

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:	Iarnród Éireann
MAC Reference No:	MAC240024
Location:	Glounthaune Railway Station, Johnstown, Co. Cork.
Date Application received:	09 July 2024
Proposed Maritime Usage:	Iarnród Éireann has applied for a MAC for the construction of a Mobility Impaired Access Structure (MIAS) at Glounthaune Railway Station, Johnstown, County Cork. The proposed works include the construction, use, operation and maintenance of a Mobility Impaired Access Structure (MIAS), including all associated decommissioning, demolition, rehabilitation, and any other works required on foot of any development permission relating to the infrastructure.
Recommendation:	To approve the Granting with conditions of the MAC sought with conditions attached.

Document Control			
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Reviewed by:	Jacinta Ponzi	Head of Maritime Usage Licensing	14/11/2025
Approved by:	Jacinta Ponzi	Head of Maritime Usage Licensing	18/11/2025
Final Report Version 1:	Cian Scattergood	MAC Analyst	18/11/2025

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1. Overview

On 09 July 2024, Iarnród Éireann submitted a Maritime Area Consent (MAC) application to MARA under section 79 of the Maritime Area Planning Act 2021, as amended (the Act) for a proposed Mobility Impaired Access Structure (MIAS) at Glounthaune Railway Station.

The proposed works include the construction, use, operation and maintenance of the MIAS including all associated decommissioning, demolition, rehabilitation, and any other works required on foot of any development permission relating to the infrastructure. This will include but is not limited to two staircases, free standing lift shafts, support portals, footbridge walkway, platform extension and permanent sheet piling to support the proposed MIAS. The proposed temporary works include a construction deck, sheet piling, bridge across existing watercourse and haul road.

2. Background

Iarnród Éireann are currently undertaking an accessibility upgrade programme of train stations located around Ireland as part of their National Disability Strategy. The proposed works at Glounthaune, Co. Cork form part of this programme and will provide access for mobility impaired passengers, including people with a disability and wheelchair users.

Glounthaune railway station is located on the northern shore of Cork Harbour, approximately 7 kilometres east of Cork city. The southern boundary of the site separates the railway station from the intertidal area of Cork Harbour.

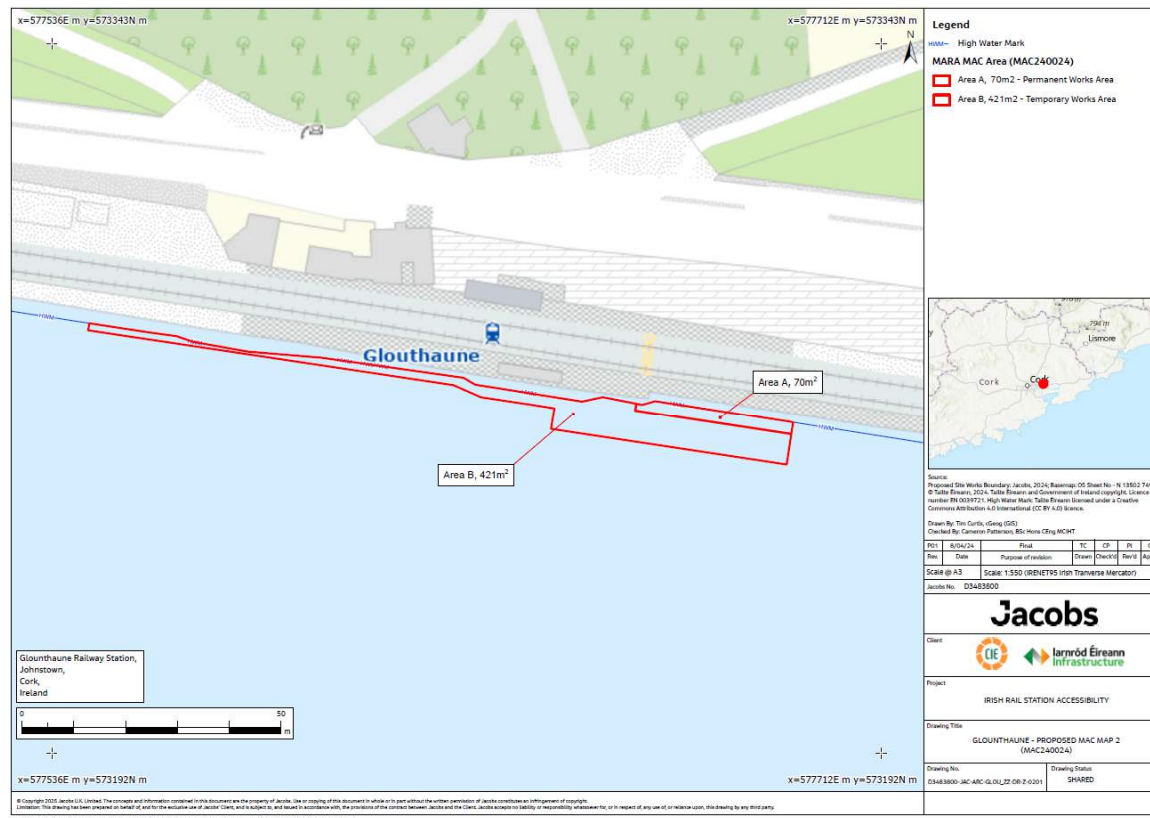
3. Proposed Maritime Usage

The proposed development will consist of the following permanent and temporary works associated with the MIAS structure:

- Platform extension to accommodate the proposed MIAS;
- Physical elements associated with the MIAS including a staircase, free-standing lift shaft, support portals, and a walkway;
- Palisade fence around base of MIAS;
- Permanent sheet piling to accommodate the new platform construction;
- Temporary works construction deck;
- Temporary sheet piling associated with the construction deck;
- Temporary bridge across existing watercourse; and
- Temporary haul road.

The existing southern boundary and retaining wall south of the track will be removed and proposed pile foundations and sheet pile wall will extend south to the reclaimed area as part of permanent construction works in the Maritime area. The pile cap and proposed new platform fencing will separate the extended platform from the intertidal mudflats. The physical elements associated with the proposed MIAS structure will include the MIAS footbridge, stair foundations for the proposed staircase, lift shaft and support portals.

The proposed temporary works include a construction deck and temporary haul road from the level crossing at the western end of the station extending to the reclaimed area for the new footbridge. The haul road will consist of a vertical sheet piled wall on the seaward face and granular fill between the sheet pile wall and existing retaining wall with a vehicle restraint barrier to be installed along the outer edge and temporary bridge across the existing watercourse. The haul road will be removed on completion of the footbridge construction works.



A permanent occupation of 70m² of the maritime area is proposed to construct and operate the proposed MIAS infrastructure (Area A). The proposed design life of 120 years is acceptable as the term of occupation, as the design of structural elements is in line with IS EN 1990 Clause 2.1, amended by the Irish National Annex - Design Working Life Amendments. The use of an additional 421m² (Area B) of the maritime area is required to facilitate the construction phase on a temporary basis. The duration of occupation for temporary works in the Maritime area has been estimated by the applicant to be approximately 12-15 months for the construction period. The applicant has not specifically requested a shorter duration for Area B, and MARA cannot determine on the basis of the information provided whether this area is also required for future maintenance access or decommissioning activities. The overall MAC term should therefore apply to Areas A and B and the applicant may seek to remove Area B through the material amendment process in accordance with Section 86 of the Act post construction.

4. Site Visit

Marine Analyst, Tom Manning inspected the site on 28/10/2025. The site inspection was carried out at low tide. The intertidal area is characterised by a rocky foreshore with intertidal sand and mudflats present at the low tide zone. The subject maritime area is inaccessible to the public and separated from the adjacent railway station by an existing metal palisade fence, sections of boundary wall and rock revetment. There is no existing infrastructure or occupation that would conflict with the proposed maritime usage.

Photographs 1 - 3 below detail the character of the location in the vicinity of the proposed works.



Photograph 1 – View of existing southern boundary of Glounthaune station from southeast - [TM 28 October 2025]



Photograph 2 – View of southern boundary of Glounthaune station from southwest [TM 28 October 2025]



Photograph 3 – View of existing Glounthaune station platform from northwest – [TM 28 October 2025]

In conclusion, there was nothing evident on the day of the site inspection that would preclude MARA from granting a MAC for the proposed maritime usage.

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 requires development permission. In accordance with Section 75(1) of the Act, a MAC is required before an application for development permission can be lodged with the relevant consent authority.

Accordingly, the subject of this application is considered to fall under Section 75(1) of the Act.

5.2 Existing Consents & Authorisations

A search of the MARA's GIS database was undertaken on 16 October 2025 for spatial overlap between the proposed MAC areas and existing foreshore authorisations and MARA licences and consents. The proposed MAC area does not overlap with any existing MACs, Maritime Usage Licences (MULs), foreshore authorisations or applications for the same.

The Marine Institute's Ireland's Marine Atlas database¹ was searched on 21 October 2025 for spatial overlap between the proposed MAC areas and any Department of Agriculture Fisheries and Marine 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.

5.3 Development Permission

The applicant has stated that the proposed works require development permission. The applicant indicated that they intend to submit an application for development permission should they be successful in obtaining a MAC for the proposed project. No application for development permission has been made in advance of seeking a MAC from MARA. 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 development consent to the relevant planning authority within 18 months of the issuance of a MAC.

¹ <https://atlas.marine.ie/>

The applicant in their development permission application to the relevant planning authority is required 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.

5.4 Ownership

A search was undertaken of the Land Registry on 20 October 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 **09 July 2024** with the appropriate fee paid on **18 June 2024** and reviewed for completeness on **16 July 2024**. The application was deemed complete by MARA on **16 July 2024**.

A number of requests for additional information were issued on **30 August 2024 and 23 October 2025** under section 79(3) of the Act and associated responses received relating to matters for general, technical and financial assessment on **11 September 2024 and 05 November 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

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.	<p>Details of the proposed maritime usage, including the nature scope and duration are described in Section 3 & 4 above. It is considered that a design life for the structure of circa 120 years, with proper maintenance and repair, should be achievable. Accordingly, a MAC term of 120 years is recommended (IS EN 1990 Clause 2.1, amended by the Irish National Annex - Design Working Life Amendments).</p> <p>The proposed maritime usage is considered satisfactory, having regard to the nature, scope and duration.</p>	Satisfactory
2.	Whether the proposed maritime usage is in the public interest.	<p>The Applicant states in their application the proposed project aligns with the National Planning Framework (NPF) (Ireland 2040), National Development Plan (2021-2030), National Investment Framework for Transport Ireland (NIFTI), Disability Act 2005 and Cork County Development Plan (CCDP) 2022-2028.</p> <p>The proposed works are intended by the applicant to provide increased public accessibility to the train station at Glounthane. The Applicant has stated that this is part of a country wide accessibility programme to ensure access for people with disabilities and that they aim to contribute to an accessible and usable built environment.</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 491m², comprising MAC Area A for the proposed permanent works totalling 70m² and Area B for the temporary works totalling 421m², as illustrated in Figure 2 (Proposed MAC Map) in Section 7.</p> <p>Details of the location, relevant consents, ownership and development permissions 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.</p> <p>Accordingly, the proposed maritime usage is considered satisfactory, having regard to the location 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.	A detailed review and assessment of the information provided by the applicant(s) has been completed. Based on the assessment set out in Table 3 below, Section 6.3 and the Financial Capability Assessment (FCA) as set out in the Ernst & Young (EY) report dated 03 April 2025 it is considered that the applicant satisfies the fit and proper person requirements. 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.	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).	<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"> • 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 • 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. • Social Benefits Policy 2 - Proposals that increase the understanding and enjoyment of the marine environment (including its natural, historic and social value), or that promote conservation management and increased education and skills, should be supported. <p>In the application, the applicant states that the proposed project is consistent with the environmental objectives of the NMPF.</p> <p>The proposed works constitute development which require planning permission and environmental assessment of the proposed maritime usage, which is undertaken at development permission stage by the relevant planning authority. This above assessment does not prejudice any consideration and determination that the relevant Planning Authority may make in relation to the NMPF when considering the Planning Application for this development.</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.	Iarnród Éireann carried out an <i>Accessibility Audit</i> for Glounthaune Railway Station to identify accessibility barriers and interventions required to bring the station into accordance with the relevant legislation and guidance. The Accessibility Audits formed the basis of the design proposed for this application. Having regard to the above, the extent of the preparatory works undertaken are 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.	The Applicant has stated a pre planning meeting was held with Cork County Council in 2023 in which Cork County Council raised no substantive objections or concerns with the proposed development. 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.	Satisfactory
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 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 applicant 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		
<i>Fit & Proper area for assessment</i>	<i>Synopsis</i>	<i>Assessment</i>

(a)	letters of reference;	<p>As set out in Section (g) below, the Applicant(s) has demonstrated clear evidence of their expertise and technical capability in successfully delivering projects of a similar scale.</p> <p>No letters of reference were provided.</p>	Satisfactory
(b)	<p>that the relevant person, or any other person concerned, stands convicted of—</p> <p>(i) an indictable offence under this Act or an offence in another state equivalent to an indictable offence,</p> <p>(ii) an indictable offence under an enactment prescribed for the purposes of this clause, or</p> <p>(iii) an offence involving fraud or dishonesty;</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>	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>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>	Satisfactory

	(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;		
(d)	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;	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.	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>	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.	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</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.	Satisfactory

	<p>(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>		
(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 Iarnród Éireann to deliver the proposed maritime usages 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>	Satisfactory
(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</p>	<p>A FCA report dated 03 April 2025 has been prepared by external financial consultants, Ernst & Young, 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>	Satisfactory

	the proposed maritime usage or the maritime usage, as the case may be;		
(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 (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>	Satisfactory

6.2.1 Technical Capability Assessment (TCA)

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. This determination is for the purposes of TCA only and does not prejudice the planning process as it should be noted that the ultimate arbiter of whether a project is Schedule 10 or not is An Coimisiún Pleanála.

Assessment of Qualifications/Membership of Professional Bodies

The applicant has satisfactorily completed Appendix Tec A – Table (i). Iarnród Éireann employ chartered engineers and have provided evidence of chartership for staff assigned to this project. As a Commercial Agency under the aegis of the Department of Transport, Iarnród Éireann are not required to be a member of the Association of Consulting Engineers Ireland (ACEI) or to hold Professional Indemnity Insurance. Iarnród Éireann have provided a Project Management Process document setting out how their Capital Investments Division develops, manages, and monitors capital projects under their control. 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.

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 involvement in the delivery of three projects of a similar scale and nature to the project the subject of the MAC application. The Iarnród Éireann Accessibility Project brought stations into compliance with the Disability Act of 2005 and entailed delivering multiple projects through planning and statutory process, detailed design, tender and construction. Typical projects included the construction of new mobility impaired access structures (MIAS), building refurbishments, carparks, lighting, platform surfacing, and signage. To date of these schemes have been substantially completed. The reference projects provided are of a similar scale and nature 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 professional qualifications and previous project experience.

Assessment of Capability to Operate and Maintain Maritime Infrastructure

Iarnród Éireann is a Commercial Agency under the aegis of the Department of Transport that has completed numerous infrastructure projects since its inception in 1987. Iarnród Éireann's primary function is to operate and maintain the national railway infrastructure and services in Ireland, which includes Intercity, Commuter, and DART passenger services, as well as freight transport. This involves the daily operation of trains and the critical maintenance and renewal of the railway infrastructure, including tracks, signals, and stations.

Based on the information submitted in Appendix Tec B, Iarnród Éireann has demonstrated a good understanding of the likely maintenance and operational requirements of a project of this scale and nature and it is considered that the applicant has met the criteria required in relation to capability to operate and maintain the proposed infrastructure.

Assessment of Delivery Timelines

The applicant has satisfactorily completed Appendix Tec C and satisfied the requirements of key milestone delivery timelines. On the basis of the information provided, while the dates are outdated due to the applicant not including the MAC consenting timelines, 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.

Conclusion

Following an assessment of the documentation provided by the applicant, MARA considers that Iarnród Éireann has satisfied the criteria under the Technical Capability Assessment of the Fit and Proper Test. Accordingly, MARA considers that Iarnród Éireann have the requisite technical knowledge and qualifications 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.

In accordance with Section 75(5) of the Act, as for MAC applications made to MARA on the basis of Section 75(1) of the Act, the applicant is required to attach a Rehabilitation Schedule to their associated application for development permission.

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 Iarnród Éireann may be required to exclude access to parts of the MAC area on a temporary basis. For example, during construction, maintenance, decommissioning and rehabilitation phases for health and safety reasons. Such temporary/ short-term exclusions may be mandated by the planning authority or other authorities or legislation for specific purposes and durations. 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)

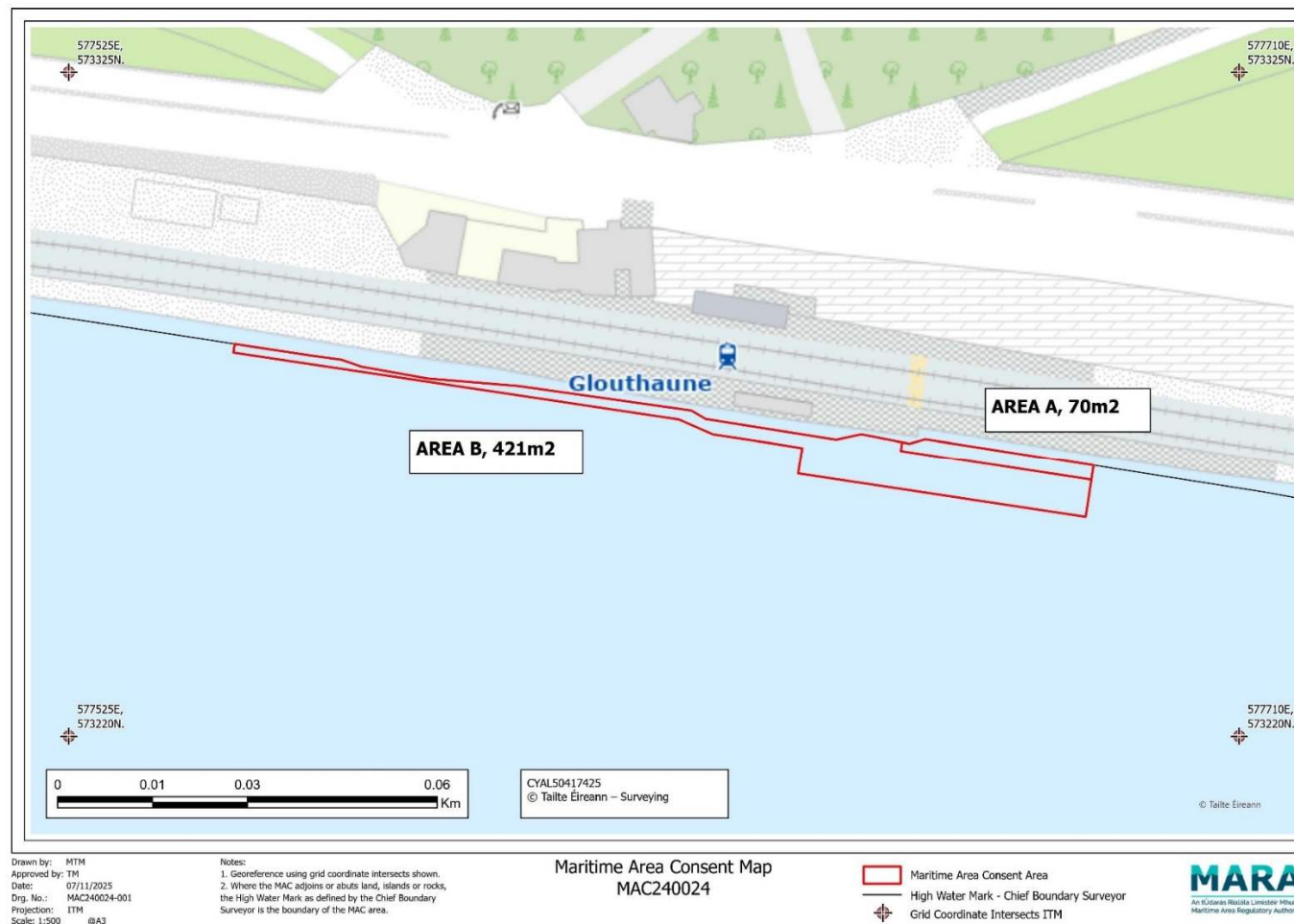


Figure 2 – Proposed MAC Map

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.

MAPA Levy Framework Part:	A: Nearshore
Category/Class:	Development (non-commercial)
Tier:	2
Applicable Rate:	Base Annual Charge of €208.46 plus an add on of 0.78 per sq.m for areas in excess of 100 sq.m
Length or Area:	491m ²
Calculation:	€208.46 + (€0.78 * (491.00 - 100.00))
Levy due:	€513.44

The MAC levy has been calculated **as €513.44** 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:	120 years
Consent Area:	That part of the maritime area marked red on the MAC Map.
MAC Map Title:	Maritime Area Consent Map MAC240024. Drg number: MAC240024-001 Date: 07/11/2025
Permitted Maritime Usage:	The construction of a Mobility Impaired Access Structure (MIAS) at Glounthaune Railway Station, Johnstown, County Cork. The proposed

	works include the construction, use, operation and maintenance of a Mobility Impaired Access Structure (MIAS), including all associated decommissioning, demolition, rehabilitation, and any other works required on foot of any development permission relating to the infrastructure
Nature of Usage:	May/May Not be Exclusive
Date by which application for Development Permission must be submitted (subject to Phasing Schedule where applicable):	18 months from date of grant of MAC.
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
Date by which Financial Close is to be achieved:	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 proposed MAC.

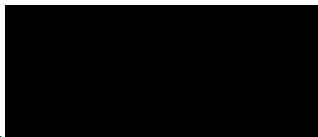
It is considered that the application for a MAC complies with all the requirements of Part 4 of the Act, with particular regard to Schedule 5 criteria. Accordingly, it is recommended that the proposed MAC is granted with conditions.

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.

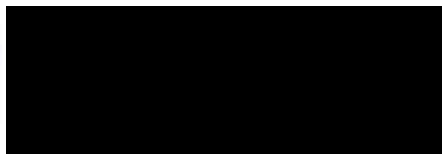
Signed:



Position:

Manager, MACU

Signed:



Position:

Marine Analyst