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:	Cork City Council
MAC Reference No:	MAC260010
Location:	Clontarf Street, Cork City Centre, Co. Cork.
Date Application received:	22 April 2026
Proposed Maritime Usage:	Cork City Council has applied for the remediation, reconstruction, operation, maintenance and future staged rehabilitation of the Clontarf Bridge, Cork City.
Recommendation:	To approve part granting of the MAC sought with conditions attached.

Document Control			
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Reviewed & Approved by:	Jacinta Ponzi	Head of Maritime Area Consenting	18/09/2026
Final Report Version 1:	Paul Brennan	MAC Manager	18/09/2026

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1 Overview

On 22 April 2026, MARA received a Maritime Area Consent (MAC) application under section 79 of the Maritime Area Planning Act 2021, as amended (the Act) from Cork City Council for the remediation, reconstruction, operation, maintenance and future staged rehabilitation of the Clontarf Bridge, Cork City.

2 Background

Clontarf Bridge in Cork City centre is a historical bridge built in 1912 and is reaching the end of its service life. The proposed MAC is for the urgent rehabilitation of the Clontarf Bridge. This carries regional road R610 over the southern channel of the River Lee in Cork City, which lies within the High Water Mark (HWM). Regional road R610 is a strategic route through Cork City Centre in terms of traffic, active travel and pedestrian movements.

3 Proposed Maritime Usage

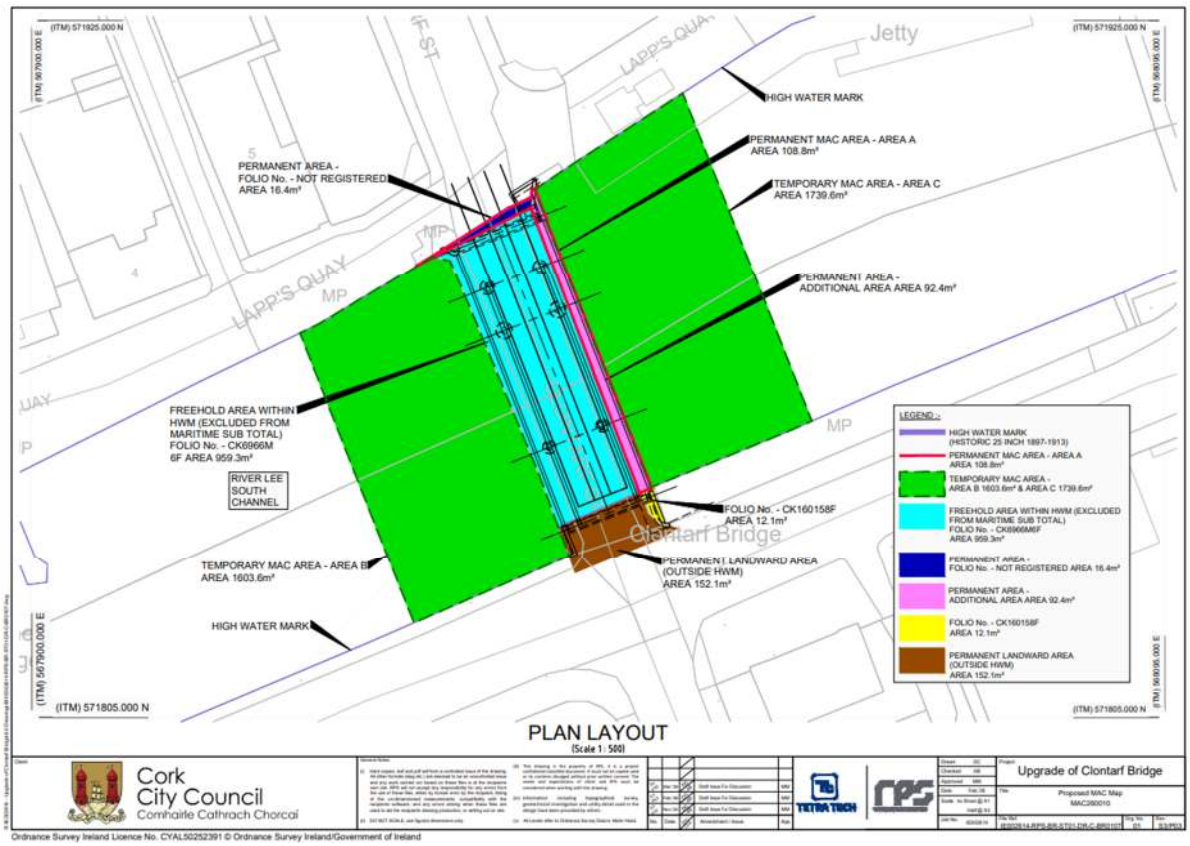


Figure 1 – Applicant map of proposed layout of MAC area at Clontarf Bridge Cork City.

The Applicant proposes:

Permanent occupation for the bridge superstructure, new reinforced concrete deck integrated with above-deck retained historic steel members and remediation works to the existing historic piers; abutment repairs, parapets/handrails, lighting, and utilities tie-ins attached to or crossing the structure. No new piling works are anticipated.

Construction-phase maritime activities: temporary marine plant and access (crane/barge operations), temporary working platforms where required, moorings, laydown areas. These temporary MAC areas (Area B and Area C) are included in the proposed MAC area.

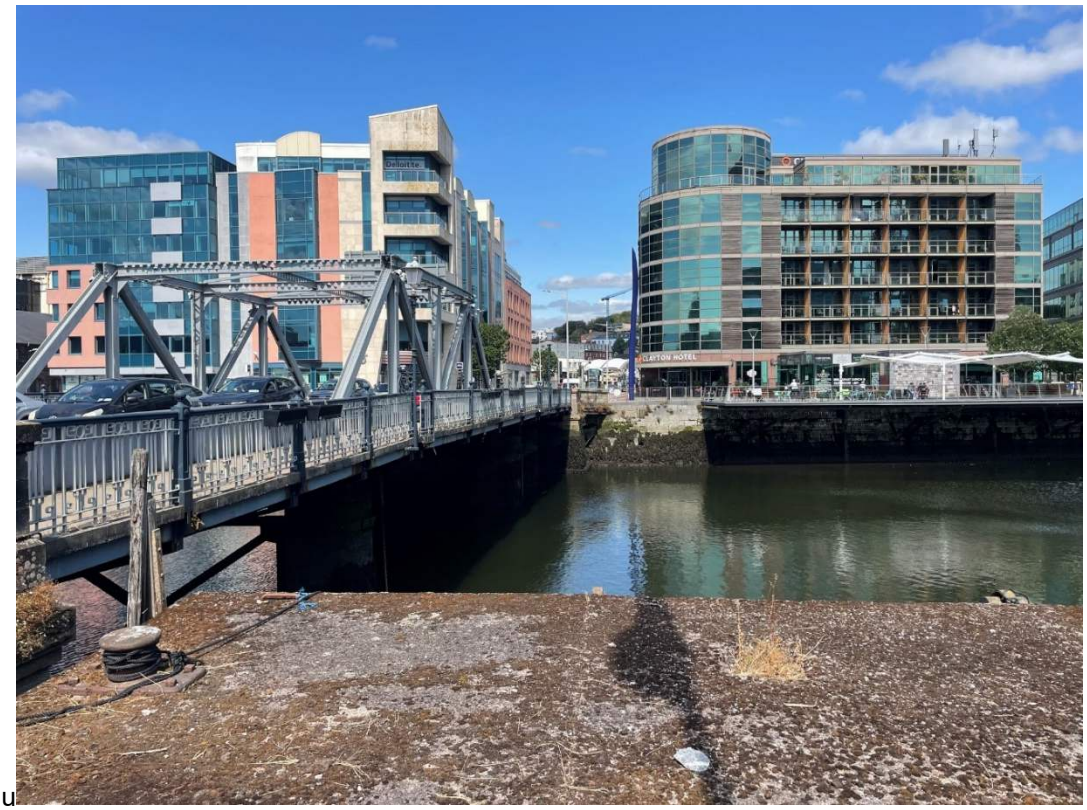
Operation and maintenance: routine inspections, scheduled maintenance, monitoring and in-service repairs in accordance with and the DoT Asset Management System. Staged, long-term works to maintain and extend service life (120-year design life assumed for primary structural elements where specified); element-level inspection and intervention programmes.

The application therefore seeks MARA consent for both temporary construction occupation and the long-term maritime usage, necessary to operate, maintain and rehabilitate the bridge and associated maritime features.

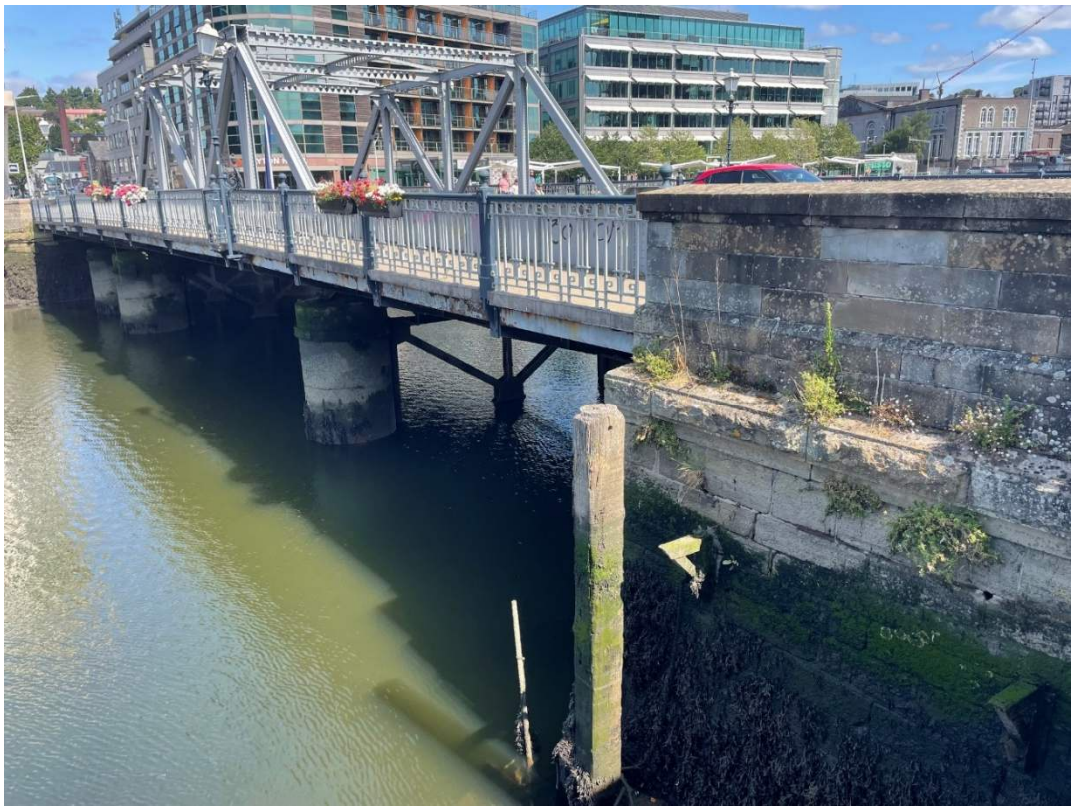
The Applicant has requested a 120-year term to match the design life of the primary structural elements. Decommissioning is not anticipated at the end of that period; the Applicant intends to maintain and rehabilitate the bridge to extend its service life beyond 120 years as required.

4 Site Visit

Senior Marine Advisor, Barry Mc Donald inspected the site on 14 August 2026. The proposed works are located in Cork City centre, spanning between Lapps Quay and Albert Quay. Photographs 1 and 2 detail the character of maritime area immediately upstream and downstream of the bridge. No existing infrastructure or occupation was noted during the site visit that would conflict with the proposed usage.

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Photograph 1 – Eastern/Downstream side of Clontarf Bridge [BMcD, 14/08/2026]



Photograph 2 – Western/Upstream side of Clontarf Bridge [BMcD, 14/08/2026]

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 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 September 2026 for spatial overlap between the proposed MAC areas and existing foreshore authorisations and MARA licences and consents. The proposed MAC areas do not overlap with any existing MACs or MULs or applications for the same. The proposed MAC areas overlap with a number of foreshore authorisations as detailed in Figure 2 and Table 1.

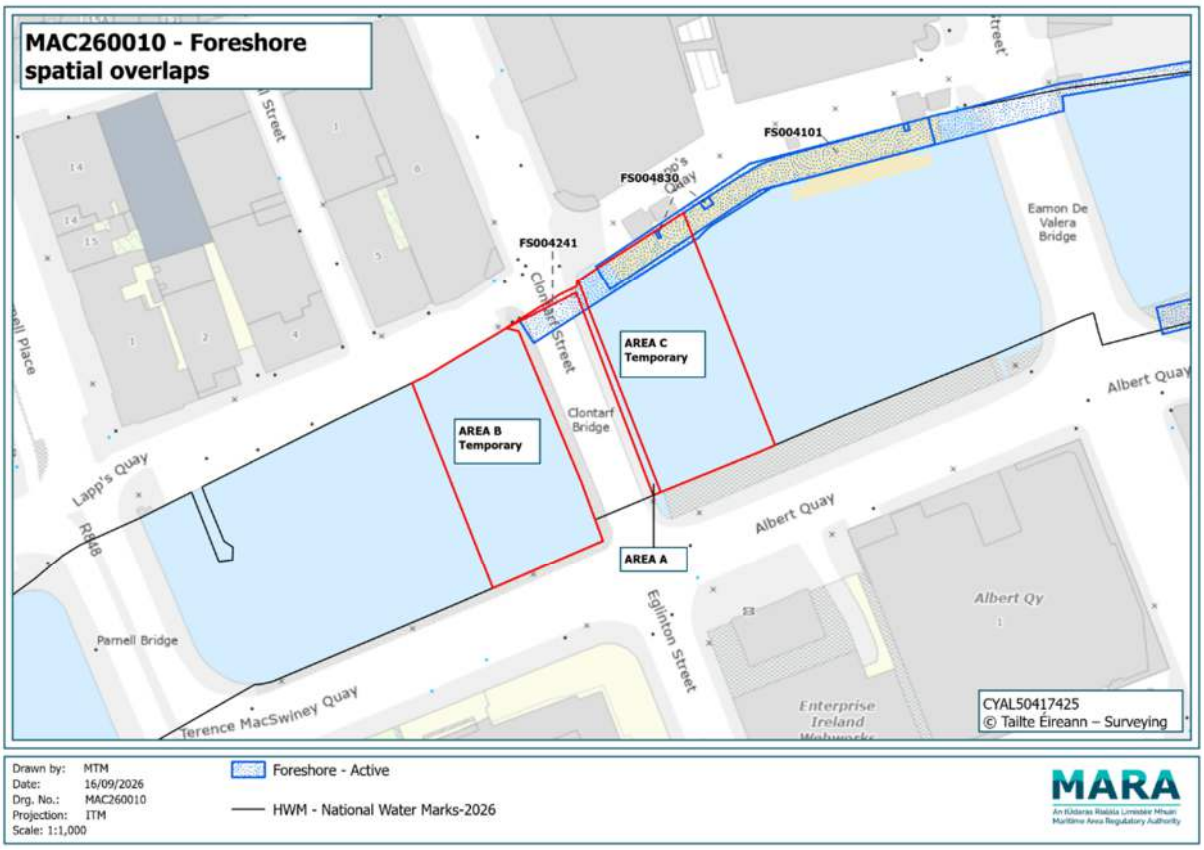


Figure 2 – Overlaps between proposed MAC area and existing foreshore records

Table 1: Summary of Overlapping maritime authorisations and foreshore authorisations				
File Reference Number	Applicant/Holder	Consent Type	Maritime Usage	Status
FS004101	Cork City Council	Lease	Construction of a boardwalk on River Lee	Valid to 25/02/2042
FS004830	Kilquane Limited	Licence	3 storm water outfall pipes	Valid to 20/12/2039
FS004241	Cork Harbour Commissioners	Sale	Deed of Sale relating to the construction of harbour infrastructure	Executed

FS004101 is a foreshore lease held by Cork City Council for an existing pedestrian boardwalk which overlaps with one of the proposed MAC temporary works areas. It is considered that the proposed usage, the subject of this application, can co-exist with the existing lease. While foreshore leases are generally exclusive in nature, this lease is held by the Applicant and therefore does not inhibit MARA from granting an MAC which overlaps the lease area.

FS004830 is a licence for existing stormwater infrastructure. It is considered that the proposed usage, the subject of this application, can co-exist with the existing licensed activities. Foreshore licences are non-exclusive in nature and therefore do not inhibit MARA from granting a MAC which overlaps the licence area.

FS004241 relates to a historical Deed of Sale of foreshore to Cork Harbour Commissioners. As this foreshore record relates to an executed Deed of Sale, it is considered in detail in section 5.3 of this report.

The Department of Agriculture, Food and the Marine (DAFM) Aquamis database was searched on 15 June 2026 for spatial overlap between the proposed MAC areas and any DAFM foreshore authorisations for aquaculture sites. No existing DAFM foreshore authorisations, or applications for the same were identified as overlapping the proposed MAC application areas.

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

5.3 Ownership

A search was undertaken by MARA of the Tailte Éireann database on 15 June 2026 for any folios in order to ensure that there are no overlaps with registered maritime area within the proposed MAC application areas. No records of any registered private maritime area were identified as overlapping the proposed MAC areas.

As detailed in section 5.2 a search of MARA's GIS database identified a foreshore record (FS004241) relating to a historical Deed of Sale of foreshore to Cork Harbour Commissioners. 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 in state ownership. Accordingly, MARA may not consent to the sections of the proposed MAC area that are not found to be in state ownership.

5.4 Development Permission

Development permission will be required for the proposed maritime usage (construction, use and permanent occupation associated with the Clontarf Bridge Upgrade project and approach works). The maritime elements are physically and operationally tied to land-side works (approach tie-ins, access, junction works) and cannot be delivered in isolation.

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**.**

6 Assessment

6.1 Schedule 5

The MAC application was submitted on 22 April 2026 with the appropriate fee paid on 09 March 2026 and reviewed for completeness on 24 April 2026. The application was deemed complete by MARA on 24 April 2026.

Schedule 5 of the Act sets out the criteria to which MARA must have regard when assessing a MAC application. This report sets out the assessment undertaken pursuant to Section 5 of the Act. The assessment is summarised in Table 2 below.

Table 2: Synopsis of the assessment of the application with regard to the requirements of Schedule 5		
Schedule 5 Requirements		***Synopsis***
1.	The nature, scope and duration of the occupation of the maritime area concerned for the purposes of the proposed maritime usage.	Details of the proposed maritime usage, including the nature, scope and duration are described in Sections 3 & 4 above. The Applicant has sought a MAC term of 120 years. The Applicant states that *"Design will follow the Eurocode suite and Irish National Annexes (EN 1990/1991/1992/1993/1997) and relevant marine durability guidance (concrete specification, reinforcement protection, coatings)".* 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 as requested by the Applicant (allowing for planning, construction and rehabilitation/decommissioning phases) is recommended.
2.	Whether the proposed maritime usage is in the public interest.	The Applicant has stated **'***The rehabilitated Clontarf Bridge will maintain being a publicly accessible crossing for multi-modal use - vehicular traffic along with pedestrians and cyclists, delivering an active-travel link* between *the two sides of the foreshore and improving local connectivity for everyday journeys, leisure and commuting.* *Benefits include improved active-travel provision with integrated flood defences, enhanced local accessibility and safety, support for local businesses and leisure use, and reduced short-distance car trips consistent with national climate and transport policy objectives.'* Having regard to the above the proposed maritime usage is considered to be in the public interest.

3.	The location and spatial extent of the occupation of the maritime area concerned for the purposes of the proposed maritime usage.	Details of the location, relevant consents, ownership and development permissions are provided in Sections 2 to 5 above. The total area proposed to be occupied by the MAC, as applied for, is 3,452m^2, comprising MAC Area A for the permanent works totalling 109m^2 and MAC Areas B and C for the temporary works totalling 3,343m^2. A search of MARA's GIS database identified a foreshore record (FS004241) relating to a historical Deed of Sale of foreshore to Cork Harbour Commissioners. It is therefore recommended that any MAC which may issue should be part-granted to exclude those parts of the maritime area that are not in state ownership. The total MAC area to be part-granted is 3,212m^2, comprising MAC Area A for the permanent works of 83m^2 and MAC Areas B and C for the temporary works of 1,604m^2 and 1525m^2 respectively. The proposed MAC areas are illustrated in Figure 3 (Proposed MAC Map) in Section 7 of this report.
4.	Guidelines issued under section 7 which are relevant to the proposed maritime usage.	No such guidelines have been published to date.
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,* Cork City Council has been declared as a fit and proper person to be granted and to hold any MAC in accordance with Section 90(1)(b) of the Act.
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.

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
8.	The National Marine Planning Framework (NMPF).	In accordance with the Maritime Area Planning Act 2021, MARA is obliged to adopt such measures, consistent with its functions, as are necessary to secure the objectives of the National Marine Planning Framework (NMPF) in the giving of any authorisation for the purposes of any maritime usage or proposed maritime usage. Based on a review of the application, MARA has had regard to the National Marine Planning Framework (NMPF) and it is considered that the proposed project aligns with the overall objectives of the NMPF, including the economic and social objectives set out therein. It is considered that the proposed project aligns with the following economic, social and key sectoral policy objectives of the NMPF: - • ***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.* • ***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.* • ***Heritage Assets Policy 1:*** *Proposals that demonstrate they will contribute to enhancing the significance of heritage assets will 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'* 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 provides that the following preparatory surveys and technical studies have been completed: *- Topographical Survey (Murphy Geospatial, 2025).* *- Geotechnical: Statement of Intent (RPS, 2025).* *- Geotechnical: Preliminary Sources & Site Study Report (PSSR, RPS, 2025).* *- Principal Inspection Reports (MWP): 2012, 2020, 2021, 2022, 2023 and 2024.* *- Structure Options Report (MWP, 17386-MWP-SBR-B01-RP-CB-6002).* *- Stage 1 Structural Assessment Report (MWP, 17386-MWP-SBR-B01-RP-CB-6004).* *- Clontarf Bridge Site Investigation Report (Cumnor, investigation dates 23–25 Sep 2013).* *- Structural Investigation (BHP, 2025) - targeted structural testing carried out in 2025* Having regard to the above the extent of the preparatory works undertaken are considered acceptable for a project of this scale and nature.
10.	The extent and nature of stakeholder engagement undertaken by the Applicant in respect of the proposed maritime usage.	The Applicant provides that a range of statutory and non-statutory stakeholders have been consulted to date. The key engagements in this regard are as detailed below: *'MARA (pre-application) - advised on MAC process, mapping/HWM, Rehabilitation Schedule and FCA/LA requirements.* *Inland Fisheries Ireland (IFI) - consulted on in-water works, timing and species protection measures.* *Office of Public Works (OPW) & Local LLFRS (Lower Lee Flood Relief Scheme) - consulted on flood-risk interfaces, emergency access and resilience considerations.* *Cork City Council Conservation / Heritage - emphasised retention/repair of historic elements and conservation treatment.* *Local transport stakeholders (e.g., Bus Connects) - noted tie-in and junction/traffic management implications.* *Department of Transport (DoT) - as the capital funding agency, DoT is regularly updated on the programme and has approved capital funding for 2025 and 2026.'* They have also stated that further engagement will take place within the planning process *'The Applicant will hold public consultation(s) during the planning process to inform the local community of project objectives, timing and temporary access arrangements and to collect feedback on mitigation and amenity measures.'* 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
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.

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 sought that the MAC be granted on a non-exclusive basis. Having regard to the nature and lifecycle of the proposed maritime usage the subject of this application, it is reasonably foreseeable that Cork City 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.

6.4 Other Matters to which MARA must have regard

In addition to considerations under Section 6.1 to 6.3 above, MARA, in performing its functions, must have regard to matters as prescribed in Sections 3(3), 6(8), 7(1), 30 and 44 of the Act and Section 15 of the Climate Action and Low Carbon Development Act 2015 (as amended). Table 4 provides a synopsis of the regard MARA has had in relation to these matters when considering the subject application.

Table 4: Synopsis of other legislative matters to which MARA has had regard

Applicable legislation	***Synopsis***
Section 3(3)(a) & Section 44(b) of the Act - obligations of the State under the United Nations Convention on the Law of the Sea (as transposed by the Maritime Jurisdiction Act 2021)	In accordance with Sections 8 and 9 of the United Nations Convention on the Law of the Sea (the Convention), subject to a right of innocent passage enjoyed by all other States, the Irish State has sovereign jurisdiction in respect of its internal waters and territorial sea, including the seabed, the subsoil and the airspace above. The State owns the seabed and subsoil of the territorial sea and the internal waters, including the mineral and other non-living resources located in or under the seabed, and of all forms of potential energy on, in, under and above the territorial sea and the internal waters. The proposed MAC area is fully located within the Irish State's territorial sea. Accordingly, MARA is considered to have jurisdiction in accordance with the Convention to consider the granting of a MAC for the proposed maritime usage the subject of this application.
Section 3(3)(b) of the Act - the obligations in respect	The proposed works constitute development which require development permission. Safety of navigation, the protection of the marine environment (including the protection of fisheries) and public consultation

of the rights of the public or any class of the public over the foreshore in relation to navigation and fishing	(including prescribed bodies), are matters for consideration by the relevant planning authority when considering an application, the subject of the proposed maritime usage, for development permission. As discussed in Section 6.4, it is recommended that the MAC, if granted, is granted on a "may or may not be exclusive" basis having regard to co-existence and co-operation objectives of the NMPF, including that to provide for shipping activity and freedom of navigation.
Section 6(8) of the Act- Marine Planning Policy Statements (MPPS)	In the assessment of this application, regard has been given to the to the Marine Planning Policy Statements (MPPS). The MPPS sets out overarching principles and high-level objectives including sustainable development, the integration of land and marine planning, protection of the marine environment, climate resilience and the appropriate and efficient use of the maritime area. Having regard to the nature and location of the proposed bridge across the tidal reach of the River Lee, consideration has been given to its interaction with existing marine uses, navigation and maritime safety while recognising that the assessment and determination of matters relating to the overall development of the bridge fall, where applicable, within the remit of the relevant planning and environmental assessment processes. Accordingly, the subject application is considered to align with the MPPS and the NMPF.
Sections 7(1) & 7(2) of the Act - Marine Planning Guidelines	No such Guidelines have issued to date.
Section 30 & Section 44(a) of the Act _- Secure the Objectives of the NMPF	Discussion is provided in Table 2(8) above in relation to the regard that was had when considering whether the subject MAC application aligns with the objectives of the NMPF.
Section 44(c) of the Act - the policies of the Government or any Minister of the Government	As detailed above, regard has been given to the MPPS and NMPF when considering the subject MAC application. Furthermore, regard has been given the Climate Action Plan 2025. The scheme also supports climate and resilience objectives set out in the Climate Action Plan and contributes to the Road Safety Strategy by improving safe active-travel routes. The subject application supports national policy objectives for sustainable transport, active travel, climate resilience and regional connectivity. It aligns with Project Ireland 2040 and the National Development Plan 2021-2030 by providing durable local transport infrastructure, and with the National Investment Framework for Transport in Ireland (NIFTI) and National Sustainable Mobility/active-travel policies by improving walking and cycling provision and integrating with public transport corridors.
Section 44(d) of the Act - the need for co-operation between users of the same part, or adjoining parts, of the maritime area, or both	Consideration of users in the vicinity of the proposed MAC Area is provided in Section 5 and Table 2(3). Furthermore, as discussed in Section 6.4, it is recommended that the MAC, if granted, is granted on a "may or may not be exclusive" basis having regard to co-existence and co-operation objectives of the NMPF.
Section 15(1) of the Climate Action and Low Carbon Development Act 2015 (as amended)	MARA performs its functions in accordance with the provisions of Section 15(1) of the Climate Action and Low Carbon Development Act 2015 (as amended). In the processing of this application, MARA has considered the matters set out below and has reached its decision set out herein in so far as practicable, in a manner consistent with—: (a) the most recent approved climate action plan,

	(b) the most recent approved national long term climate action strategy, (c) the most recent approved national adaptation framework and approved sectoral adaptation plans, (d) the furtherance of the national climate objective, and (e) the objective of mitigating greenhouse gas emissions and adapting to the effects of climate change in the State. The proposed scheme incorporates measures to facilitate sustainable travel, including walking and cycling infrastructure, and is therefore consistent with the wider national objective reducing transport-related greenhouse gas emissions.

6.5 Levy

An annual MAC levy has been calculated based on the project type and proposed MAC area in accordance with MARA's MAC levy framework, as set out below.

MAPA Levy Framework Part:	A: Nearshore
Category/Class:	Development (non-commercial)
Tier:	Tier 1
Applicable Rate:	Base Annual Charge of €214.09 plus an add on of 2.40 per sq.m for areas in excess of 100 sq.m
Area:	Area A = 83 m^2 Area B = 1,604 m^2 Area C = 1,525 m^2 Total Area = 3,212 m^2
Calculation:	€214.09+(€2.40 x (3212-100))
Levy due:	€7,682.89

The MAC levy has been calculated as €7,682.89 per annum. All levies are indexed to the Harmonised Index of Consumer Prices (HICP), applied on an annual basis.

7 Proposed MAC Map (for Illustration purposes only)

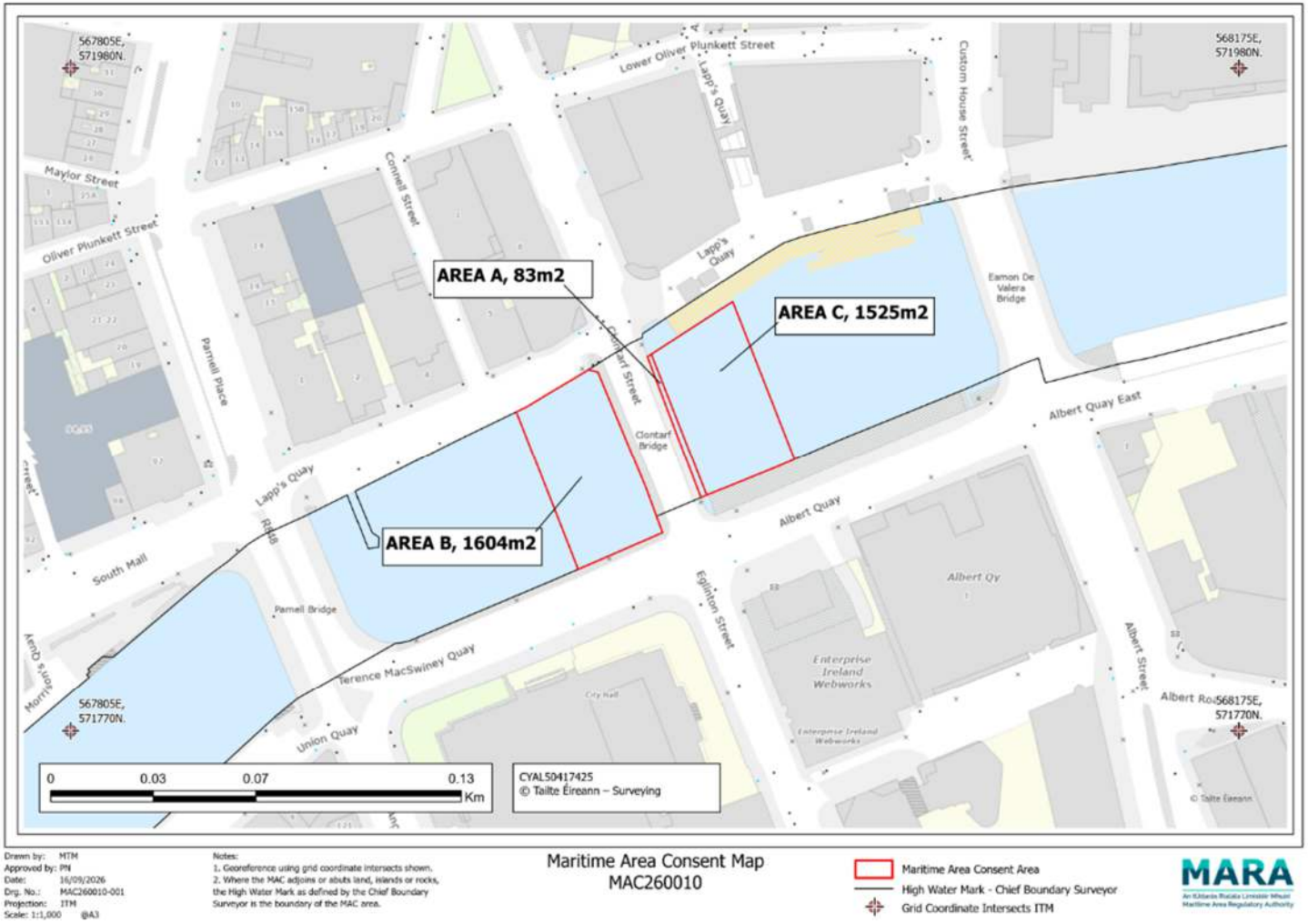


Figure 3 – Proposed MAC Map

8 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, subject to the following recommended terms and conditions.

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

The nature of the maritime usage sought by the Applicant is for non-exclusive use of the maritime usage. Section 83(1)(c) provides MARA discretion and flexibility to specify that a MAC "may or may not be for the exclusive use of such usage contingent on circumstances that may arise after the granting of the MAC". Having regard to the nature and lifecycle of the maritime usage the subject of this application, it is reasonably foreseeable that the Holder may be required or may seek to exclude access to parts of the Consent Area on a temporary basis. This may arise during maintenance, decommissioning and rehabilitation phases for reasons including those of Health & Safety. Such exclusions may be mandated by the planning authority or other competent authorities or legislation for specific purposes and durations. It is considered that exclusive usage of the proposed Consent Area for the full term of the MAC is not merited, particularly given the recommended term of the MAC is 120 years.

Furthermore, the National Marine Planning Framework (NMPF) promotes co existence and co-operation in the maritime area. Accordingly, it is recommended that the use of the Consent Area be a part grant in accordance with Section 83(1)(c) on a non-exclusive basis except where use on an exclusive basis is required and provided for under another authorisation or enactment.

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 MAC260010, Date:16/09/2026
Permitted Maritime Usage:	The reconstruction, operation and maintenance of the Clontarf Bridge 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 or 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

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.

9 Conclusion & Recommendation

Following a detailed assessment of all information on file, 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 a Maritime Area Consent subject to the parts of the proposed MAC area which are deemed to be privately held being excluded and the proposed conditions attached to the MAC. It is recommended to allow the Applicant a period of 21 days being a period reasonable in all the circumstances of the case 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:  Position: Consenting Analyst, MAC Directorate

Signed: Barry McDonald Position: Senior Marine Advisor, MAC Directorate