

<b>MAC Report</b>	
<b>Application for a Maritime Area Consent (MAC) under Section 79 of Maritime Area Planning Act 2021, as amended (the Act)</b>	
<b>Application Details</b>	
<b>MAC Applicant:</b>	Dún Laoghaire Rathdown County Council
<b>MAC Reference No:</b>	MAC250050 & MAC260013
<b>Location:</b>	Dun Laoghaire Harbour, Co. Dublin
<b>Date Application received:</b>	09 January 2026
<b>Proposed Maritime Usage:</b>	Dún Laoghaire Rathdown County Council have applied for a MAC for the development of a National Watersports Campus within Dún Laoghaire Harbour. The proposed maritime usage is the construction, installation, use, operation and maintenance of slipways, a pontoon and the creation of areas of reclaimed land, including all associated decommissioning, demolition, rehabilitation and any other works required on foot of any development permission relating to the infrastructure, where required.
<b>Recommendation:</b>	To approve the part granting of the MAC sought, and the granting of two MACs with conditions attached.

<b>Document Control</b>			
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<b>Final Report Version 1:</b>	Cian Scattergood	MAC Manager	27/03/2026

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## **1. Overview**

On 09 January 2026, MARA received a Maritime Area Consent (MAC) application under Section 79 of the Maritime Area Planning Act 2021, as amended (the Act) from Dún Laoghaire Rathdown County Council for the development of a National Watersports Campus within Dún Laoghaire Harbour. The proposed maritime usage is the construction, installation, use, operation and maintenance of slipways, a pontoon and the creation of areas of reclaimed land, including all associated decommissioning, demolition, rehabilitation and any other works required on foot of any development permission relating to the infrastructure.

## **2. Background**

Dún Laoghaire County Council are developing a National Watersports Campus within Dún Laoghaire Harbour. The purpose of the campus is to promote watersports activities and to make the Harbour more accessible to everyone therefore increasing the number of people that participate in watersports activities. The MAC application is to facilitate the installation of slipways, a pontoon and the creation of areas of reclaimed land within designated zones to support community watersports activities and events.

### **3. Proposed Maritime Usage**

The proposed development comprises the construction of three new slipways, one floating pontoon, and associated areas of land reclamation within the defined Maritime Area Consent (MAC) boundary. These elements will facilitate recreational and high-level watersports activities, improving safety of access and egress for users.

During the construction phase, temporary activities to facilitate construction of the slipways, pontoon and reclamation works will be undertaken within the proposed MAC areas.

The final construction methodology for the slipways will be informed by detailed site investigations, to be undertaken under a separate Marine Use Licence (MUL). Depending on ground conditions, slipways may be constructed using piled foundations, in-situ concrete slabs, or suspended slab systems. Where piling is required, installation will be undertaken from jack-up barges or similar marine plant. Temporary sheet-pile cofferdams may be installed to create a dry and controlled working environment for construction activities. For the land reclamation areas, temporary perimeter containment structures (e.g. sheet piles or equivalent retaining systems) will be established. Unsuitable material will be excavated to a competent bearing stratum, followed by the placement and compaction of engineered fill to form the reclamation platform. Permanent coastal protection measures, such as rock armour revetments, will then be installed to ensure long-term stability and resilience.

Access to works areas within the MAC areas will be strictly controlled and restricted for the duration of the construction phase to ensure navigational safety and to protect public users.

Upon completion, the proposed infrastructure will support the ongoing recreational use of the maritime area, including:

- Launching and recovery of small craft
- Watersports activities (e.g. kayaking, sailing, paddle sports)
- General coastal recreation

The applicant has stated that the proposed slipways, reclamation platform and pontoon have been assigned design lives that reflect their materials, exposure conditions and maintenance regimes in a coastal marine environment. Reinforced-concrete and engineered-fill elements are set at 50 years, while the floating steel/aluminium pontoon system is set at 25 years, with inspection and planned maintenance. These targets align with accepted industry practice and relevant standards for durability and service-life planning.

Civil engineering works (slipways and reclamation platform) with a proposed 50-year design life will be constructed in accordance with the relevant durability and structural design Eurocodes (EN 1990 basis of design; EN 1992 for reinforced concrete) with EN 206 for concrete specification and exposure classes (e.g., XS for chloride-bearing marine exposure). Service-life planning will follow ISO 15686 principles. Reclamation layers will be constructed from selected compacted fill material to specification with filters/separators and revetment protection to resist erosion and prevent fines loss. Reclamation areas will be designed to the same 50-year performance horizon consistent with guidance for harbour and coastal assets (e.g., the BS 6349 for maritime structures).

The proposed floating pontoon system comprising steel/aluminium modules and proprietary components (fenders, connectors, decking) will be fabricated and constructed in accordance with industry practice to provide a 25-year service-life, with manufacturers typically warranting major modules. Steel items will be protected as per ISO 12944 (C5-M marine) coating systems and sacrificial anodes or impressed-current cathodic protection. Sacrificial thickness and replaceable wear parts are accounted for in the life estimate. Pontoon systems are designed for periodic haul-out or in-situ refurbishment; consumables (anodes, bearings, fenders, decking) are replaced on planned cycles to sustain performance over the 25-year period.

The MAC areas sought by the applicant are illustrated in Figure 1 below.

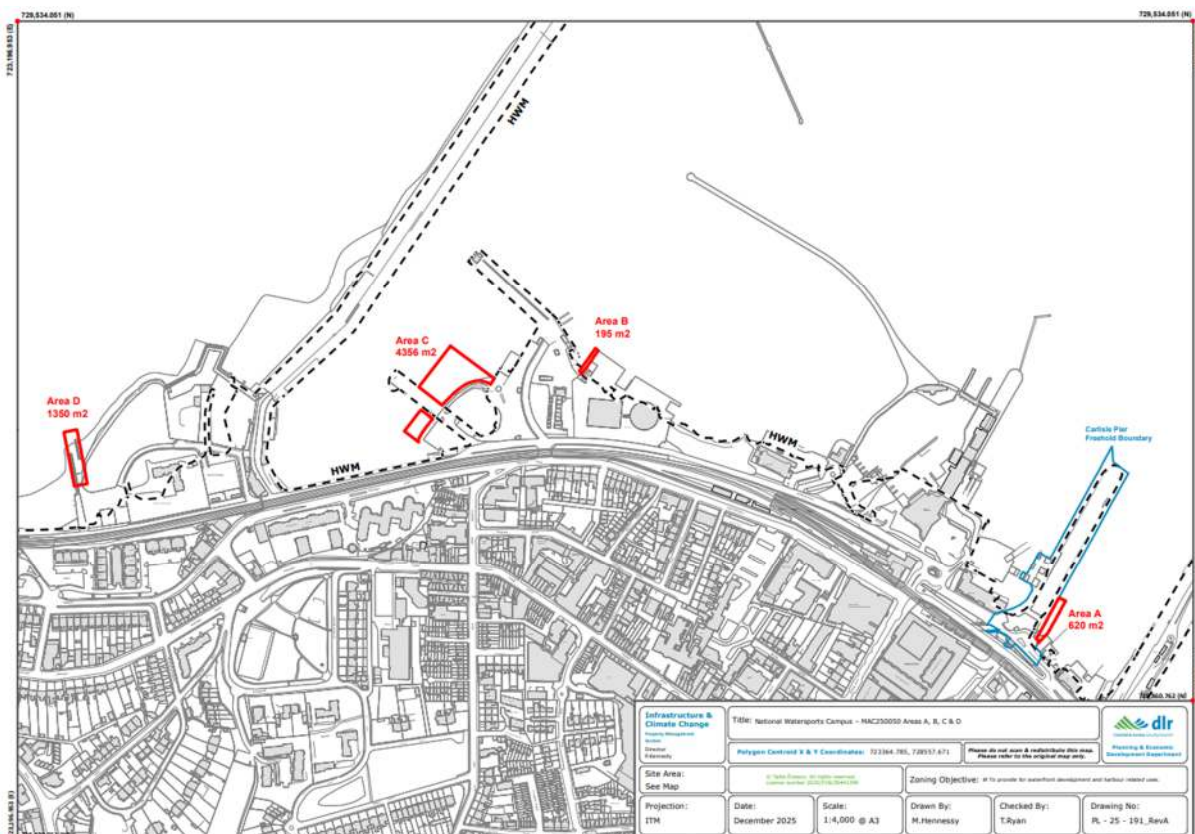


Figure 1 – Applicant map of proposed layout of MAC area at Dún Laoghaire Harbour.

The areas applied for relate to the following elements of the proposed infrastructure: -

- Area A – Carlisle Pier Event Slipway – 50-year Design Life

- Area B – High Performance Pontoon – 25-year Design Life
- Area C – Coal Harbour Public Slipway and Watersports Building (reclamation areas) – 50-year Design Life
- Area D – Windsports Slipway – 50-year Design Life

#### 4. Site Visit

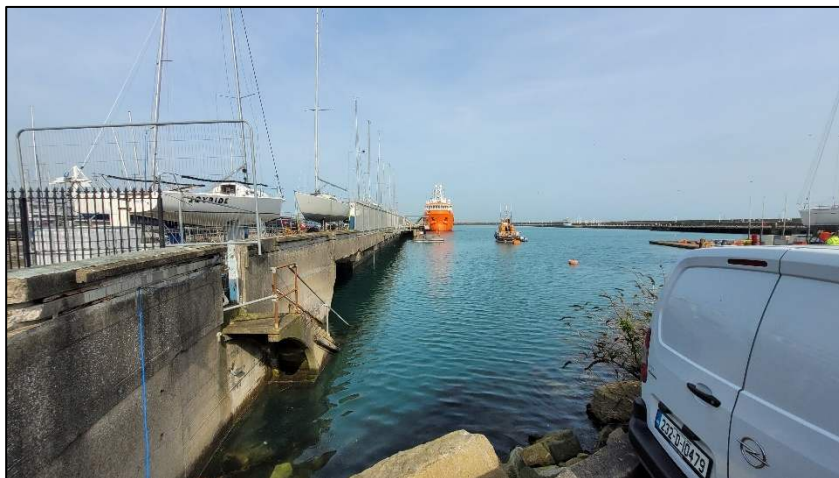
Senior Marine Advisor, Philip Newell visited the site on behalf of MARA on 20 March 2026. Dún Laoghaire harbour is open to the public and the proposed MAC areas were accessible via the existing Carlisle Pier, Traders Wharf, Coal Harbour and Public Park at East Beach

During the site visit operational berths and mooring infrastructure were noted to be present in the proposed MAC location. The Applicant holds a foreshore lease (FS006713) to provide and maintain moorings within Dun Laoghaire Harbour, refer to Section 5.2 for further details. It is considered that any relocation of berths and/or moorings that may be required to facilitate the proposed works will be managed by Dún Laoghaire Rathdown County Council.

An existing pontoon system was noted during the site visit at proposed MAC Area C on the southeastern face of the Coal Harbour Pier. According to MARA records the existing pontoon was not installed under a maritime authorisation or foreshore authorisation (under Sections 2 & 3 of the Foreshore Act of 1933, as amended), MAC or Maritime Usage Licence (MUL) - see Photograph 4. The existing pontoon should not impact the processing of this application and is unlikely to be affected by the proposed works. MARA's Compliance, Enforcement and Revenue (CER) unit have been made aware of the potentially unauthorised pontoon observed during the site visit.

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

Photographs 1 to 5 detail the character and nature of the proposed MAC areas.



Photograph 1 – Eastern face of Carlisle Pier looking north in the vicinity of proposed event slipway at Area A. [PN 20/03/2026]



Photograph 2 – Looking southeast towards the proposed location of the high-performance sailing pontoon at Area B [PN 20/03/2026].



Photograph 3 – Looking west towards the proposed location of new watersports slipway northeast of Coal Harbour Pier at Area C [PN 20/03/2026].



Photograph 4 – Looking southeast towards the proposed location of new watersports slipway with existing pontoon southwest of Coal Harbour Pier at Area C [PN 20/03/2026]



Photograph 5 – Looking northwest towards the proposed location of new windsports slipway adjacent to East Beach at Area D [PN 20/03/2026]

## **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, 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 19 March 2026 for spatial overlap between the proposed MAC areas and existing foreshore authorisations and MARA licences and consents.

The proposed MAC areas overlap 2 determined MACs, 1 MAC application and 1 determined Maritime Usage Licence (MUL). The application areas also overlap with a number of foreshore authorisations as detailed in *Table 1*.

<b>Table 1: Summary of Overlapping maritime authorisations and foreshore authorisations</b>				
<b>File Reference Number</b>	<b>Applicant/ Holder</b>	<b>Consent Type</b>	<b>Maritime Usage</b>	<b>Status</b>
MAC20230015	Dun Laoghaire Rathdown County Council	Maritime Area Consent	Inflatable waterpark	Determined
MAC20230009	Iarnród Éireann (IÉ)	Maritime Area Consent	Coastal protection works	Expires 06/03/2076
MAC250056	Dun Laoghaire Rathdown County Council	Maritime Area Consent	Regularisation of two existing areas of reclaimed foreshore, currently used as car park	Minded to
MUL240023	Iarnród Éireann (IÉ)	Maritime Usage Licence	Marine environmental surveys for the purpose of site investigation	Expires 22/10/2031
FS004500	Dun Laoghaire Rathdown County Council	Licence	Laying a sewage pumping main	Expires 31/12/2087
FS004503	Dun Laoghaire Rathdown County Council	Licence	Laying a surface water pipe on foreshore	Expires 02/04/2068
FS006713	Dun Laoghaire Rathdown County Council	Lease	The provision and maintenance of existing moorings within Dun Laoghaire Harbour.	Expires 12/02/2059
FS007546	Codling Wind Park Ltd (CWPL)	Investigative Licence	Site investigation application for a wind farm	Expires 25/04/2028
FS004488	Dun Laoghaire Harbour Company	Section 3(3)	Site investigations	
FS004487	Blackrock and Kingstown Drainage Board	Sale	Deed of Conveyance	
FS004492	Dun Laoghaire Rathdown County Council	Sale	Baths	
FS004499	Dun Laoghaire Rathdown County Council	Sale	Conveyance of Foreshore at Dun Laoghaire to the Corporation of Dun Laoghaire	31/12/2087

**Maritime Area Consent MAC20230015**, held by the applicant, is for the installation, use, operation and maintenance of a floating water park. The applicant is aware of this overlap with proposed MAC Area C and has stated *“MAC20230015 is a short-term, removable installation and, based on current*

*programming, will be decommissioned before construction of the new slipway begins (indicatively 4–5 years). At that point, the MAC holder for MAC20230015 will submit a Material Amendment to remove Plot 1 from their MAC. The waterpark is an interim recreational use; the slipway and reclamation works are permanent maritime infrastructure. The two activities are not intended to operate concurrently within the overlap area.”* Co-existence with the proposed maritime usage the subject of this application is therefore considered possible.

**Maritime Area Consent MAC250056** is an application by Dún Laoghaire Rathdown County Council (the applicant) for the regularisation of two existing areas of reclaimed foreshore at the root of the Coal Harbour Pier which is currently used as harbour car parking. The proposed regularisation can co-exist with, and is complementary to, the proposed maritime usage the subject of this application. No conflict therefore exists.

**Maritime Area Consent MAC20230009** held by Iarnród Éireann (IÉ) is for the construction, use, operation and maintenance of coastal protection works associated with the East Coast Railway Infrastructure Protection Project between Merrion Gates and Seapoint Beach, Co Dublin. The proposed temporary works area associated with MAC20230009 overlaps with proposed MAC Area D. MAC20230009 was granted on a may or may not be exclusive basis and co-existence with the proposed maritime usage the subject of this application is considered possible. It is recommended that a condition is included in any MAC which may issue requiring the holder to consult with the holder of MAC20230009 in advance of undertaking the permitted maritime usage.

**Maritime Usage Licence MUL240023** held by Iarnród Éireann (IÉ) is for marine environmental surveys associated with the East Coast Railway Infrastructure Protection Project consented under MAC20230009 discussed above. As Maritime Usage Licences are issued on a non-exclusive basis, co-existence with the proposed maritime usage the subject of this application is considered possible, therefore no conflict is considered to exist.

**FS004500, FS004503 and FS004488** are foreshore licences held by the applicant for the laying a sewage pumping main, the laying of a surface water pipe and site investigation works. Considering the nature of the proposed maritime usage, and the fact that foreshore licences are issued on a non-exclusive basis, co-existence is considered possible. The applicant is the named holder of these foreshore licences however it is likely that functions in relation to the operation and maintenance of the wastewater infrastructure consented under FS004500 has transferred Uisce Éireann. It is recommended that a condition is included in any MAC which may issue requiring the holder to consult with Uisce Éireann in advance of undertaking the permitted maritime usage.

**FS006713** is a foreshore lease held by the applicant for the provision and maintenance of existing moorings within Dun Laoghaire Harbour. As Dún Laoghaire Rathdown County Council is the Applicant for the subject MAC application and the Holder of overlapping foreshore lease FS006713 referred to in Table 1, it is considered that the spatial overlap does not prevent the granting of a MAC.

**FS007546** is a foreshore licence for site investigations associated with the proposed Codling Offshore Wind Farm. Given that foreshore licences are granted on a non-exclusive basis, it is considered that the spatial overlap with foreshore licence FS007546 does not prevent the granting of a MAC.

Foreshore records **FS004487**, **FS004492** and **FS004499** relate to sales of foreshore and as such are considered in Section 5.4 Ownership of this report.

The Marine Institute’s Ireland’s Marine Atlas database<sup>1</sup> was searched on **19 March 2026** for spatial overlap between the proposed MAC areas and any Department of Agriculture, Food and the Marine (DAFM) foreshore authorisations for aquaculture sites.

No existing MACs, Maritime Usage Licences, foreshore authorisations, including those for aquaculture, or applications for the same were identified as overlapping the proposed MAC application areas which would impede MARA in granting a MAC for the proposed Maritime Usage.

### 5.3 Development Permission

Dún Laoghaire Rathdown County Council has stated that the proposed works require development permission. 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 24 months of grant 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.

### 5.4 Ownership

A search was undertaken of the Land Registry and MARA’s GIS database on 19 March 2026 for any document granting or affecting rights to land in order to ensure that there are no conflicts of interest with the MAC areas being applied for as outlined on the applicant’s proposed MAC Map (Figure 1).

A lease held by Dún Laoghaire Rathdown County Council, which has been registered on the land registry database, was identified as overlapping proposed MAC Area D. Two foreshore records were identified on MARA’s database which relate to Deeds of Conveyance of foreshore which also overlap with proposed MAC Area D

Details in relation to the overlapping folios and Deeds of Conveyance are provided in Table 1 below.

Table 1: Summary of Overlapping privately owned maritime					
File Number	Reference	Holder	Date	Comment	
DN173364L		Dun Laoghaire Rathdown County Council	99-year lease from 28/11/2016	Registered Interest	Leasehold

<sup>1</sup> <https://atlas.marine.ie/>

FS004487	Blackrock and Kingstown Drainage Board	04/07/1904	Deed of Conveyance
FS004499	Dun Laoghaire Rathdown County Council	09/09/1959	Conveyance of Foreshore at Dun Laoghaire to the Corporation of Dun Laoghaire

**DN173364L** is the registration of a lease hold interest held by the applicant. The leasehold interest was created by a lease dated 28 November 2016 from the Minister for Public Expenditure and Reform and the Minister for Housing, Planning, Community and Local Government to Dun Laoghaire Rathdown County Council for the term of 99 years. The purpose of the lease is not specified on the land registry database, and no record of this lease appears to exist on MARA's database of foreshore records. The registration of a lease hold interest is not demonstration of title and should not be construed as private ownership of the maritime area. As the lease is in favour of the applicant, it should not impede MARA in the granting of a MAC which partially overlaps this area. Figure 2 below details the extent of the overlap of proposed MAC Area D with lease area DN173364L.



Figure 2 – Overlap between proposed MAC Area D and lease area DN173364L (shown hatched green)

Foreshore records FS004487 and FS004499 relate to the same area of foreshore. FS004487 is a Deed of Conveyance held by the Blackrock and Kingstown Drainage Board which pre-dates the formation of the Irish State (04/07/1904). FS004499, dated 09/09/1959, is a conveyance of the same area of foreshore into the ownership of the Corporation of Dun Laoghaire (now subsumed into Dun Laoghaire Rathdown County Council) which supersedes FS004487. It is considered that the maritime area covered by FS004499 should be treated as privately owned. In accordance with Section 99(3)(b) of the Act, Part 4 of the MAP 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 Area D which is in state ownership. The area of private foreshore deemed to be in the ownership of Dun Laoghaire Rathdown

County Council under FS004499 and the amended MAC Area D to be part granted is detailed in Figure 3 below.

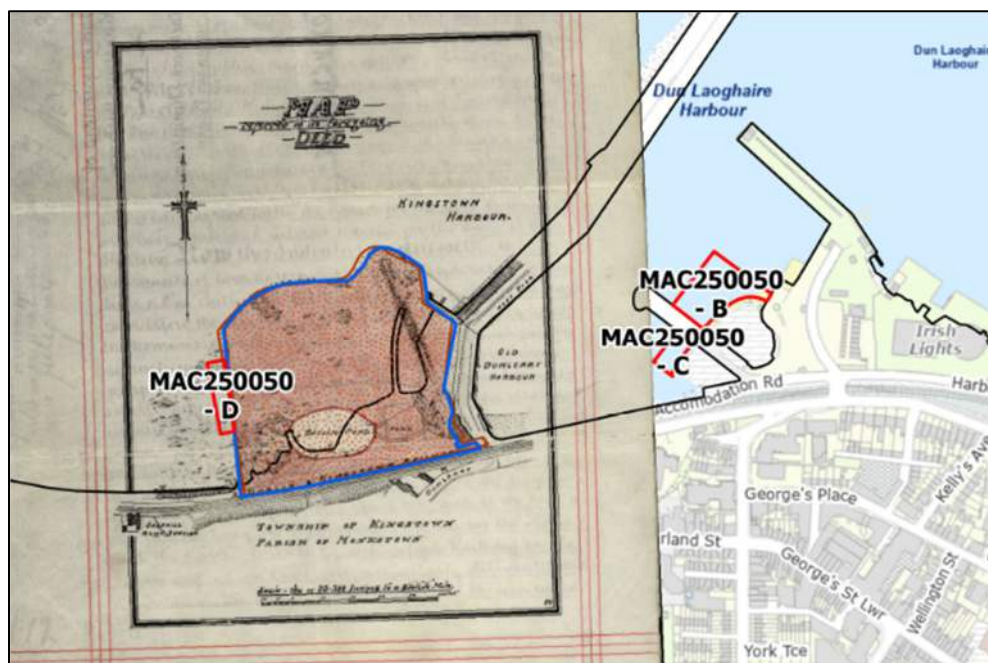


Figure 3 – Maritime area in the ownership of Dun Laoghaire Rathdown County Council and the amended MAC Area D to be part granted.

## 6. Assessment

### 6.1 Schedule 5

The MAC application was submitted on 16 December 2025 with the appropriate fee paid on 09 January 2026 and reviewed for completeness on 12 January 2026. The application was deemed complete by MARA on 12 January 2026.

A request for additional information was issued on 19 March 2026 under Section 79(3) of the Act and associated responses received relating to matters for general and technical assessment on 20 March 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 2: Synopsis of the assessment of the application with regard to the requirements of Schedule 5**

<b>Schedule 5 Requirements</b>		<b>Synopsis</b>	<b>Assessment</b>
1.	The nature, scope and duration of the occupation of the maritime area concerned for the purposes of the proposed maritime usage.	<p>Details of the proposed maritime usage, including the nature scope and duration are described in Sections 3 &amp; 4 above.</p> <p>While the Applicant has stated that the proposed slipways, associated reclamation works and the high-performance pontoon will be permanent structures, the design life indicated for the infrastructure varies significantly between the proposed pontoon installation and the proposed slipways and reclamation works. Accordingly, it is recommended that the MAC term is based on design life plus timeframes required for obtaining development permission, decommissioning and rehabilitation. This results in a significantly different MAC term for the pontoon relative to the other proposed infrastructural works. It is therefore recommended that the pontoon and the slipway and reclamation areas are consented under separate MACs.</p> <p>The slipways and reclamation areas are considered to have a design life of 50 years, in line with best practice for reinforced concrete (Eurocode standards) and engineered fill in marine conditions. It is recommended that Areas A, C and D (as denoted on the applicant's MAC Map in Figure 1) are consented under a MAC with an overall term of 55 years (50 years design life plus 5 years for obtaining planning permission, decommissioning and rehabilitation).</p> <p>It is considered that the stated design life for the pontoon installation of 25 years is achievable with proper maintenance and repair. It is recommended that Area B (as denoted on the applicant's MAC Map in Figure 1) is consented under a separate MAC with an overall term of 30 years (25 years design life plus 5 years for obtaining planning permission, decommissioning and rehabilitation).</p> <p>The proposed maritime usage is considered satisfactory, having regard to the nature and scope. The proposed maritime usage is considered partially satisfactory having to the duration sought. Accordingly, it is recommended to part grant a MAC for a shorter MAC term than that sought, as outlined above.</p>	Partially Satisfied

2.	Whether the proposed maritime usage is in the public interest.	<p>The applicant has stated the project aligns with “<i>National Marine Planning Framework (NMPF, 2021), Embracing Irelands Outdoors; National Outdoor Recreation Strategy (2023–2027), National Sports Policy (2018–2027) &amp; Sports Action Plan (2024–2027), National Planning Framework / Project Ireland 2040 &amp; National Development Plan (NDP 2021–2030, Maritime Spatial Planning Directive (2014/89/EU)</i>”</p> <p>The proposed project is aimed to provide recreational facilities for the public. These facilities are considered likely to provide public benefits in relation to tourism, employment and access to and enjoyment of the maritime area.</p> <p>The proposed maritime usage is considered satisfactory, having regard to the public interest.</p>	Satisfactory
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3.	The location and spatial extent of the occupation of the maritime area concerned for the purposes of the proposed maritime usage.	<p>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 6,521m<sup>2</sup>, comprising 4 separate MAC areas.</p> <p>As discussed in Section 5 of this report, MAC Area D as applied for spatially overlaps with several foreshore authorisations (FS004500, FS004503 and FS004488). These foreshore licences are held by the applicant and are for the laying of a sewage pumping main, the laying of a surface water pipe and site investigation works respectively. Considering the nature of the proposed maritime usage, and the fact that foreshore licences are issued on a non-exclusive basis, co-existence is considered possible. The applicant is the named holder of these foreshore licences, however it is likely that functions in relation to the operation and maintenance of the wastewater infrastructure consented under FS004500 have transferred to Uisce Éireann. It is recommended that a condition is included in any MAC which may issue requiring the holder to consult with Uisce Éireann in advance of undertaking the permitted maritime usage.</p> <p>Based on the searches and site visit undertaken, private maritime area was identified that would preclude the granting of a MAC across the entirety of the areas applied for by Dun Laoghaire Rathdown County Council. As illustrated in Figure 3 of Section 5.4 of this report, the applicant's proposed MAC Area D overlaps with Deed of Conveyance (FS004499). It is therefore recommended to part-grant this area of the MAC to exclude that part of the maritime area which is in private ownership.</p> <p>Additionally, as detailed in Section 1 of this table, it is recommended that a separate MAC is issued for the pontoon infrastructure (Area B as denoted on the applicant's MAC Map in Figure 1) to facilitate a shorter MAC term to align with the stated design life of the pontoon infrastructure.</p> <p>The total recommended MAC areas are detailed in the MAC maps provided in Figures 4 &amp; 5 in Section 7 are as follows: -</p> <p>MAC250050 – (Slipways and Reclamation Areas): -  Area A – 617.14m<sup>2</sup>  Area B – 3,600.24m<sup>2</sup>  Area C – 756.41m<sup>2</sup>  Area D – 1,256.93m<sup>2</sup>  Total MAC area = 6,230.72m<sup>2</sup></p> <p>MAC260013 – (High-performance Pontoon): -  Area A – 192.16m<sup>2</sup></p>	Partially Satisfied
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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> Dun Laoghaire Rathdown 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	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 Sport and recreation, Tourism, economic and social objectives set out therein.</p> <p>It is considered that the proposed project aligns with the following economic, social and key sectoral policy objectives of the NMPF: -</p> <ul style="list-style-type: none"> <li>• <b>Access Policy 2</b> - 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.</li> <li>• <b>Social Benefits Policy 1</b> - Proposals that enhance or promote social benefits should be supported.</li> <li>• <b>Social Benefits Policy 2</b> - 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.</li> <li>• <b>Co-existence Policy 1</b> - 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.</li> </ul> <p>If proposals cannot avoid significant adverse impacts (including displacement) on other activities they must, in order of preference:</p> <ol style="list-style-type: none"> <li>a) minimise significant adverse impacts,</li> <li>b) mitigate significant adverse impacts, or</li> <li>c) if it is not possible to mitigate significant adverse impacts, proposals should set out the reasons for proceeding.</li> </ol> <ul style="list-style-type: none"> <li>• <b>Employment Policy 1</b> - Proposals should demonstrate contribution to a net increase in marine related employment in Ireland, particularly where the proposals are: <ul style="list-style-type: none"> <li>- in line with the skills available in Irish coastal communities adjacent to the maritime area,</li> <li>- improve the sustainable use of natural resources,</li> <li>- diversify skills to enable employment in emerging industries.</li> </ul> </li> <li>• <b>Tourism Policy 1</b> - Where appropriate, proposals enabling, promoting or facilitating sustainable tourism and recreation</li> </ul>	Satisfactory
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		<p>activities, particularly where this creates diversification or additional utilisation of related facilities beyond typical usage patterns, should be supported.</p> <ul style="list-style-type: none"> <li>• <b>Tourism Policy 3</b> - Proposals for tourism development should seek to optimise facilities and use of space by taking a cross-sectoral development approach that provides for multiple activities, whilst minimising the extent to which the proposal is likely to adversely impact on the natural environment.</li> <li>• <b>Sport and Recreation Policy 1</b> - 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.</li> <li>• <b>Sport and Recreation Policy 2</b> - Proposals should demonstrate the following in relation to potential impact on recreation and tourism: <ul style="list-style-type: none"> <li>• The extent to which the proposal is likely to adversely impact sports clubs and other recreational users, including the extent to which proposals may interfere with facilities or other physical infrastructure.</li> <li>• The extent to which any proposal interferes with access to and along the shore, to the water, use of the resource for recreation or tourism purposes and existing navigational routes or navigational safety.</li> <li>• The extent to which the proposal is likely to adversely impact on the natural environment.</li> </ul> </li> </ul> <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>	
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9.	<p>The extent and nature of the preparatory work already undertaken by the applicant towards ensuring the efficacious undertaking of the proposed maritime usage the subject of the MAC application concerned should the applicant be granted a MAC in respect of such usage.</p>	<p>While the applicant has not submitted any details in relation to preparatory works already undertaken, it was apparent from the site inspection that the applicant has completed numerous works projects throughout the harbour over the years and would therefore be familiar with the ground conditions in the vicinity of the proposed slipways, reclamation and pontoon works.</p> <p>If the applicant is successful in obtaining a MAC, the applicant will progress the scheme design and associated environmental studies required to achieve planning permission in respect of the proposed development works. The applicant has indicated that they intend to apply for a MUL for site investigation works in respect of the scheme.</p> <p>Having regard to the above, and the fact that the proposed works are minor in scale and non-complex in nature, the extent of the preparatory works undertaken are considered acceptable.</p>	Satisfactory
10.	<p>The extent and nature of stakeholder engagement undertaken by the applicant in respect of the proposed maritime usage.</p>	<p>The Applicant has provided a report appended to their application titled "<i>National Watersports Campus: MAC Stakeholder Meeting Report October 2025</i>" in which they state they have met with the following Stakeholders and detail the responses they provided to their sites.</p> <p><i>National Yacht Club</i>  <i>Royal Irish Yacht Club</i>  <i>Royal St. George Yacht Club</i>  <i>Dún Laoghaire Motor Yacht Club</i>  <i>Irish Lights</i>  <i>Dún Laoghaire Powerboat School</i>  <i>Dún Laoghaire Sea Scouts</i>  <i>Dún Laoghaire Marina</i>  <i>MGM Boats</i>  <i>Dublin Bay Sailing Club</i>  <i>BFS Marine</i>  <i>RNLI</i>  <i>Dún Laoghaire Fishermen (with boats)</i>  <i>Uisce Éireann (pumping station)</i>  <i>Irish National Sailing School</i>  <i>Pure Magic Kite Surfing</i>  <i>Goat Boat Tours</i>  <i>Moontour</i>  <i>Big Style Kite Surfing</i>  <i>Helios Sauna</i>  <i>West Pier Sailing Club</i>  <i>Sailing in Dublin</i>  <i>Crosscare</i>  <i>St. Michael's Rowing Club</i>  <i>Irish Sailing Foundation</i></p> <p>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.</p>	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 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).

Having regard to the nature and lifecycle of the proposed maritime usage the subject of this application, it is reasonably foreseeable that Dun Laoghaire Rathdown County Council 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)

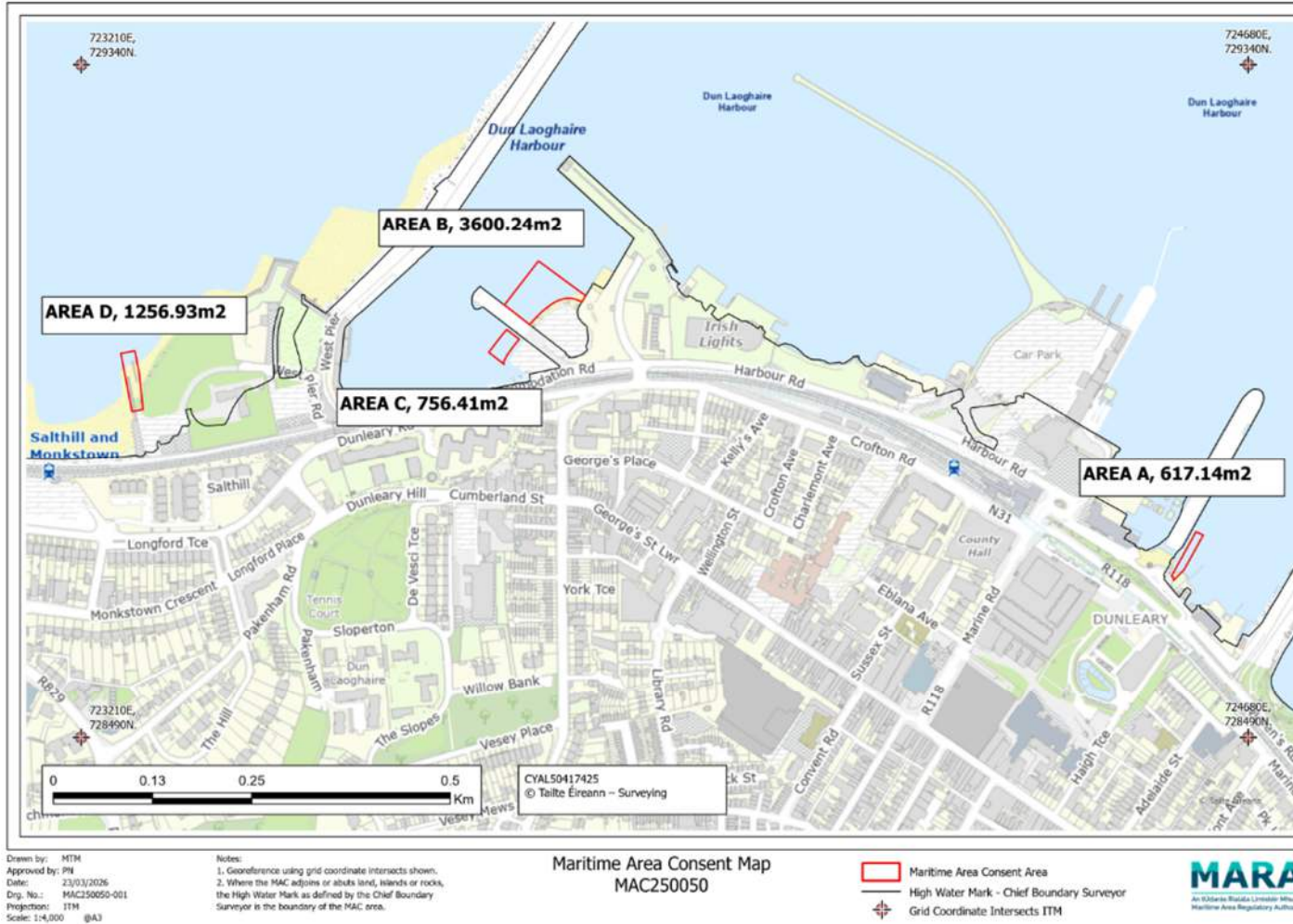
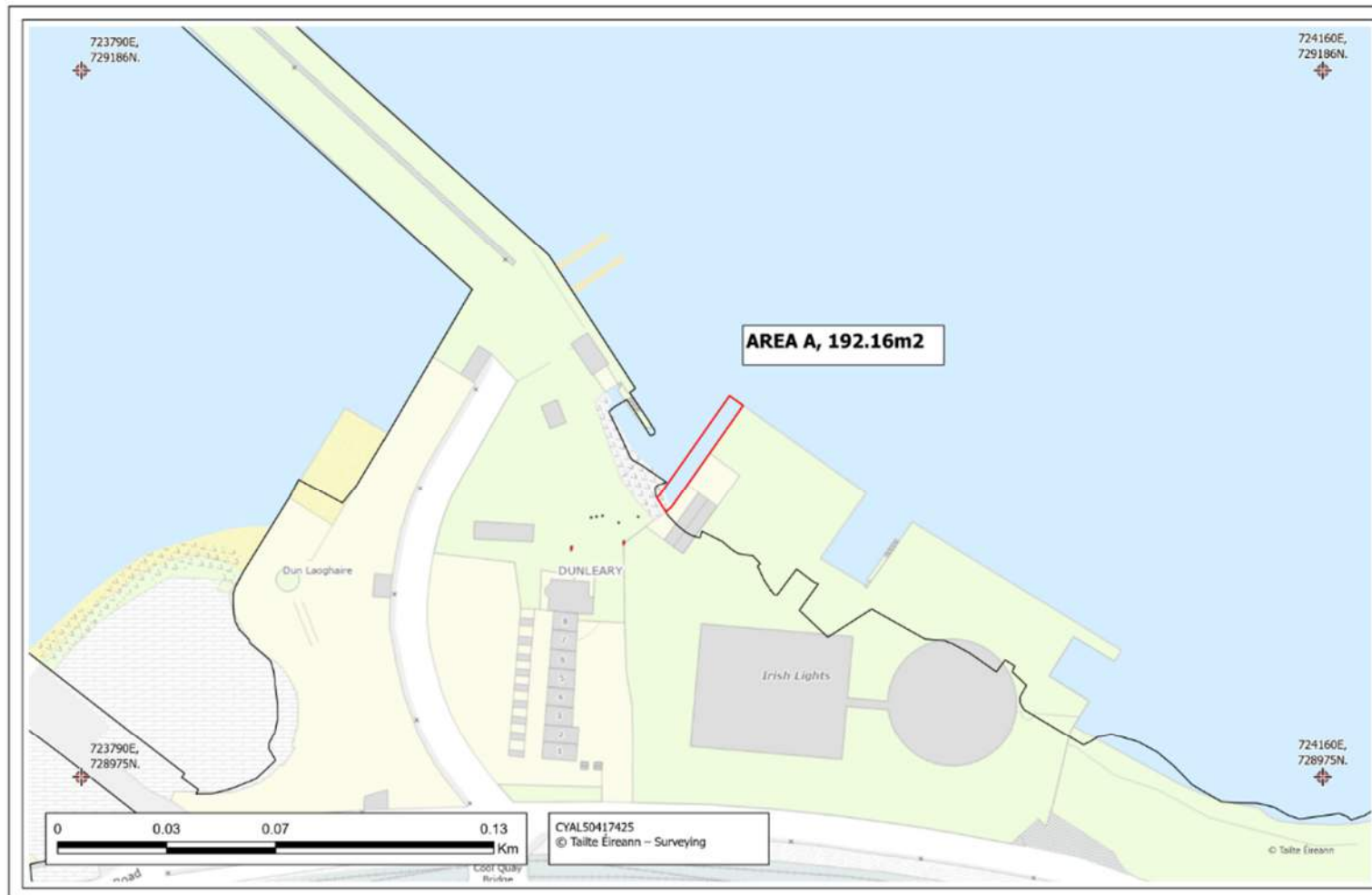


Figure 4 – Proposed MAC Map MAC250050



Drawn by: NTH  
 Approved by: PH  
 Date: 23/03/2026  
 Drg. No.: MAC260013-001  
 Projection: ITM  
 Scale: 1:1,000 @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**  
**MAC260013**

CYAL50417425  
 © Tailte Éireann – Surveying

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



Figure 5 – Proposed MAC Map MAC260013

## 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.

Applicable Area	MAC250050 (Slipways and Reclamation)	MAC260013 (Pontoon)
MAPA Levy Framework Part:	A: Nearshore	
Category/Class:	<i>Development (non-commercial)</i>	
Tier:	Tier 1, Dún Laoghaire, Salthill	
Applicable Rate:	Base annual charge of €208.46 plus an add on of €2.34 per square meters (m <sup>2</sup> ) for areas in excess of 100m <sup>2</sup>	
Length or Area:	6,230.72m <sup>2</sup>	192.16m <sup>2</sup>
Calculation:	€214.09 + (€2.40 * (6,230.72 - 100.00))	€214.09 + (€2.40 * (192.16 - 100.00))
Levy Due:	€14,927.82	€435.27
Total Levy Due	€15,363.09	

The MAC levy has been calculated as €15,363.09 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 Schedule 5 of the Act, where relevant and appropriate, with the exception of Schedule 5(1) and 5(3).

- The duration of the MAC term sought is not considered to be justified having regard to the design life indicated by the Applicant for each piece of infrastructure as detailed in *Section 6, Table 2 (Part 1)*. Accordingly, it is recommended to part grant a MAC for a shorter MAC term than that sought.
- In addition, it is recommended that a separate MAC is issued for the pontoon infrastructure to facilitate a shorter MAC term to align with the stated design life of that infrastructure.
- Private maritime area was identified that would preclude the granting of a MAC across the entirety of the areas applied for by Dun Laoghaire Rathdown County Council. It is therefore recommended to part-grant this area of the MAC sought to exclude that part of the maritime area which is in private ownership.

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

**a. Terms**

<b>MAC Ref No.</b>	<b>MAC250050</b>	<b>MAC260013</b>
<b>Area</b>	<b>A, B, C, D (Slipways and Reclamation Area)</b>	<b>A (Pontoon)</b>
<b>MAC Term:</b>	55	30
<b>Consent Area:</b>	That part of the maritime area marked red on the MAC Map.	That part of the maritime area marked red on the MAC Map.
<b>MAC Map Title:</b>	Title: Maritime Area Consent Map MAC250050 Drawing No: MAC250050-001 Date: 23/03/2026	Title: Maritime Area Consent Map MAC260013 Drawing No: MAC260013-001 Date: 23/03/2026
<b>Permitted Maritime Usage:</b>	The construction, use, operation and maintenance of slipways and reclamation areas, including all associated decommissioning, demolition, rehabilitation and any other works required on foot of any development permission relating to the infrastructure.	The installation, use, operation and maintenance of a pontoon, including all associated decommissioning, demolition, rehabilitation and any other works required on foot of any development permission relating to the infrastructure.
<b>Nature of Usage:</b>	May or may not be Exclusive	May or may not be Exclusive
<b>Date by which application for Development Permission must be submitted:</b>	24 months from date of grant of MAC.	24 months from date of grant of MAC.
<b>The minimum number of days in which the MAC Holder shall provide the Grantor advance notice in writing of the Holder's intention to commence the Permitted Maritime Usage.</b>	14 Days	14 Days

**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 Draft MAC enclosed with the Section 81(7)(b) Minded to Notice.

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.

**MAC250050 only: -**

- **Condition 23.1 Stakeholder Engagement Plan:** Prior to the commencement of the Permitted Maritime Usage the Holder shall consult with Uisce Éireann to plan and schedule the Permitted Maritime Usage in order to ensure that any potential disruption to the existing sewage pumping main consented under FS004500 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 the holder of Maritime Area Consent MAC20230009 in order to ensure that any potential disruption to Maritime Area Consent MAC20230009 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.

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 part 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 subject to reduced MAC terms being granted and the exclusion of that part of the maritime area which is in private ownership. 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 MAC sought, and to grant two separate MACs subject to the proposed conditions attached to each MAC. It is recommended to allow the Applicant 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 will be notified and MARA will publish a notice on its website as soon as practicable thereafter.

Signed: Cian Scattergood Position: Manager, MACU

Signed: Phillip Newell Position: Senior Engineer, ARDU