

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:	Wexford County Council
MAC Reference No:	MAC20240006
Location:	Courtown, Co. Wexford
Date Application received:	25 November 2025
Proposed Maritime Usage:	Wexford County Council has applied for a MAC for beach nourishment, coastal protection works, marina facilities including capital dredging, land reclamation and all associated infrastructure at Courtown, Co. Wexford.
Recommendation:	To approve the granting of the MAC sought with conditions attached.

Document Control			
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Contents

1. Overview	1
2. Background	1
3. Proposed Maritime Usage	1
4. Site Visit	4
5. Review of Legislation & Associated Consents	5
5.1 Applicable Provisions of the Maritime Area Planning Act, 2021 as amended (the Act)	5
5.2 Ownership	5
5.3 Existing Consents & Authorisations	6
5.4 Development Permission	6
6. Assessment	7
6.1 Schedule 5	7
6.2 Rehabilitation Schedule	13
6.3 Section 83 – Nature of Use	13
7. Proposed MAC Map (for Illustration purposes only)	14
8. Levy	15
9. Discussion	15
a. Terms	15
b. Conditions and Reasons for Conditions	16
10. Conclusion & Recommendation	17

1. Overview

On 25 November 2025 Wexford County Council (The Applicant) submitted a Maritime Area Consent (MAC) application to MARA under Section 79 of the Maritime Area Planning Act 2021, as amended (the Act) for beach nourishment, coastal protection works, marina facilities including capital dredging, land reclamation and all associated infrastructure at Courtown, Co. Wexford.

2. Background

The proposed project located in Courtown, Co. Wexford includes beach nourishment, coastal protection works and the development of marina facilities. The Applicant states that the proposal will be submitted for development consent to An Coimisiún Pleanála. The project incorporates elements both above (landward) and below (seaward) the High-Water Mark (HWM). The Applicant has provided an indicative layout of the proposed development which is reproduced in Figure 1 below.

The Applicant states that “the proposed development aims to restore the tourism asset of Courtown, Co. Wexford.” The Applicant sets out the main objectives of the proposed development as follows:

- “Restore and enhance the recreational value of the natural beach amenity which has significantly deteriorated over time due to the loss of sand material from the beach.
- Provide additional public amenity through the construction of marina facilities with a neighbouring area of reclamation.
- Provide climate resilience (erosion protection) by increasing the distance between the developed areas and the shoreline.”

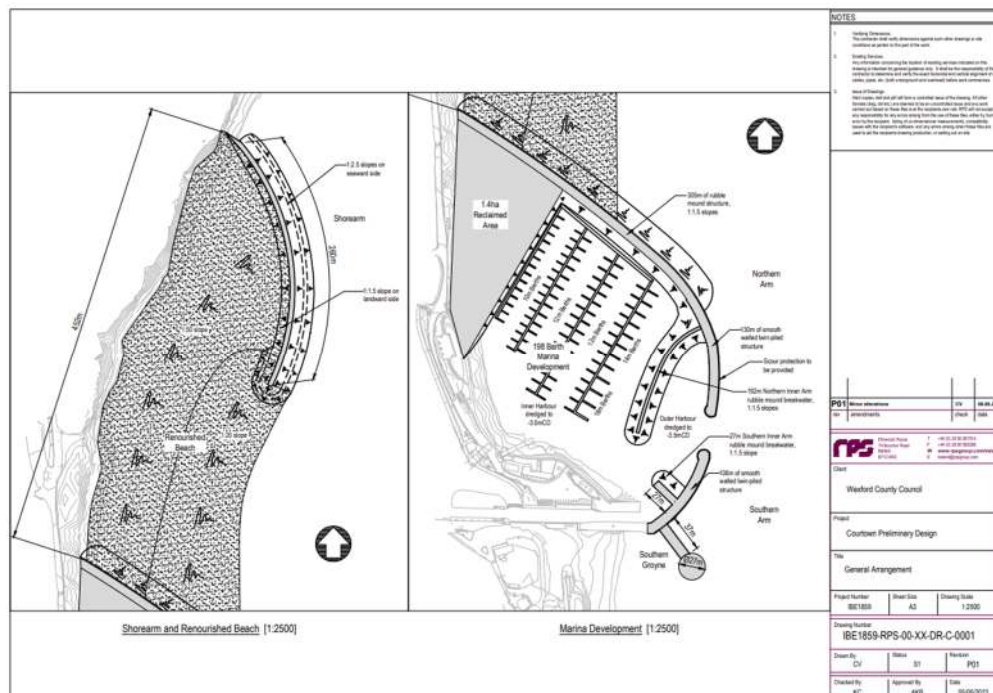


Figure 1: Indicative project layout

3. Proposed Maritime Usage

The proposed maritime area which is the subject of this application extends from the south of the existing entrance to Courtown Harbour, northwards for approximately 900 metres. The Applicant has applied for the following MAC areas, which are shown in Figure 2 below:

- MAC Area A: 9.9349ha
- MAC Area B: 2.7978ha
- TOTAL: 12.7327ha

The proposed works which are the subject of this application comprise the following, which the Applicant has stated will be delivered on a phased basis as follows:

“Phase 1 - Beach restoration and construction of a sediment retaining “shore arm”:

“To be commenced in year one. The restoration of the north beach over c. 500 m of coastline north of the existing harbour. The beach will be designed to be gently sloping with up to 70 m of the upper foreshore remaining dry under most tidal conditions producing 4.4 ha of useable beach area”.

“Prior to the construction of the beach profile itself, several coastal defences including a “shore arm” and temporary rock armour groyne are to be installed. The c. 260 m “shore arm” which will be constructed to limit longshore sediment transport and hence retain the renourished beach, will comprise a rubble mound structure with a crest width of 5.1 m, 1 in 2.5 side slopes on the seaward side and 1 in 1.5 slope on the beach side. The core of the structure will be comprised of secondary rock armouring (300 – 1,000 kg rock), whilst two layers of primary rock armour (3,000 – 6,000 kg rock) will form the revetment on the seaside, with a crest level of +3.55 m to chart datum (CD)”.

“A temporary rock armour groyne structure will be constructed to help retain the renourished beach material to the south. This structure will be c. 140 m in length and have a crest width of 3 m to limit overtopping and facilitate access for construction. The groyne shall be constructed with 1 in 1.5 side slopes on both the seaward and beach sides, as with the “shore arm”, the groyne will have a core comprised of secondary rock armour and two layers of primary rock armour on the seaside, with a crest level of +2.5 m CD. In total, the “shore arm” will have a footprint of 3,141 m². This groyne will form part of the northern marina arm which will be constructed in Phase 2”.

“Beach re-nourishment activities will involve the import of dredged material from a licenced aggregate extraction site (currently envisaged to be from Liverpool Bay) that will be pumped ashore to construct the beach. The dredge vessel will be supported by a multicat and survey vessel and appropriate dry plant. Based on the use of licensed winning area in the Liverpool Bay, it is anticipated to be able to deliver six loads of approximately 10,000m³ per week. As a result, the delivery of c. 225,800 m³ for beach renourishment will take approximately 4 weeks to complete”.

“Phase 2 – Construction of new marina”

“Phase 2 which commences in year 5 will include the construction of a new marina along with supporting structures. This involves the construction of:”

- *“Northern Marina Arm – This will be a c. 305 m long rubble mound breakwater extending from the shore, and in effect replace the temporary rock armour groyne structure from phase 1. The breakwater will transition into a c. 130 m smooth walled breakwater structure at the marina entrance. The primary function of the northern arm will be to form the basin for the marina whilst reducing wave exposure and subsequent overtopping”.*
- *“Northern Inner Arm – A c. 192 m rubble mound breakwater to attenuate wave action passing through the marina entrance and shelter the area within the marina”.*
- *“Southern Marina Arm – This will be a c. 106 m smooth walled breakwater structure at the entrance to the marina which will tie into the existing harbour entrance and aim to ensure sediment bypasses the marina entrance”.*
- *“Southern Inner Arm – The purpose of the Southern Inner Arm is to provide wave shelter to the existing harbour. The structure shall take the form of a c. 27 m long breakwater structure composed of rock armour”.*
- *“Southern Groyne – A c. 56 m long breakwater structure composed of rock armour designed to trap sediment and reduce accretion at marina entrance”.*
- *“Marina – The installation of the marina itself will involve creating c. 198 berths with appropriate anchoring systems. Floating pontoons will likely be transported to the site by road and then linked together and connected to anchor blocks by chains. It is expected to take a crew of 4 persons c. 8 weeks to complete the installation of all the marina elements, with an additional c. 3 weeks for mechanical and electrical services. To facilitate the marina construction the outer harbour will be dredged to at least a depth of c. 3.5 m CD, whilst the inner harbour will be dredged to a depth of -3 m CD. This dredged material will be used to fill a 1.2 ha area of reclamation used for public amenity. This area will be filled to a level of + 4.6 m CD to tie in with the shoreline.”*

The Applicant has provided an indicative project programme as follows:

- *“Appointment of main contractor: Q1 2027 (Dependent on ACP consent)”*
- *“Works start date: Q2 2027 (Dependent on ACP consent)”*
- *“Substantial completion dates:”*
 - Phase 1 construction period of 35 weeks
 - Phase 2 (Year 5, i.e., 2032) construction period of 60 weeks

The Applicant also proposes decadal (every ten years) beach renourishment. The proposed maritime usage comprises the construction, operation and maintenance of the proposed development including beach, coastal protection works, reclaimed land and marina area.

The Applicant cites the application of "BS 6349-1-1 Maritime Works: General – Code of practice for planning and design for operations (BSI, 2013) for “Common port infrastructure including breakwaters for ports of nationally-significant strategic or economic value. Infrastructure for regional flood defence

The proposed development will require significant construction activity resulting in potential disruption for members of the public and maritime users. The Applicant states that public access to the beaches will remain possible during both phases of the construction, however access to the existing harbour “*may be partially and temporarily obstructed during the Phase 2 works.*” The Applicant provides an undertaking to facilitate access for harbour users at peak periods and to develop and implement a stakeholder engagement plan.



Figure 2: Applicant map of proposed layout of MAC area at Courtown, Co. Wexford

4. Site Visit

Marine Analyst, Robert Roche inspected the site on 22nd April 2026. The proposed works are located at Courtown, Co. Wexford.

The location and shoreline are accessible from the public road and parking areas, and there are multiple pedestrian access points to the shoreline. There is evidence of erosion at this location, and there is existing rock armour in place along much of the shoreline. It is noted that there has been coastal erosion landward beyond the HWM as mapped by the Chief Boundary Surveyor¹.

The existing slipway adjacent to the Royal National Lifeboat Institution (RNLI) building is in use by the RNLI for launching rescue craft. It is noted that this slipway will be located in the marina area of the proposed development. There is one set of beach/sea access stairs, and one boardwalk (currently closed) which will be impacted by the proposed project. The proposed MAC area bounds a private house on the existing harbour pier towards the south end of the proposed MAC area, however all other areas adjacent to the proposed MAC area appear to be public.

No existing infrastructure or occupation, which would materially conflict with the proposed maritime usage, was noted during the site inspection.

Photographs 1 to 8 detail the character of the site in the vicinity of the proposed works.



Photograph 1: Access to the slipway adjacent to RNLI building [RR; 23 Apr 2026]



Photograph 2: Slipway adjacent to RNLI building [RR; 23 Apr 2026]



Photograph 3: View of MAC area looking north [RR; 23 Apr 2026]



Photograph 4: View of MAC area looking south [RR; 23 Apr 2026]

¹ [Tailte Eireann - High Water Mark - Ungeneralised 2026 version](#)



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 Ownership

A search was undertaken of the Land Registry on 16 December 2025 and 19 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 in the proposed MAC Map.

No conflicts of interest affecting the proposed MAC area were identified.

5.3 Existing Consents & Authorisations

A search of the MARA's GIS database was undertaken on 16 December 2025 and 19 February 2026 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 or Maritime Usage Licence (MUL) or applications for the same. The application overlaps a number of foreshore records as detailed in Table 1 below.

Table 1: Summary of Overlapping foreshore authorisations				
File Reference Number	Applicant/ Holder	Consent Type	Maritime Usage	Status
FS007048	Energia Renewables ROI Ltd	Investigative Licence	Site Investigation	Active Expiry 04 July 2026

Foreshore consent FS007048 is a foreshore licence held by Energia Renewables ROI Ltd for site investigation surveys in relation to a potential wind farm and ancillary infrastructure in the Irish Sea. As foreshore licences are issued on a non-exclusive basis and due to the nature of the licenced investigative works, co-existence with the proposed maritime usage the subject of this application is considered possible, therefore no conflict is considered to exist.

The Marine Institute's Ireland's Marine Atlas database² was searched on 16 December 2025 and 19 February 2026 for spatial overlap between the proposed MAC areas and any Department of Agriculture, Food and Marine (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 Development Permission

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 issuance of a MAC.

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.

² <https://atlas.marine.ie/>

6. Assessment

6.1 Schedule 5

The MAC application was submitted on 05 November 2025 with the appropriate fee paid on 25 November 2025 and reviewed for completeness on 27 November 2025. An incomplete application notification was issued on 27 November 2025; with supplementary documentation/information received on 05 December 2025. The application was deemed complete by MARA on 10 December 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.	Details of the proposed maritime usage, including the nature scope and duration, are described in Section 3 & 4 above. The Applicant has requested a MAC term of 50 years. Given that the Applicant has provided evidence that the proposed infrastructure will be designed with a design life of 100 years, the requested MAC term is acceptable. MARA consider that the structure will require maintenance and repair during the MAC term to enable the full design life to be achieved, and this should enable the proposed development to exceed the requested MAC term. Accordingly, a MAC term of 50 years (allowing for planning, construction and rehabilitation/decommissioning phases) is recommended. The proposed maritime usage is considered satisfactory, having regard to the nature, scope and duration.	Satisfactory
2.	Whether the proposed maritime usage is in the public interest.	The Applicant has stated that <i>"The Proposed Development is consistent with the overall objectives of international, European, national, regional, and local planning policy and guidance. The Proposed Development represents a key opportunity for improving population health outcomes for the people of Courtown, regionally and those visiting the area. This aligns with the Healthy Ireland policy position to improve people's health and wellbeing (Irish Department of Health, 2013). It also aligns with the National Planning Framework (NPF) section 6.2 on healthy communities and section 9.4 on creating a clean environment for a healthy society (Government of Ireland, 2023)."</i> The Applicant states that <i>"The objectives of the Proposed Development are to:</i> <i>• Restore and enhance the recreational value of the natural beach amenity which has significantly deteriorated over time due to the loss of sand material from the beach.</i>	Satisfactory

		• Provide additional public amenity through the construction of marina facilities with a neighbouring area of reclamation. • Provide climate resilience (erosion protection) by increasing the distance between the developed areas and the shoreline and by reducing the incident wave climate (breakwaters). <i>Due to extensive historical modifications to the shoreline at Courtown including the construction of the existing harbour in the mid-1800s and subsequent installation of stretches of rock armouring, the north beach has effectively disappeared. The Proposed Development would reinstate and protect this amenity and contribute to local recreational gains and benefits through increased tourism. Likewise, the construction of a new marina would support Courtown as a tourist hub and an attractive spot for maritime users."</i> It is considered that access restrictions are likely to occur during the construction phase of the proposed works which may affect the public use of the existing beach and area in the immediate vicinity of the proposed works. It is considered appropriate that the Applicant provides sufficient advance notification of any planned temporary restrictions or closures. It is recommended that a condition is included in any MAC that may issue requiring the Holder to undertake public engagement in advance of undertaking the permitted maritime usage. Refer to Section 9 for further details. 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. Based on the searches and site visit undertaken, nothing was identified that would preclude the granting of a MAC in the proposed area. The total area has proposed to be occupied by the MAC is 12.7327Ha, comprising MAC Area A (9.9349ha) and MAC Area B (2.7978ha) as illustrated in Figure 2. The proposed scheme comprises two distinct categories of proposed maritime usage. Separate levy rates will apply to these areas should a MAC be granted. The applicable levy category/class for the proposed marina area, breakwaters, groynes, and reclaimed land will be Development (non-commercial), whereas the applicable levy category/class for the proposed renourished beach area would be Undeveloped Amenity Land. Accordingly, it is recommended to grant two MAC areas comprising a total of 12.7327ha as follows: - - MAC Area A (9.2427ha) relating to the Development (non-commercial) category/class which includes the proposed marina area, breakwaters, groynes, and reclaimed land. - MAC Area B (3.4900ha) relating to the Undeveloped Amenity Land category/class which includes the renourished beach area.	Satisfactory

		The proposed MAC areas to be granted are detailed in Figure 3 (Proposed MAC Map) in Section 7. The proposed maritime usage is considered satisfactory, having regard to the location 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 S.I. No. 467/2025 - Maritime Area Planning Act 2021 (Fit and Proper Person) Order 2025 Wexford County 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	Satisfactory
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 tourism, sport and recreation, 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: - Social Benefits Policy 1 - <i>Proposals that enhance or promote social benefits should be supported.</i> Social Benefits Policy 2 - <i>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.</i> Co-existence Policy 1 - <i>Proposals should demonstrate that they have considered how to optimise the use of space, including through consideration of opportunities for co-existence and co-operation with other activities, enhancing other activities where appropriate.</i> Infrastructure Policy 1 - <i>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> Access Policy 2 - <i>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> Tourism Policy 1 - <i>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.</i>	Satisfactory

		Sport and Recreation Policy 1 - Proposals that promote sustainable development of water-based sports and marine recreation, while enhancing community health, wellbeing and quality of life, should be supported, provided that due consideration is given to environmental carrying capacities and tourism pressures. 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 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. Based on the above, MARA is satisfied that the proposed works align with the above overall objectives and policy objectives of the NMPF.	
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 states that the following preparatory works have been completed: “ i. Topographical & bathymetric surveys. ii. Traffic count surveys. iii. Geo-technical surveys. iv. Terrestrial Ground Investigation works. v. Various baseline environmental surveys have been undertaken to inform relevant chapters of the EIAR including the Marine Biodiversity and Terrestrial Biodiversity chapters. vi. Intertidal archaeological survey.” The Applicant states that “an EIAR is currently being prepared for the Proposed Development. The findings of all surveys have been taken into account when compiling the EIAR and preliminary design.” 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 stated that “An Bord Pleanála distributed the EIA Scoping Report to a variety of statutory consultees for a Scoping Opinion, including: • The Department of Agriculture, Food and the Marine. • The Department of Environment, Climate and Communications. • Environmental Protection Agency. • Department of Tourism, Culture, Arts, Gaeltacht, Sports and Media. • Eastern and Midland Regional Assembly.	Satisfactory

		• <i>An Tiasce.</i> • <i>Fáilte Ireland.</i> • <i>The Heritage Council.</i> • <i>An Chomhairle Ealaíon.</i> • <i>The Department of Housing, Local Government and Heritage.</i> • <i>Fáilte Ireland.</i> • <i>The Heritage Council.</i> • <i>An Chomhairle Ealaíon.</i> • <i>Geological Survey Ireland</i> The Applicant also stated that “A public consultation event was held as part of the initial Feasibility study which took place on Tuesday 12th of November 2019 at the Taravie Hotel in Courtown wherein the outlined works and key findings of the preferred scheme were displayed for public viewing, with all relevant information put on display in the Taravie hotel and Gorey-Kilmuckridge Municipal Offices until the 11th of December 2019. In addition, feedback questionnaires were made available. In total nine written responses were received. Responses showed a high level of support for the project for both the re-nourished beach area and the marina complex, noting it was required to rejuvenate the tourism asset in Courtown. A more recent consultation event was held at the same hotel on the 30th January 2025 during which an estimated 300 people attended. Feedback and written responses were overwhelmingly positive with consultees noting various potential benefits including economic growth, improved infrastructure, enhanced community benefits and improved tourism and recreational benefits for the area. 73% and 81% respondents’ felt that the extent and scale of Phase 1 and 2 of the development was “just right”. 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	Satisfactory
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.

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.

6.3 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 specified in their application that they require mixed use (exclusive and non-exclusive) for the proposed maritime usage. Having regard to the nature and lifecycle of the proposed maritime usage the subject of this application, it is reasonably foreseeable that Wexford County Council may be required to exclude access to parts of the MAC area on a temporary basis. For example, during construction, beach nourishment, 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)



Drawn by: MTM
 Approved by: RR
 Date: 13/05/2026
 Drg. No.: MAC20240006-001
 Projection: ITM
 Scale: 1:3,000 @A3

Notes:
 1. Georeference using grid coordinate intersects shown.
 2. Where the MAC adjoins or abuts land, islands or rocks, the High Water Mark as defined by the Chief Boundary Surveyor is the boundary of the MAC area.

Maritime Area Consent Map
 MAC20240006

Maritime Area Consent Area
 High Water Mark - Chief Boundary Surveyor
 Grid Coordinate Intersects ITM

MARA
 An tUdarás Rialála Limistéir Mhuirí
 Maritime Area Regulatory Authority

Figure 3: 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	
Map Area	Area A	Area B
Category/Class:	Development (non-commercial)	Undeveloped Amenity Land
Tier:	4	4
Applicable Rate:	Base Annual Charge of €214.09 plus an add on of 0.2007 per sq.m for areas in excess of 100 sq.m	Base Annual Charge of €214.09 plus an add on of 0.1003 per sq.m for areas in excess of 100 sq.m
Area:	9.2427ha	3.4900ha
Calculation:	$\text{€}214.09 + (\text{€}0.2007 * (92,427.00 - 100.00))$	$\text{€}214.09 + (\text{€}0.1003 * (34,900.00 - 100.00))$
Levy due:	€18,744.12	€3,704.53
Total Levy Due:	€22,448.65	

The MAC levy has been calculated as €22,448.65 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:	50 Years
Consent Area:	That part of the maritime area marked red on the MAC Map.
MAC Map Title:	Maritime Area Consent Map MAC20240006 Drawing No: MAC20240006-001 Date: 13/05/2026

Permitted Maritime Usage:	Beach nourishment and the construction, use, operation and maintenance of coastal protection works and marina facilities, including capital dredging, land reclamation and all associated infrastructure, 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:	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:	N/A

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.

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

23. Public Engagement Plan

23.1 In the event of a grant of planning permission, the Holder shall 6 weeks prior to the commencement of the development, submit to the Grantor, a public and stakeholder engagement plan. This engagement plan shall ensure it complies with all the relevant

planning particulars, and any relevant Best Practice Guidance if available, and shall at a minimum address the following topics;

- Stakeholder Identification;*
- Engagement principles;*
- Scope of engagement;*
- Engagement methods and tools;*
- Engagement Schedule;*
- Communication Plan;*
- Monitoring and evaluation and adaption of engagement plan;*
- Issue management, and;*
- Documentation and record keeping.*

The engagement plan shall be published, maintained, updated and adhered to, ensuring there is public and stakeholder engagement at the earliest stage possible, and continuing during all phases of the proposed maritime usage for the duration of the MAC term.

Reason: *To enable the Grantor to request the Holder to communicate information that the Grantor deems relevant to the public.*

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: Robert Roche Position: Marine Analyst, MAC Directorate

Signed: Paul Brennan Position: Manager, MAC Directorate