, the proposed maritime usage is located within the functional area of Dublin Port Company. Furthermore, as detailed	Satisfactory

		above in regard to preparatory works, survey works have been complete to locate the existing gas main crossing the River Liffey immediately west of the proposed MAC area. Accordingly, it is recommended that a conditions are included in any MAC that may issue, requiring the Holder to engagewith Dublin Port Company in relation to port operations, and Gas Networks Ireland in relation to existing foreshore consents and existing infrastructure which may be affected by the proposed development, prior to commencement of the proposed maritime usage, in order to ensure the orderly undertaking of the proposed maritime usage. (refer to Section 9 below). Having regard to the above, the extent and nature of the stakeholder engagement undertaken is therefore considered acceptable for a project of this scale and nature.	
11.	Where a competitive process referred to in section 93 or 103 is used, the outcome of such process.	Not applicable	Not applicable
12.	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 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 and 106 of the Act, it is required that a rehabilitation schedule be attached to the MAC. Section 96(4) of the Act specifies particulars that should be included in a rehabilitation schedule that set out how the Applicant will discharge their rehabilitation obligations.

The Applicant submitted a Rehabilitation Schedule to MARA on 02 April 2026. Upon review of the requirements of Section 96 of the Act, the Rehabilitation Schedule is considered satisfactory.

In relation to the proposed maritime usage, it is recommended that a condition is included within any MAC that may issue requiring the Holder in their application for a Roads Act approval to ACP to include a Rehabilitation Schedule detailing how the Applicant proposes to rehabilitate the maritime area, in accordance with Part 4, Chapter 8 of the Act.

6.3 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).

The Applicant has sought that the MAC be granted on a non-exclusive basis. Accordingly, it is recommended that the MAC is granted on a “non-exclusive” basis in accordance with Section 83(1)(b) of the Act.

7. Proposed MAC Map (for illustration purposes only)

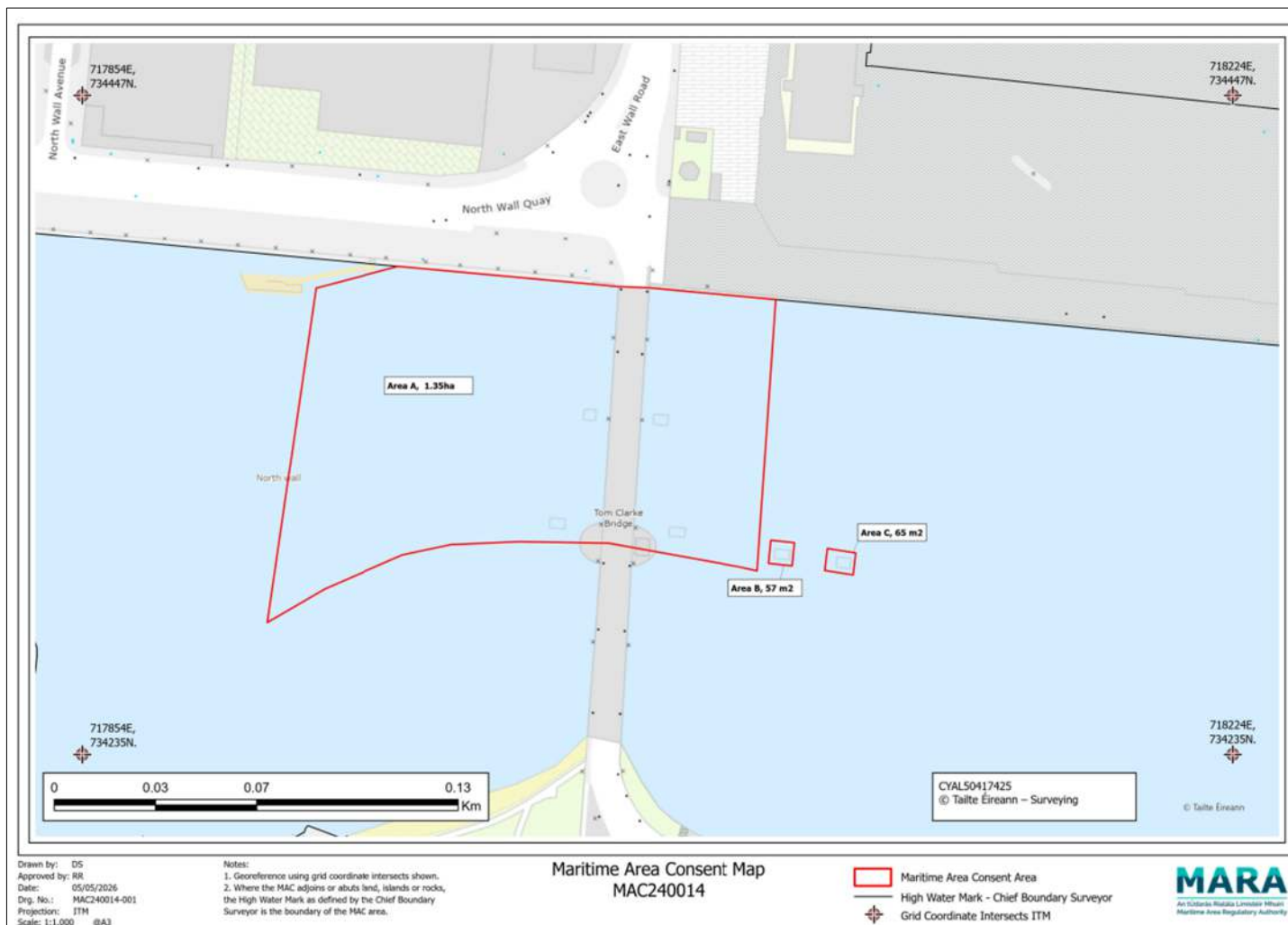


Figure 4: Proposed MAC Map for MAC240014

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.

MAPA Levy Framework Part:	A: Nearshore
Category/Class:	Development Non Commercial
Tier:	Tier 1
Applicable Rate:	Base Annual Charge of €214.09 plus an add on of 2.40 per sq.m for areas in excess of 100 sq.m
Area:	13672.57 sqm
Calculation:	$\text{€}214.09 + (\text{€}2.40 * (13,672.57 - 100.00))$
Levy due:	€32,788.26

The MAC levy has been calculated as €32,788.26 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 subject MAC application complies with all the necessary requirements of Part 4 of the Act, with particular regard to Schedule 5 of the Act, where relevant and appropriate, with the exception of Schedule 5(1) and 5(3).

- The proposed MAC area has been assessed to overlap private maritime area. Schedule 3(3) and Schedule 4(5) of the Act precludes “any maritime usage to the extent to which it is undertaken on a privately owned part of the maritime area” from requiring a MAC. Section 99(2) of the Act specifies that “no part of the maritime area shall be treated at any time as privately owned land unless the part is land whose owner is, or is deemed to be, registered under the Registration of Title Act 1964.” Accordingly, MARA may not consent to the sections of the proposed MAC area that are deemed to be privately held. Having regard to the above, it is recommended to part grant the proposed MAC to exclude the private maritime areas.

The above consideration has been made subject to the following recommended terms and conditions

a. Terms

MAC Ref No.	MAC240014
Area	13,672.57m ² , comprising Area A (13,550.67 m ²), Area B (56.69 m ²) and Area C (65.21 m ²)

MAC Term:	50 Years
Consent Area:	That part of the maritime area marked red on the MAC Map.
MAC Map Title:	Title: Maritime Area Consent Map MAC240014 Drawing No: MAC240014-001 Date: 05/05/2026
Permitted Maritime Usage:	The construction, use, operation and maintenance of bridge structures and associated infrastructure, including all associated decommissioning, demolition, rehabilitation, and any other works required on foot of any Roads Act Approval relating to the infrastructure.
Nature of Usage:	Non-Exclusive Use
Date by which application for Development Permission must be submitted:	18 months
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.	No notice is required for occupation associated with existing infrastructure. The MAC holder shall provide the Grantor 14 Days advance notice in writing of the Holder's intention to commence the Permitted Maritime Usage in relation to proposed infrastructure.

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 each 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 proposed MAC.

Following assessment of this MAC application, a number of additional specific conditions and the reasons for these conditions to be attached to the MAC, are recommended below. Discussion in relation to each recommended condition is also provided.

- **Condition 24.1 Navigation Risk Assessment:** The Holder shall implement the mitigation measures in Section 7.1 of the Navigational Risk Assessment (February 2026).

Reason: To ensure the orderly undertaking of the proposed maritime usage.

- **Condition 23.1: Stakeholder Engagement Plan:** Prior to the commencement of the Permitted Maritime Usage the Holder shall consult with Dublin Port Company to plan and schedule the Permitted Maritime Usage in order to ensure that any potential disruption to port operations is managed. Records of all engagements and consultations held and agreements reached, if any, shall be maintained by the Holder and made available to the Grantor if requested.

Reason: To ensure the orderly undertaking of the proposed maritime usage.

- **Condition 23.2 Stakeholder Engagement Plan:** Prior to the commencement of the Permitted Maritime Usage the Holder shall consult with Gas Networks Ireland to plan and schedule the Permitted Maritime Usage in order to ensure that any potential disruption to foreshore consent (reference (FS003998) and nearby infrastructure operations is managed. Records of all engagements and consultations held and agreements reached, if any, shall be maintained by the Holder and made available to the Grantor if requested.

Reason: To ensure the orderly undertaking of the proposed maritime usage.

10. Conclusion & Recommendation

Following a detailed assessment of all information on file, it is considered that the proposal complies with all the necessary requirements, subject to the parts of the proposed MAC area which are privately held being excluded. Accordingly, it is recommended to issue a Section 81(7)(b) Minded to Notice, as enclosed, informing the Applicant that MARA is minded to part grant the Maritime Area Consent sought, 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: Cian Scattergood Position: Manager, MACU

Signed: Robert Roche Position: Marine Analyst, MAC Directorate