

MARA

An tÚdarás Rialála Limistéir Mhuiri
Maritime Area Regulatory Authority

Maritime Usage Licence (MUL)

General Application (Form MUL1)





Important information:

Applicants are strongly advised to read the [“Guidance Note for Applicants applying for a Maritime Usage Licence”](#) before completing this application.

The application form and supporting documentation, including confirmation of payment of fee, must be submitted to licence@mara.gov.ie.

Complete this form electronically using the free text and tick boxes provided, free text boxes will expand as required. Responses should, in so far as is possible, clearly and concisely address the information requested. Where appropriate, supporting documentation may be submitted for assessment, providing that any information relevant to the application is clearly referenced in the application form.

Before completing this form, the declaration and consent at the end of the application form should be read.

Application Fee:

An application fee of EUR €2,000 applies for each Maritime Usage Licence (MUL) application.

This requirement is detailed in legislation:

Section 117(1) of the Maritime Area Planning Act 2021 and Maritime Area Usage (Licence Fees) Regulations 2023, SI No 402/2003.

The application fee must be paid by Electronic Funds Transfer (EFT) to the Maritime Area Regulatory Authority (MARA). MARA Bank Details are provided upon request by email to licence@mara.gov.ie

Proof of application fee payment /confirmation of funds transfer must be provided with the application documentation.

Should the Maritime Usage Licensing application screen out for Appropriate Assessment, a refund of EUR €1,000 applies.

Privacy Policy

MARA may require applicants to provide certain personal data in order to carry out its legislative and administrative functions. MARA will treat all personal data that an applicant provides in accordance with MARA's obligations under data protection legislation, including the Data Protection Act 2018 and the EU General Data Protection Regulation (GDPR). A Privacy Statement explaining how MARA, as the Data Controller, will process the personal data the applicant provides, how that information will be used and what rights the applicant may exercise in relation to its personal data, is available in this link: [Privacy Policy - MARA - The Maritime Regulator](#).

Freedom of Information/Access to Information on the Environment

MARA is a public body for the purposes of the Freedom of Information Act 2014, as amended (the “FOI Act”) and is also subject to the European Communities (Access to Information on the Environment) Regulations 2007-2018 (the “AIE Regulations”) and MARA may be required to disclose information and records provided by the applicant in response to a request made under the FOI Act and/or the AIE Regulations, subject to applicable exemptions. Where the applicant considers that any information supplied to MARA is commercially sensitive, confidential or otherwise exempt from disclosure under the FOI Act or the AIE Regulations, the applicant must clearly identify such information at the time. Notwithstanding this, the final decision on disclosure rests with MARA, in accordance with the applicable legislation. The applicant must, upon reasonable request and within a reasonable timeframe, provide all necessary assistance and cooperation to MARA in connection with any request for information made under the FOI Act and/or AIE Regulations.

Confidential/Commercially Sensitive Information

Applicants are asked to consider if any of the information supplied by them in their application to MARA is commercially sensitive and/or confidential. The applicant should clearly identify and separate the specific sections of their application containing such information. The applicant should specify the reasons for its confidentiality/sensitivity with regard to the FOI Act and/or AIE Regulations.



Form MUL1 – Application for a Maritime Usage Licence (MUL) for an activity listed in Schedule 7 of the MAP Act

Part 1 Activity in Schedule 7 and relevant section of the MAP Act

1.1 Part 1 Activity in Schedule 7, for which this MUL application is made.

Tick Maritime Usage applicable to the purpose of the MUL. The Applicant should refer to the MUL Guidance Note for Applicants before completing this section.	
1. Dredging (including dredging involving the use of a device to remove any material, whether or not suspended in water, from one part of the seabed to another part of the seabed) other than— (a) dredging carried out to create a new harbour, berth or waterway, or to deepen existing facilities in order to allow access for larger ships, or (b) dredging ancillary to development authorised under the Act of 2000, whether or not it involves the removal of any material from the sea or seabed.	☐
2. Marine environmental surveys for the purposes of scientific discovery or research.	☐
3. Marine environmental surveys for the purposes of site investigation or in support of an application under Part XXI of the Act of 2000.	☒
4. The installation or placement of navigational markers or aids to navigation, or both, not undertaken or authorised by the Commissioners of Irish Lights.	☐
5. The installation of non-permanent platforms, pontoons or slipways.	☐
6. The deposit of any substance or object, either in the sea or on or under the seabed, from— (a) a vehicle, vessel (including a craft capable of travelling on, in or under water, whether or not self-propelled), boat, aircraft or marine structure (other than a pipeline), (b) a container floating in the sea, or (c) a structure on land constructed or adapted wholly or mainly for the purpose of depositing solids in the sea.	☐
7. The use of a vehicle, vessel (including a craft capable of travelling on, in or under water, whether or not self-propelled), boat, aircraft, marine structure (other than a pipeline) or floating container to remove any substance or object from the seabed.	☐
8. The use of explosives not related to development authorised under the Act of 2000 and not requiring authorisation under any other enactment.	☐
9. The maintenance of any cable, pipeline, oil, gas or carbon storage facility structure that does not require an authorisation (whether the authorisation takes the form of the grant of a licence, consent, approval or any other type of authorisation) under any other enactment in order to be undertaken.	☐
10. The harvesting, disturbance or removal of seaweed, whether growing or rooted on the seabed, or deposited in or washed up thereon by the action of any one or more than one of the following: (a) tides; (b) winds; (c) waves.	☐
11. The deposit, construction or removal of any mooring not requiring authorisation under any other enactment.	☐
12. (a) The removal of beach material from, or the disturbance of beach material in, the maritime area otherwise than in the course of the ordinary or reasonable recreational enjoyment of the maritime area. 12 (b) In this paragraph, “beach material” means sand, clay, gravel, shingle, stones, rocks, mineral substances, seashells, coral and maerl and any flora, in or on the surface of the seabed or suspended in the water of the maritime area, and includes outcrops of rock or any other mineral substance above the surface of the seabed.	☐
13. The laying or installation of telecommunications cables or ducting by or between coastal States where such cables or ducting pass through the exclusive economic zone (as construed in accordance with the Act of 2021) or the continental shelf but do not land in the State.	☐
14. A maritime usage specified, for the purposes of this paragraph, in regulations made under section 113(2)."	☐



Select activity type from the list below:

Dredging/Deposits	☐
Energy Infrastructure	☐
ORE Development	☐
Ports	☐
Research	☐
Seaweed	☐
State Infrastructure (Water/Sewage)	☐
State Infrastructure (Other)	☒
Telecoms	☐
Tourism & Recreation	☐

- 1.2 Select the relevant section(s) of the MAP Act under which this MUL application is made. If more than one section applies, then select all applicable sections.

Section 117 application for a new Schedule 7 usage	☒
Section 129 application to amend an existing foreshore authorisation or continue to occupy that part of the maritime area after the expiration of the authorisation	☐
Section 130 application for an existing unauthorised maritime usage	☐

- 1.3 Provide below details when MUL application is made under Section 129 of the MAP Act.

- A. Confirm that you are transitioning from an existing foreshore authorisation to a MUL to continue the previously consented maritime usage, or to amend an existing authorisation.

Yes ☐ No ☒

- B. If yes, provide the following details.

- i. Foreshore authorisation reference number.

Not applicable.

- ii. Date of Issue.

Not applicable.

- iii. Expiration date.



Not applicable.

- iv. Description of Authorised Usage.

Not applicable.

- v. Reason for transition from foreshore authorisation to MUL.

Not applicable.

- vi. Confirm that you have attached a copy of the existing foreshore authorisation including foreshore consent map in this MUL application as Attachment 1.3.

Yes ☐ No ☒

1.4 Provide below details when MUL application is made under Section 130 of the MAP Act.

- A. Confirm that you are applying for a MUL for an existing unauthorised maritime usage.

Yes ☐ No ☒

- B. If yes, provide the following details.

- i. Description of existing unauthorised maritime usage.

Not applicable.

- ii. Location of unauthorised maritime usage.

Not applicable.

- iii. Date of commencement of unauthorised maritime usage.

Not applicable.



Part 2 Applicant Details

2.1 Applicant Details

The name and address should be of the legal or natural person that is to be the MUL Holder. This information would be recorded on the MUL.	
Name of Applicant	Cork City Council
Company/Organisation (if Applicable)	
Applicant Address: Where a legal person would be the Holder of the MUL, these details must be as currently listed in the Companies Registration Office. Where a non-profit entity, which is a registered charity, would be the Holder of the MUL, these details must be as currently listed in the Register of Charitable Organisations.	
Address line 1	City Hall
Address line 2	1-2 Anglesea Street
Address line 3	
City/Town	Cork
Eircode	T12 T997
Applicant Email Address	Robert_Murphy@corkcity.ie
If the Applicant is a legal person, Company Registration Office Number. A copy of the Certificate of Incorporation (certified copy provided by CRO) and a list of Directors must be provided as Attachment 2.1.	
If the Applicant is a non-profit entity, which is a registered charity, the Registered Charity Number	

Attachment 2.1 included (if required).

Yes ☐	No ☐	Not Applicable ☒
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2.2 Authorised Contact Person for MUL Application.

The Authorised Contact Person for the MUL Application will be the person that MARA will contact in relation to any aspect of the MUL application. The Authorised Contact Person can be a person within the Applicant Organisation or a person (agent) nominated by the Applicant	
Authorised Contact Name	Robert Murphy
Authorised Contact Position	Senior Executive Engineer



Email	Robert_Murphy@corkcity.ie
Telephone	

- 2.3 If MARA provided a statutory declaration under Section 115 of the MAP Act as to whether or not a MUL was required for the proposed usage, provide the reference number associated with that declaration.

Not applicable.

2.4 Existing Foreshore Authorisation

- A. Provide the reference number and title of any existing Foreshore Authorisations you may hold, or have a current application for, within, or otherwise in the vicinity of the proposed Maritime Usage, which you do not wish to transition (refer to 1.3 for Foreshore Authorisations you wish to transition).

Not applicable.

- B. Do you intend to surrender any existing foreshore consent(s) (Lease/Licence) for any maritime usage other than that granted by the foreshore authorisation?

Yes ☐ No ☒

- C. If yes, provide description of the existing foreshore consent(s) authorised usage. If necessary, provide additional information as Attachment 2.4.

Not applicable.

- D. Attachment 2.4 included.

Yes ☐ No ☐ Not Applicable ☒

2.5 Other authorisations or consents

- A. Provide the reference number, a brief description and the status (e.g. application made or authorisation/consent granted) of any other authorisations or consents in the footprint, or otherwise in the vicinity of the proposed Maritime Usage area, held by the applicant.

If necessary, provide additional information as Attachment 2.5.



Not applicable.

B. Attachment 2.5 included.

Yes ☐ No ☐ Not Applicable ☒



Part 3 Details of Maritime Usage

3.1 Maritime Usage

- A. Provide a brief description of proposed Maritime Usage.

Additional information can be provided as Attachment 3.1.

The proposed maritime usage comprises a programme of ecological, archaeological and structural site investigation surveys within the River Lee, Cork City, undertaken to inform the planning, environmental assessment and engineering design of the Cork Docklands South Quays public realm project and structural survey works associated with the Cork North Quays area at Horgan's Quay, the Turning Basin, and North Deep-Water Quay. The South Quays survey scope includes ecological, archaeological and structural surveys, while the additional North Quays scope comprises structural survey works only. No additional ecological or archaeological surveys are proposed as part of the North Quays survey scope. Further detail on the survey methodologies is provided in Attachment 3.1.

Depending on the survey element, activities will be undertaken using land-based or quay-edge access, small survey vessels such as RIBs or shallow-draft survey vessels, ROVs, drones, licensed archaeological divers or commercial structural divers, as applicable. The activities will be temporary, localised and limited to the collection of environmental, archaeological and structural data required to inform future design and consenting.

A summary of the proposed survey activities is provided below.

Survey Type	Description of Activity	Equipment / Methods
Cork Docklands South Quays Survey Scope		
Intertidal ecological survey	Walkover habitat survey to characterise intertidal habitats and substrates and identify ecological features within the survey area. May include sediment sampling for laboratory analysis of particle size, organic carbon and benthic fauna.	Intertidal walkover survey, vessel-based sediment grab sampling (48 samples)
Subtidal ecological survey	Sampling and characterisation of subtidal riverbed habitats to assess sediment composition and benthic communities.	Vessel-based sediment grab sampling (30 samples)
Otter survey	Survey of riverbanks and adjacent habitats to identify signs of otter activity including holts, couches, spraints or footprints.	Visual survey along riverbanks, habitat inspection and recording of field signs.
Intertidal archaeological survey	Inspection of exposed intertidal areas to identify potential archaeological features or artefacts.	Archaeological walkover survey and recording.
Archaeological metal detecting survey	Targeted detection of buried metallic archaeological artefacts within the intertidal zone.	Handheld archaeological metal detectors.
Archaeological geophysical survey	Geophysical survey to identify subsurface archaeological features or anomalies within	Side-scan sonar, magnetometer, single beam echo sounder, multi-



	riverbed sediments.	beam echosounder, sub-bottom profiler
Archaeological wade survey	Manual inspection of shallow water areas for archaeological features.	Wade survey by qualified archaeologists.
Archaeological dive survey	Underwater inspection of subtidal areas to investigate potential archaeological features.	Licensed archaeological divers using SCUBA equipment and underwater recording tools.
ROV underwater camera survey	Visual inspection of submerged quay walls, jetties and riverbed structures to assess structural condition.	Remotely operated vehicle (ROV) fitted with underwater video cameras.
ROV sonar, echo sounder, magnetometer and LiDAR survey	Mapping and detection of submerged features, structural elements and potential obstructions within the riverbed.	ROV-mounted side-scan sonar, sub bottom profiler, single-beam echo sounder, multibeam echosounder, magnetometer and LiDAR.
Bathymetric survey	Mapping of riverbed depth and morphology across the survey area.	Single beam or multibeam echo sounder systems with GNSS positioning.
Hydraulic survey	Collection of riverbed and hydrodynamic information relevant to the design of riverfront infrastructure.	Vessel-based water sampling, salinity/temperature probe deployment (from boat, not left in-situ).
Riverbed and jetty material sampling	Collection of sediment and material samples to inform engineering and environmental assessments.	Sediment grab sampling (3 samples)
Concrete coring	Extraction of concrete cores from quay wall structures for structural assessment.	Core drilling equipment.
Chloride, carbonation and half-cell testing	Structural testing to assess corrosion risk within reinforced concrete quay wall structures.	Chloride sampling equipment, carbonation testing kits and half-cell potential testing equipment.
Steel testing	Sampling and testing of structural steel elements to assess material condition and strength.	Structural sampling equipment and laboratory testing.
Drone survey and photogrammetry of quay walls	Capture of aerial imagery and photogrammetric data to map quay wall condition and geometry.	Drone equipped with high-resolution cameras and photogrammetry software.
North Quays Structural Surveys		
Above water visual and physical inspection	Visual and physical inspection of existing quay wall structures at Horgan's Quay, the Turning Basin, and North Deep-Water Quay. The inspection will assess accessible above-water elements, including quay wall faces, coping, deck areas, suspended or overhanging elements, drainage features, mooring infrastructure and visible structural defects.	Land-based, quay-edge, access-equipment or vessel-based visual and physical inspection, photographic recording and defect mapping.
Underwater structural survey	Diver-led inspection of submerged quay wall faces, wall toes, foundations, suspended	Suitably qualified commercial divers supported from a survey vessel,

	slabs and associated structural features to assess condition and identify defects such as scour, undermining, voiding, displacement, corrosion or deterioration.	close visual inspection, underwater photography and video, hammer sounding and other inspection methods where required.
Material testing and investigation	Localised material testing to inform the structural condition assessment of the existing quay wall structures. A minimum of two above-water concrete cores will be taken per structure. Underwater concrete sampling, coring or chipping will only be undertaken where inspection findings identify a specific need.	Concrete coring, hammer sounding, cover measurement, rebound hammer testing, half-cell potential testing, ultrasonic pulse velocity testing and other non-destructive or localised intrusive methods, where required.
Sonar / echo sounding survey	Survey of riverbed profile, wall-toe condition and potential scour adjacent to the North Quays structures, where suitable existing information is unavailable.	Vessel-based multibeam echo sounder or single-beam sonar survey, where required.

The North Quays project survey scope comprises structural surveys only. The desk study and initial above-water inspection will inform the detailed underwater inspection and intrusive investigation scope. Final access arrangements, detailed methodology, underwater sampling locations and quantities, tidal requirements and programme will be confirmed following appointment of the Structural Surveyor. Dynamic positioning or temporary mooring arrangements are expected to be used rather than seabed anchoring where practicable. Final vessel-positioning, mooring or anchoring arrangements will be confirmed in the appointed contractor's Diving Project Plan and Risk Assessment. Concrete debris, core spoil, cutting water, fuel, hydraulic oil and other contaminants will be contained and will not be discharged to the water environment. The North Quays survey works are expected to take place during daytime hours, although temporary lighting may be required for certain activities or to facilitate safe working.

More information including provisional sample locations/areas for south quays surveys are provided in Attachment 3.1

B. Attachment 3.1 included.

Yes ☒
No ☐
Not Applicable ☐

3.2 Describe the purpose of the proposed Maritime Usage, with reference to the classes of usage in Schedule 7 of the MAP Act.

The purpose of the proposed maritime usage is to undertake a programme of marine, intertidal and structural site investigation surveys within the River Lee to inform the planning, environmental assessment and engineering design of the Cork Docklands South Quays (CDSQ) public realm and flood defence project. The surveys will provide the baseline environmental, geophysical, structural and ecological data required to support the design and consenting of the proposed works along approximately 3.4 km of the southern bank of the River Lee between Kennedy Quay and Blackrock Village. These surveys are temporary and investigative in nature and will not involve any permanent alteration to the riverbed or marine environment. The proposed survey activities are described in detail in Attachment 3.1 of this application.



The structural survey works associated with the Cork North Quays area at Horgan's Quay, the Turning Basin, and North Deep-Water Quay. These surveys are required to inform structural assessment and future design considerations for existing quay wall structures in the North Quays area. The North Quays survey scope is structural-only and does not include additional ecological or archaeological surveys.

The proposed maritime usage falls within the classes of maritime usage set out in Schedule 7 of the Maritime Area Planning Act 2021, specifically:

Marine environmental surveys for the purposes of site investigation or in support of an application under Part XXI of the Planning and Development Act 2000.

The survey programme will generate the environmental and engineering information necessary to inform future statutory consent applications and environmental assessments associated with the CDSQ project, including appropriate assessment and other regulatory requirements. The North Quays structural surveys will provide structural information required to inform assessment and future design considerations for existing quay wall structures at Horgan's Quay, the Turning Basin, and North Deep-Water Quay. These baseline datasets will support the identification of environmental sensitivities, enable the design of appropriate mitigation measures where required, and inform the sustainable design of quay wall repairs, flood defence measures and associated public realm improvements.

The CDSQ project forms a key component of the wider regeneration of Cork Docklands and is intended to deliver significant improvements to the urban waterfront along the River Lee. The project will provide upgraded flood defence infrastructure, enhanced public access to the waterfront, and improvements to urban amenity and connectivity along the south docks. These objectives align with strategic national and regional planning frameworks, including the National Planning Framework (Project Ireland 2040), the Regional Spatial and Economic Strategy for the Southern Region, and the Cork Metropolitan Area Strategic Plan. These policy frameworks identify the regeneration of Cork Docklands as a priority urban development opportunity and support the delivery of sustainable urban environments, improved public realm, and climate-resilient infrastructure within Cork City.

The surveys will therefore play a critical enabling role by providing the information required to progress the design and environmental assessment of the CDSQ project in a manner consistent with national marine planning and environmental policy. The information collected will support compliance with relevant environmental legislation and policy frameworks including the Water Framework Directive and the Marine Strategy Framework Directive, ensuring that future development proposals are informed by robust baseline environmental data.

The proposed surveys also indirectly support Ireland's national climate policy objectives. The CDSQ project includes flood defence and climate resilience measures designed to address increasing flood risk associated with climate change and sea-level rise in the River Lee corridor. By informing the design and environmental assessment of these measures, the survey programme will contribute to the delivery of climate-resilient urban infrastructure consistent with the National Climate Objective established under the Climate Action and Low Carbon Development Act 2015, as amended, and the objectives of the Climate Action Plan.

In addition, the regeneration of Cork Docklands is intended to support sustainable urban development and improved quality of life within Cork City by providing enhanced public space, improved riverfront access and safer, more resilient urban infrastructure. The CDSQ project will therefore contribute to broader economic and social objectives associated with the long-term regeneration of Cork Docklands, supporting sustainable economic growth, urban renewal and improved amenity within the Cork metropolitan area.

In summary, the proposed maritime usage comprises a targeted programme of marine environmental and site investigation surveys required to inform the design, environmental assessment and consenting of the



CDSQ public realm and flood defence project, together with structural survey works required to inform assessment of existing quay wall structures at Horgan's Quay, the Turning Basin and North Deep-Water Quay for the North Quays project. The surveys represent a necessary preliminary step in enabling the delivery of strategically significant urban regeneration and waterfront resilience works within Cork Docklands, supporting national, regional and local planning, climate resilience and sustainable development objectives.

3.3 Duration

- A. Indicate the overall MUL duration requested. Indicate the duration of any individual activities included in the overall activity. Give reasons for the proposed durations. Indicate any seasonal, vessel or other schedule constraints.

Additional information can be provided as Attachment 3.3.

The proposed survey programme comprises ecological surveys, archaeological surveys and structural/site investigation surveys undertaken within the River Lee and associated intertidal areas. The original Cork Docklands South Quays survey scope includes ecological, archaeological and structural/site investigation surveys. The additional Cork North Quays survey scope comprises structural survey works only.

The South Quays surveys will be undertaken sequentially, with ecological and archaeological surveys completed first in order to characterise baseline environmental and heritage conditions prior to the commencement of structural investigations and intrusive sampling.

The desk study and initial above-water inspection will be undertaken first and will inform the detailed scope of the underwater inspection, material testing, intrusive investigation and any sonar or echo sounding survey required. The detailed North Quays programme will be confirmed following appointment of the Structural Surveyor and will be subject to the final methodology, access arrangements, tidal constraints, health and safety requirements, vessel availability, specialist personnel availability and the findings of the initial inspections. The North Quays survey works are expected to be undertaken during daytime hours, although temporary lighting may be required for certain activities or to facilitate safe working. Any specific lighting requirements will be confirmed through the appointed contractor's detailed methodology and programme.

Although the client programme allows large operational windows to provide scheduling flexibility, the expected active fieldwork duration for each South Quays survey element is significantly shorter. In most cases, individual South Quays survey elements are expected to require approximately 1–2 weeks of fieldwork. Some structural survey elements may be undertaken concurrently depending on vessel availability, equipment mobilisation and site access.

The indicative sequence and expected duration of the main South Quays survey components are summarised below.

Survey Phase	Survey Element	Indicative Duration
Ecological Survey	Intertidal and subtidal ecological survey	~ 5–10 days
Ecological Survey	Otter survey	~ 2–3 days
Archaeological	Intertidal archaeology survey	~ 5–10 days

Survey		
Archaeological Survey	Archaeological metal detecting survey	~ 5–10 days
Archaeological Survey	Archaeological geophysical survey	~ 5–10 days
Archaeological Survey	Archaeological waste survey	~ 5–10 days
Archaeological Survey	Archaeological dive survey	~ 5–10 days
Structural Survey	ROV underwater camera survey	~ 5–10 days
Structural Survey	ROV sonar, echo sounder, magnetometer and LiDAR survey	~ 5–10 days
Structural Survey	Bathymetric survey	~ 5–10 days
Structural Survey	Hydraulic survey	~ 5–10 days
Structural Survey	Riverbed and jetty material sampling	~ 5–10 days
Structural Survey	Concrete coring	~ 5–10 days
Structural Survey	Chloride, carbonation and half-cell testing	~ 5–10 days
Structural Survey	Steel testing	~ 5–10 days
Structural Survey	Drone survey and photogrammetry of quay walls	~ 5–10 days

The indicative sequence and expected duration of the North Quays survey components are summarised below:

Survey Phase	Survey Element	Indicative Duration
North Quays Structural Survey	Above-water visual and physical inspection	~1.5-2 weeks
North Quays Structural Survey	Underwater structural survey	~1.5-2 weeks
North Quays Structural Survey	Material testing and intrusive investigation	~1.5-2 weeks
North Quays Structural Survey	Sonar or echo sounding survey, where required	~1.5-2 weeks

Survey scheduling will be influenced by tidal conditions, weather windows, vessel availability and specialist personnel availability, particularly for intertidal surveys, dive surveys and vessel-based geophysical and structural surveys. The North Quays programme may also be influenced by the condition of the structures identified during the initial inspections and the resulting need for targeted underwater sampling, coring, chipping or other intrusive investigation.

An overall Maritime Usage Licence duration of 12 months is requested. The active field survey effort for the South Quays survey programme is expected to be approximately 6–8 weeks. The active fieldwork duration for the additional North Quays structural survey package will also follow a timeline of 6-8 weeks. Some survey elements of these projects can be undertaken concurrently.

The requested 12-month licence period will provide sufficient flexibility to accommodate the South Quays and North Quays survey programmes, survey sequencing, weather delays, tidal constraints, mobilisation of specialist equipment and personnel, vessel availability and other operational considerations that may arise during the programme. Further detail on the survey programme and scheduling considerations is provided in Attachment 3.3.



B. Attachment 3.3 included.

Yes ☒ No ☐ Not Applicable ☐

3.4 Describe the area of proposed Maritime Usage

A. State the total size of the Maritime Area (in m², ha or km², as appropriate), which is the subject of the application.

1.14 km²

B. Attach map, titled 'Proposed MUL Map' and GIS Shapefiles outlining the proposed Maritime Area(s). If the application relates to more than one area, each area should be labelled on the accompanying maps/drawings and its area provided. The map(s)/drawing(s) should be included as Attachment 3.4. List the attached map/drawing number(s) and map/drawing name(s) in the space below.

Map(s)/GIS Shapefiles must comply with 'MARA Technical Mapping Guidance Notes for MAC/MUL Applications in the Maritime Area under the Maritime Area Planning Act 2021 (MAPA)'.

3.4 MUL Map GIS shapefiles
MUL053_Proposed MUL Map.png

C. Attachment 3.4 included.

Yes ☒ No ☐

3.5 Describe the location of proposed Maritime Usage

A. Provide the distance in kilometres and direction of the main body of the proposed Maritime Usage area from the shore at its closest point.

The proposed Maritime Usage area is located within the lower River Lee estuary and Lough Mahon, County Cork, Ireland. The survey footprint directly abuts the high-water mark on the southern bank of the River Lee from Albert Quay to Blackrock. On the northern shore, the survey footprint directly abuts the high-water mark from Customs House Quay to the Port of Cork 2000 Garden and includes the structural survey areas at Horgan's Quay, the Turning Basin and North Deep-Water Quay. The closest point of the proposed Maritime Usage area is therefore 0 km from the shore.

B. Attach map(s)/drawing(s) showing the location of the proposed Maritime Usage. The attached map/drawing number(s) and map/drawing name(s) should also be listed in the space below. The map(s)/drawing(s) should be included as Attachment 3.5.

Map(s)/GIS Shapefiles must comply with 'MARA Technical Mapping Guidance Notes for MAC/MUL Applications in the Maritime Area under the Maritime Area Planning Act 2021 (MAPA)'.



MUL location map title: MUL053_MUL Location Map

Additional map title: MUL053_Ecological Surveys Map

C. Attachment 3.5 included.

Yes ☒ No ☐

3.6 Ownership

A. Is any part of the Maritime Area within the proposed site in private ownership?

Yes ☒ No ☐

B. If yes, indicate on a drawing/map the area concerned in relation to the proposed maritime usage area and provide a letter confirming that the Applicant has obtained all necessary consents from the relevant owner(s).

C. Is the Applicant aware of any actual or claimed legal rights or interests held by third parties in the proposed site that may be affected by the proposed Maritime Activity?

Yes ☒ No ☐

D. If yes, indicate on a drawing/map the area concerned in relation to the proposed maritime usage area and provide a letter confirming that the Applicant has obtained all necessary consents from the relevant owner(s) of such legal rights or interests.

E. The letter(s) and drawing(s)/map(s) referred to in B and D above should be included as Attachment 3.6. List the attached letters, map/drawing number(s) and map/drawing name(s) in the space below.

Attachment 3.6 contains the following letters:

Marina Commercial Park

ESB

Port of Cork

Tower Holdings group

F. Attachment 3.6 included.

Yes ☒ No ☐ Not Applicable ☐

3.7 Planning permission and/or other authorisation(s)

A. Does the proposed Usage require planning permission and/or other authorisation(s), or is it ancillary to or part of to a proposed development which requires planning permission and/or other authorisation(s)?

Yes ☒ No ☐

B. If yes, what is the status of the planning and/or other authorisation(s)? If applicable, provide a brief description



of the proposed development, to which the proposed Maritime Usage is ancillary.

Provide the file reference number(s) and link(s) to the websites where information on the planning and/or other authorisation application(s) and/or planning permission/ authorisation(s) can be obtained.

The proposed maritime usage does not itself require planning permission. However, the proposed maritime usage is ancillary to the planning application for the Cork Docklands South Quays public realm project being developed by Cork City Council. The site investigation surveys will inform the design, environmental assessment and future consent applications associated with the proposed development along the southern bank of the River Lee between Kennedy Quay and Blackrock Village.

The application also includes structural surveys of existing quay wall structures Horgan's Quay, the Turning Basin and North Deep-Water Quay. These surveys will inform the structural assessment of the existing North Quays structures and any future design, repair or consent requirements. The North Quays surveys are temporary site investigation activities and do not themselves involve permanent development.

At the time of this application, the Cork Docklands South Quays project is at the site investigation and preliminary design stage. The surveys proposed under this Maritime Usage Licence will provide essential baseline information required to inform the preparation of environmental assessments and future planning consent applications for the project. The North Quays structural surveys will similarly provide baseline structural information to support future design and decision-making for the existing quay wall structures.

As the development proposals are currently undergoing design and technical assessment, planning permission and any associated statutory authorisations have not yet been submitted. Accordingly, there are no planning file reference numbers available at this stage. Information on the wider Cork Docklands regeneration programme can be accessed through the Cork Docklands project website:

<https://corkdocklands.com/>

Part 4 Marine Planning and Environmental Considerations

National Marine Planning Framework (NMPF)

4.1 NMPF Objectives

- A. Describe how the proposed Maritime Usage is consistent with the objectives of the NMPF. Provide sufficient information addressing the consistency of the proposed Maritime Usage with the objectives of the NMPF. This information should be provided as Attachment 4.1.
- B. Attachment 4.1 included.

Yes ☒ No ☐



4.2 Designated Marine Area Plan

- A. Is the proposed Maritime Usage located in an area for which a Designated Marine Area Plan has been published?

Yes ☐ No ☒

- B. If yes, indicate if the proposed Usage is consistent with the Designated Marine Area Plan. Additional information can be provided as Attachment 4.2.

Not applicable.

- C. Attachment 4.2 included.

Yes ☐ No ☐ Not Applicable ☒

Habitats and Birds Directives

4.3 Report for Appropriate Assessment Screening

- A. Is the proposed Maritime Usage directly connected with or necessary to the management of a European site?

Yes ☒ No ☐

- B. If not, provide an Appropriate Assessment screening report to provide sufficient information for MARA to undertake screening to determine if an Appropriate Assessment is required of the implications of the proposed Maritime Usage alone, or in combination with other plans or projects, for any relevant European site, in view of the site's conservation objectives.

If the Applicant has already determined that it is likely that an Appropriate Assessment will be required and have prepared an NIS, it may be submitted. _____

The Appropriate Assessment screening report and/or NIS must be prepared by a suitably qualified person, and a summary of the person's qualifications and experience must be included in the report/NIS.

The Appropriate Assessment screening report and/or NIS should be provided as Attachment 4.3.

Attachment 4.3 included.

Yes ☒ No ☐

4.4 Risk Assessment for Annex IV Species

- A. Is there potential for Annex IV species to be impacted by the proposed Maritime Usage?

Yes ☒ No ☐



- B. If yes, the Applicant should provide an assessment of the risk posed to such species by the proposed Maritime Usage, in accordance with national guidance. The Risk Assessment for Annex IV Species report must be prepared by a suitably qualified person, and a summary of the person's qualifications and experience must be included in the report.

The Risk Assessment for Annex IV Species report should be provided as Attachment 4.4.

Attachment 4.4 included.

Yes ☒ No ☐

- C. Are you required to apply for a derogation licence under Regulation 54 of the European Communities (Birds and Natural Habitats) Regulations 2011, as amended?

Yes ☐ No ☒

If yes, provide NPWS application reference number or derogation number:

Not applicable.

Water Framework Directive

- 4.5 Provide sufficient information addressing the consistency of the proposed Maritime Usage with the objectives of the Water Framework Directive. This information should be provided as Attachment 4.5.

Attachment 4.5 included.

Yes ☒ No ☐

Marine Strategy Framework Directive

- 4.6 Provide sufficient information addressing the consistency of the proposed Maritime Usage with the objectives of the Marine Strategy Framework Directive and Ireland's Marine Strategy under the Directive. This information should be provided as Attachment 4.6.

Attachment 4.6 included.

Yes ☒ No ☐

Environmental Impact Assessment (EIA) Directive

4.7 EIA Screening

- A. With reference to Parts 1 and 2 of Schedule 5 of the Planning and Development Regulations, S.I. 600 of 2001, as amended confirm that the activity:



- i. Is not of a class listed, where no quantity, area or other limit is specified in that Part, or
- ii. Does not either equal or exceed, any relevant quantity, area or other limit specified for a class listed in that Part.

Yes – is not of a class/does not equal or exceed a threshold	☒
No – is of a class/equals or exceeds a threshold	☐

- B. If yes, confirm if the activity is of a class listed in Part 2 of Schedule 5 of the Planning and Development Regulations, S.I. 600 of 2001, as amended, but does not equal or exceed the relevant quantity.

Yes ☐	No ☒
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- C. If yes to '4.7 B', provide the information for EIA screening specified in Schedule 7A of the Planning and Development Regulations, S.I. 600 of 2001, as amended. The information specified in Schedule 7A should be provided as Attachment 4.7.

Attachment 4.7 included.

Yes ☐	No ☐	Not Applicable ☒
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UN Convention on the Law of the Sea and the Maritime Jurisdiction Act

- 4.8 Provide sufficient information addressing the consistency of the proposed Maritime Usage with the Irish State's obligations under the UN Convention on the Law of the Sea and the Maritime Jurisdiction Act.

Additional information can be provided as Attachment 4.8.

Ireland is a signatory to the United Nations Convention on the Law of the Sea (UNCLOS) and is therefore required to manage activities within its maritime area in a manner consistent with the protection and sustainable use of marine resources. These obligations are implemented in Irish law through the Maritime Jurisdiction Act 2021, which defines Ireland's maritime zones and establishes the legal framework through which the State exercises jurisdiction and manages activities within those areas.

UNCLOS establishes the sovereign rights of coastal States within their maritime zones and places obligations on States to protect and preserve the marine environment. In particular, Part XII of UNCLOS requires States to take measures to prevent, reduce and control pollution of the marine environment from both land-based and sea-based sources. These provisions are reflected in Ireland's national legislative framework through the Maritime Jurisdiction Act and related regulatory controls governing activities in the maritime area.

The proposed maritime usage comprises temporary marine environmental and site investigation surveys within the River Lee to inform the design and environmental assessment of the Cork Docklands North and South Quays projects. The South Quays scope includes ecological, archaeological and structural/site investigation surveys, while the North Quays scope comprises structural surveys of existing quay wall structures at Horgan's Quay, the Turning Basin, and North Deep-Water Quay. These activities will be small-scale, localised and investigative in nature and will not involve permanent infrastructure, dredging, reclamation, demolition or any long-term alteration of the marine environment.



The surveys will be undertaken using small vessels, remotely operated vehicles, diver-led inspection, land-based and quay-edge access, handheld sampling equipment and other survey techniques. The majority of the activities will be non-intrusive, although minor and localised material sampling, concrete coring or chipping may be undertaken where required to inform structural assessment. Survey design and operational procedures will minimise disturbance to the riverbed and surrounding environment.

Any concrete debris, core spoil, cutting water, sediment, waste or other materials generated during the surveys will be contained, collected and disposed of appropriately onshore. Fuel, hydraulic oil and other potential contaminants will be managed in accordance with relevant environmental protection requirements and will not be discharged to the water environment. Vessel-based survey activities will be conducted in accordance with relevant maritime and environmental requirements.

The proposed survey area is located within the internal waters of the State, landward of the baseline from which Ireland's maritime zones are measured. As such, the activities fall within an area where Ireland exercises full sovereignty and jurisdiction under both UNCLOS and the Maritime Jurisdiction Act. The proposed maritime usage will therefore be undertaken fully within the State's regulatory framework and subject to the oversight of the relevant competent authorities.

Overall, the proposed maritime usage is consistent with Ireland's obligations under UNCLOS and the Maritime Jurisdiction Act, as the activities are temporary, limited in spatial extent, environmentally responsible and subject to appropriate regulatory controls.

Further detail on the consistency of the proposed maritime usage with the United Nations Convention on the Law of the Sea and the Maritime Jurisdiction Act is provided in Attachment 4.8 of this application.

Attachment 4.8 included.

Yes ☒ No ☐ Not Applicable ☐

Climate Action and Low Carbon Act of 2015, as amended

4.9 Provide sufficient information addressing the consistency of the proposed Maritime Usage with achieving the National Climate Objective, as defined in the Climate Action and Low Carbon Act of 2015, as amended.

Additional information can be provided as Attachment 4.9. _____

The Climate Action and Low Carbon Development Act 2015, as amended, establishes the National Climate Objective, which commits Ireland to achieving a climate-resilient, biodiversity-rich, environmentally sustainable and climate-neutral economy by no later than 2050. The Act also establishes interim targets including a reduction of greenhouse gas emissions by 51% by 2030 and requires public bodies to ensure that their activities and decision-making are consistent with these national climate objectives.

The proposed maritime usage comprises temporary marine environmental and site investigation surveys within the River Lee to inform the design and environmental assessment of the Cork Docklands South Quays and North Quays projects. The South Quays scope includes ecological, archaeological and structural/site investigation surveys, while the North Quays scope comprises structural surveys of existing quay wall structures at Horgan's Quay, the Turning Basin, and North Deep-Water Quay. These surveys are small-scale, temporary and investigative in nature and will not involve permanent infrastructure, dredging or any long-term alteration of the marine environment. As such, the activities will have a negligible carbon footprint and will not result in any measurable impacts on greenhouse gas emissions, water quality, habitats or ecological functioning.



The proposed surveys support the National Climate Objective in several ways. Firstly, the collection of baseline environmental and structural data will inform the design and planning of flood defence improvements and quay wall upgrades along the south docks of the River Lee. These works will enhance Cork City's resilience to climate-related flood risks and support climate adaptation objectives identified in national and local climate strategies. The North Quays structural surveys will provide information on the condition of existing quay wall structures and will inform future repair, maintenance and design considerations for these riverfront assets.

Secondly, the surveys will ensure that future development proposals for the Cork Docklands North and South Quays project are informed by robust environmental data, enabling the design of infrastructure that protects marine habitats and ecosystem functioning in line with national marine environmental policy. The surveys are therefore consistent with wider environmental objectives under the National Marine Planning Framework, the Water Framework Directive and the Marine Strategy Framework Directive.

Finally, by enabling the planning and design of the Cork Docklands South Quays public realm project, the surveys indirectly support the development of a more sustainable urban environment. The proposed regeneration of the south docks will enhance pedestrian and cycling connectivity, improve access to the riverfront and support the creation of accessible public spaces, thereby contributing to broader objectives of reducing reliance on private vehicles and supporting a transition towards a climate-neutral economy. The North Quays structural surveys will also support evidence-based planning and management of existing riverfront infrastructure.

Overall, the proposed maritime usage is proportionate, temporary and environmentally responsible and is therefore consistent with achieving the National Climate Objective established under the Climate Action and Low Carbon Development Act 2015, as amended.

Further detail on the consistency of the proposed maritime usage with achieving the National Climate Objective is provided in Attachment 4.9 of this application.

Attachment 4.9 included.

Yes ☒ No ☐ Not Applicable ☐

4th National Biodiversity Action Plan 2023 – 2030

4.10 Provide sufficient information addressing the consistency of the proposed Maritime Usage with the 4th National Biodiversity Action Plan 2023 – 2030.

Additional information can be provided as Attachment 4.10.

Ireland's 4th National Biodiversity Action Plan (NBAP) 2023-2030 sets out the national framework for halting and reversing biodiversity loss and ensuring that the sustainable use of natural resources underpins social and economic wellbeing. The Plan establishes five overarching objectives addressing governance, conservation and restoration of biodiversity, ecosystem services, the evidence base for biodiversity decision-making, and Ireland's contribution to international biodiversity initiatives.

The proposed maritime usage comprises temporary site investigation surveys within the River Lee to inform the planning and design of the Cork Docklands North and South Quays and projects. The South Quays survey scope includes ecological, archaeological and structural investigations designed to characterise existing environmental conditions, identify ecological sensitivities and provide baseline data required for environmental assessment and sustainable project design. The North Quays scope comprises structural surveys of existing quay wall structures at Horgan's Quay, the Turning Basin, and North Deep-Water Quay. No additional ecological or archaeological surveys are proposed as part of the North Quays



scope.

The proposed surveys are consistent with the objectives of the NBAP. The surveys support a whole-of-government approach to biodiversity by embedding biodiversity considerations within the early planning and investigation stages of strategic urban regeneration projects promoted by Cork City Council. The programme of baseline ecological surveys and environmental assessments associated with the South Quays project ensures that biodiversity considerations are integrated into project design and decision-making in accordance with national environmental legislation and planning frameworks. The North Quays structural surveys will similarly provide information required to support the informed planning and design of any future works to the existing quay wall structures.

The surveys also support urgent conservation and restoration priorities by identifying habitats and ecological features within the River Lee estuary, including areas associated with Cork Harbour SPA and protected species such as otter. The investigations will inform the design of flood defence and quay wall improvements in a manner that minimises potential impacts on biodiversity and supports the protection of ecosystem services within the estuarine environment.

In addition, the surveys contribute to securing nature's contribution to people by supporting projects that will enhance and manage the blue urban environment of Cork City while safeguarding ecological sensitivities. The baseline environmental data generated through the South Quays surveys will strengthen the evidence base for biodiversity-related decision-making by providing high-quality habitat mapping, sediment analysis and ecological information that can inform environmental assessments and future marine planning within the Cork Harbour area. The North Quays structural surveys will provide complementary information on the condition of existing riverfront infrastructure to support evidence-based future design and management decisions.

Overall, the proposed maritime usage is temporary, localised and undertaken using recognised survey methodologies with appropriate environmental safeguards. By generating robust baseline environmental and structural information and ensuring that biodiversity considerations are integrated into the planning and design of the Cork Docklands South Quays and North Quays projects, the proposed activities are consistent with the objectives of Ireland's 4th National Biodiversity Action Plan 2023-2030.

Further detail on the consistency of the proposed maritime usage with the 4th National Biodiversity Action Plan 2023-2030 is provided in Attachment 4.10 of this application.

Attachment 4.10 included.

Yes ☒ No ☐ Not Applicable ☐

National or European Strategic or Policy Objectives

4.11 Provide any additional relevant information with regard to the overall purpose of the proposed maritime usage, with reference to, e.g. National or European strategic or policy objectives and national targets, and strategic research objectives.

Additional information can be included as Attachment 4.11.

The proposed maritime usage indirectly supports a range of national, regional and local strategic policy objectives by enabling the evidence-based planning and delivery of a key urban regeneration, waterfront resilience and infrastructure projects within Cork City.

At national level, the surveys support the National Planning Framework (Project Ireland 2040) by advancing compact growth, regeneration of existing urban areas, and the sustainable development of Cork as one of Ireland's principal cities of scale. The Cork Docklands area is identified as a strategic growth location within the city, with the South Quays project forming part of the wider regeneration of that area through improved public realm, riverfront access and climate-resilient infrastructure. The North Quays structural surveys will provide the baseline information required to assess and manage existing quay wall infrastructure within this strategically important waterfront corridor. In particular, the proposed maritime usage aligns with and is supported by several National Policy Objectives (NPOs) within the NPF:

- National Policy Objectives 5: Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity.
- National Policy Objective 67: Provision will be made for Metropolitan Area Strategic Plans to be prepared for the Dublin, Cork, Limerick, Galway and Waterford Metropolitan areas and in the case of Dublin and Cork, to also address the wider city region, by the appropriate authorities in tandem with and as part of the relevant Regional Spatial and Economic Strategies.
- National Policy Objective 69: Statutory arrangements between spatial and transport planning in the Greater Dublin Area will be extended to other cities.
- National Policy Objective 74: Secure the alignment of the National Planning Framework and the National Development Plan through delivery of the National Strategic Outcomes.

The proposed projects will support these with the aim of providing evidence-based regeneration, sustainable mobility, coordinated infrastructure delivery and the long-term resilience of Cork Docklands.

At regional level, the proposed maritime usage supports the objectives of the Regional Spatial and Economic Strategy for the Southern Region and the Cork Metropolitan Area Strategic Plan, which identify Cork as a key metropolitan growth centre and prioritise the regeneration of Docklands lands, improved public realm and enhanced sustainable mobility infrastructure within the metropolitan area.

At local level, the surveys support the objectives of the Cork City Development Plan 2022–2028 and the Cork Docklands regeneration programme, which seek to transform the Docklands area into a vibrant mixed-use urban district supported by high-quality waterfront public realm, improved pedestrian and cycling connectivity and resilient infrastructure along the River Lee corridor. The South Quays surveys will inform the planning and design of the proposed public realm and flood defence project, while the North Quays surveys will provide structural information relating to existing quay wall structures at Horgan's Quay, the Turning Basin, and North Deep-Water Quay.

The proposed maritime usage also indirectly supports national flood risk management and climate adaptation objectives by informing the design of flood defence measures integrated with quay wall repair and public realm upgrades along the South Quays. The baseline structural and hydraulic information collected through the South Quays surveys will support the development of infrastructure designed to improve the resilience of Cork City's riverfront to climate-related flood risk. The North Quays structural surveys will support the evidence-based assessment and future management of existing riverfront infrastructure.

In addition, the South Quays surveys will support sustainable transport and urban accessibility objectives by enabling the design of improved pedestrian and cycling infrastructure along the riverfront, contributing to the broader aims of reducing reliance on private vehicle use and enhancing active travel within Cork City.

Overall, the proposed maritime usage represents a necessary enabling step in advancing strategically important waterfront regeneration, climate resilience and infrastructure projects within Cork Docklands. By providing the baseline environmental and engineering information required to progress the Cork Docklands South Quays project, together with structural information required to inform the assessment and future design of the North Quays project, the surveys support a range of national, regional and local policy objectives relating to compact urban growth, sustainable mobility, climate adaptation, flood resilience and the



regeneration of strategic urban waterfront areas.

Further detail on the strategic policy context and the need for the proposed maritime usage is provided in Attachment 4.11.

Attachment 4.11 included.

Yes ☒ No ☐ Not Applicable ☐



Declaration and Consent

I declare that all information provided with this application, including this completed form and all attachments confirmed as included in the application checklist, is correct at the time of submission and that I will notify MARA of any changes to this information that may arise during the application process. MARA may, by notice in writing given to the applicant, require the applicant to provide in the specified form, by affidavit or otherwise, such additional information in relation to any matter to which the application relates as MARA reasonably considers necessary to assist it to determine the application.

By submitting this application form, I agree that certain details provided may be published on MARA's website and that the information provided in this form will be processed and retained by MARA and may be shared with bodies appropriate to assessing aspects of this application in furtherance of consideration of the granting of a MUL in accordance with the MAP Act.

This consent relates to this application and to any further information provided by me, or on my behalf, for the purposes of this application.

Name of Signatory:

Robert Murphy

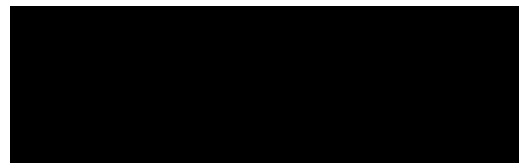
Position held:

Senior Executive Engineer

Date:

30/07/2026

Signed for and on behalf of the applicant:





Application Checklist

Complete the below application checklist

Section No.	Document	Required	Submitted
Application Form			
Part 1	Activity in Schedule 7	Yes	☒
Part 2	Applicant Details	Yes	☒
Part 3	Details of Maritime Usage	Yes	☒
Part 4	Marine Planning and Environmental Considerations	Yes	☒
Declaration and Consent	Signed Declaration and Consent	Yes	☒
Application Checklist	Application Checklist	Yes	☒
Supporting Documentation			
1.3	Attachment 1.3 – Existing Foreshore Authorisation(s) wish to transition	Yes (if applicable)	☐
2.1	Attachment 2.1 – List of Directors	Yes (if applicable)	☐
2.4	Attachment 2.4 – Details of Foreshore Authorisation(s)	Yes (if applicable)	☐
2.5	Attachment 2.5 – Details of Other Authorisation(s)	Yes (if applicable)	☐
3.1	Attachment 3.1 – Proposed Maritime Usage	Yes (if applicable)	☒
3.3	Attachment 3.3 – MUL Duration	Yes (if applicable)	☒
3.4	Attachment 3.4 – MUL Map and GIS Shapefiles	Yes	☒
3.5	Attachment 3.5 – Other Maps and Drawings	Yes	☒
3.6	Attachment 3.6 – Private Ownership Details	Yes (if applicable)	☒
4.1	Attachment 4.1 – Compliance with Objectives of NMPF	Yes	☒
4.2	Attachment 4.2 – Designated Marine Area Plan Compliance Details	Yes (if applicable)	☐
4.3	Attachment 4.3 – Appropriate Assessment Screening Report	Yes	☒
4.3	Attachment 4.3 – NIS	Yes (if applicable)	☒
4.4	Attachment 4.4 – Risk Assessment for Annex IV Species report	Yes	☒
	NPWS application or derogation reference number entered on form	Yes (if applicable)	☐
4.5	Attachment 4.5 – Compliance with Objectives of the Water Framework Directive	Yes	☒
4.6	Attachment 4.6 – Compliance with Objectives of the Marine Strategy Framework Directive	Yes	☒
4.7	Attachment 4.7 – Information for EIA screening	Yes (if applicable)	☐



4.8	Attachment 4.8 – UN Convention on the Law of the Sea and the Maritime Jurisdiction Act Compliance Details	Yes (if applicable)	☒
4.9	Attachment 4.9 – National Climate Objective Compliance Details	Yes (if applicable)	☒
4.10	Attachment 4.10 – National Biodiversity Action Plan Compliance Details	Yes (if applicable)	☒
4.11	Attachment 4.11 – National or European strategic or policy objectives Compliance Details	Yes (if applicable)	☒
0.0	Confirmation of Payment of Fee	Yes	☒

Please return completed applications, by email, to: licence@mara.gov.ie
