



Comhshaol, Pobal agus Rialtas Áitiúil
Environment, Community and Local Government

APPLICATION FOR A LEASE/LICENCE/PERMISSION UNDER THE FORESHORE ACT 1933 (AS AMENDED)*

*(This form should **NOT** be used for Applications for Offshore Electricity Generating Stations)*

Please read Guidance Notes before completing this form

USE BLOCK CAPITALS IN BLACK INK

For Office Use

Application Ref. No. _____

Date of receipt. _____

1. **A. Name(s) of Applicant(s) in full**
Schull Community Harbour Development Co. Ltd.

B. Address(es) of Applicant(s) in full

48 Main Street, Schull, Co. Cork

Telephone 028 28122 Mobile N/A

Fax 028 28629 E-mail stjokeeffe@gmail.com

~~RSI/PPS No~~/CRO No: 416136 Date of Birth: N/A

C. Signature of Applicants

Stephen O'Keeffe
Secretary

Date: _____

(where the signatory is an officer of a local authority or a company, the position held should be stated and the signatory's name should also be provided in block capitals).

D. Name of contact person if different from above

Shane McCarthy, Cronin Millar Consulting Engineers

Address The Mews, 7 Copperfields, Cobh, Co. Cork.

Telephone 021 4815441 Mobile N/A

Fax 021 4815441 E-mail shanemccarthy@cmce.ie

* Legislation Applicable Foreshore Act, 1933 (No. 12); Foreshore (Amendment) Act, 1992 (No.17); Fisheries and Foreshore (Amendment) Act, 1993 (No. 54), Fisheries (Amendment) Act, 2003 (No. 21); European Communities (Environmental Impact Assessment Regulations, 1989 to 1999; Foreshore (Environmental Impact Assessment) Regulations, 1990 (S.I. No. 220); Planning and Development Act 2000 (No. 30) Part XV

E. Name and Address of Applicant's Legal Advisors

(Applicants are strongly advised to seek legal assistance, prior to agreeing to accept an offer of a foreshore lease/licence/permission as all are legally binding documents. Where an offer is made of a Foreshore Lease/Licence/Permission it will be done through the Applicant's Legal Advisors)

Mr. Flor Murphy,

O'Donovan Murphy & Partners,

The Quay,

Bantry,

Co. Cork.

Telephone 027 50808

Fax 027 51554

E-mail N/A

2. (A) A detailed description of the proposed works which are to be carried out on the foreshore.

(Please feel free to use additional sheets, which should be signed and dated).

At the existing Schull Pier:

The storm wall on the existing Schull Pier will be extended and raised. New pier furniture and services will be provided as part of the works to the pier.

An armoured breakwater projecting c. 270m eastwards from the eastern end of the existing Schull Pier will be constructed on the foreshore.

178m of linear heavy duty floating pontoons will be installed on the east side of the existing pier. An additional 20 pontoon berths will be provided for small inshore fishing vessels. The pontoons will be held in position using steel piles and access will be provided by a 20m aluminium gangway. Floating pontoons will be installed on the northern face of the existing pier. The pontoons will provide 10 berths for the inshore fishing fleet. The pontoons will be held in position using steel piles and access will be provided by the existing steps on the pier.

At the North Shore of the Harbour:

An area of land c. 0.55 hectares will be reclaimed from the foreshore. A car park, marina facilities building and concrete slipway will be constructed on the reclaimed foreshore. The car park will provide 95 parking spaces and will be fronted by a sloping armoured revetment. The marina facilities building will provide sanitary and changing facilities to marina users. An office will also be located within the building.

A 235 berth marina, with access platform, gangway, floating breakwaters and associated infrastructure will be installed to the south of the reclaimed foreshore. The marina will be constructed of floating pontoons and held in position using steel piles. A services berth providing diesel refuelling facilities and a sewage removal system will be provided as part of the works.

(B) A Statement of reason for the works

Provide safe, sheltered, all tide access berthing and mooring facilities for vessels in Schull Harbour.

Currently boats have to be moored on swing moorings during bad weather conditions and access to vessels rafted alongside one another at the existing Schull Pier is extremely dangerous. Providing berthing facilities for vessels in Schull Harbour in all weather conditions is the primary function of the proposed development.

The development will separate commercial and leisure operations within the harbour.

The tourist potential of Schull will be enhanced as a result of the proposed works. The improved facilities will attract more visitors to the area and the tourist season will be lengthened due to the availability of year round berthing and mooring facilities.

See also Additional Information Section.

A statement of the disturbance to the foreshore, arising from these works, should be attached covering the impact on the marine environment including the impact on coastal erosion, navigation, fishing, fisheries (various species known to inhabit the area), pleasure boating and sailing, air navigation (if appropriate).

(C) Provide the following location details in respect of the area of foreshore for which the Lease/Licence/Permission is sought

(i) Bay Schull Harbour

(ii) County Cork

(iii) Geographic co-ordinates in degrees, minutes and seconds

Lat: 51° 31' 33.3", Long: -9° 32' 28.5"

(iv) OS Map No. CK139, CK140, CK148, CK149, 6768 - C, 6784 - A

(v) Size (hectares) 7.20 hectares

(vi) Local Authority Cork County Council

3. RECORD OF DOCUMENTS ENCLOSED WITH THIS APPLICATION



An application for a lease or licence must be accompanied by 10 copies (15 copies if there is a possibility of significant impact on the marine environment and any project requiring an EIS) of all relevant documents.

- | | | |
|--------|--|-------------------------------------|
| (i) | Ordnance Survey Map (Scale of 1:10,560, ie a six inch map)
Applicants must certify and date all maps submitted, stating the area of foreshore involved in metric measurements (i.e. hectares or square kilometres etc) with the area involved clearly delineated in red thereon. | <input checked="" type="checkbox"/> |
| (ii) | British Admiralty Chart (largest available scale) | <input checked="" type="checkbox"/> |
| (iii) | Decision of planning authority or An Bord Pleanála under Planning Acts (Required)
Developments on the foreshore require planning permission in addition to a Foreshore Lease/Licence/Permission. All Foreshore Leases, Licences and Permissions are without prejudice to the powers of the local planning authority. Applicants should, therefore, consult initially with the local planning authority regarding their proposal. | <input checked="" type="checkbox"/> |
| (iv) | Copy of licence under Section 4 of Local Government Water Pollution Act, 1977 | <input type="checkbox"/> |
| (v) | Environmental Impact Statement | <input checked="" type="checkbox"/> |
| (vi) | Drawings of the structures to be used and/or layout | <input checked="" type="checkbox"/> |
| (vii) | Copy of any correspondence with the Department of the Environment, Heritage and Local Government (Heritage and Planning Division) | <input type="checkbox"/> |
| (viii) | Certified copy of Company's Memorandum and Articles of Association (Only one copy is required) | <input checked="" type="checkbox"/> |
| (ix) | Certificate of Incorporation of a Limited Liability Company/ Rule Book/Constitution for a Club or Co-Operative Society as appropriate | <input checked="" type="checkbox"/> |
| (x) | Other (specify) <u>See cover letter for full schedule of submitted supporting documentation.</u> | |

(Note: It may not be necessary to include all of the above documents please refer to the accompanying "Guidance Notes".)

4. Details of any previous Leases/Licences/Permissions received by the applicant for this or any adjoining sites (if appropriate)

(i) Date of Lease/Licence/Permission N/A

(ii) Reference number(s) N/A

5. Is all or any part of the Foreshore (the subject of this application) in private ownership?
(This search should be carried out in the Registry of Deeds and Land Registry and copies of results, including where appropriate, folio maps should be included).

If yes, please provide details of ownership.

No

Have adjacent land owners, whose properties may be affected by these works been consulted?
Please provide details/permissions as appropriate.

No

6. Employment Implications (if any)

Construction Phase: 18 months employment for 20 people (phased development)

Operational Phase: 1 full time employee & 2 part-time employees (Marina). The development will help support existing indigenous jobs in Schull such as fishing etc.

7. Capital cost of proposed works (€ - Euro) €7,000,000 (approximately)

8. Do the proposed works involve the draw down of European Union or State funding?

No

If "Yes" give details, including any time restrictions, etc. applying

N/A

9. Do the proposed works provide for public use, restricted use or strictly private use? (give details)

The proposed works at the existing Schull Pier will be designated for public use. The development at the North Shore of the Harbour will provide 177 private berths and 58 dedicated visitor berths.

10. Are there public health/safety implications arising from the proposed works? (e.g. effluent disposal, removal of derelict or dangerous structures etc.)

N/A

10a. Are there public navigational safety implications arising from the proposed works?

No negative navigational safety implications anticipated.

1. What marine activity is there in the area?

Schull Harbour is used predominantly by marine leisure (sail boats, power boats etc.) users. Other marine activities in the area include fish landings, ferry operations, sailing school, boat charter, rowing etc. A swing mooring field is located within the footprint of the marina and surrounding area.

2. How will the marine activity be affected by the proposed works?

The proposed works will significantly improve existing berthing facilities in Schull Harbour. Additional public and private berths, sheltered from wave action by a rubble mound breakwater to the south and an array of floating breakwaters to the east, will be provided as part of the works. The existing swing moorings within the footprint of the marina and the immediate surrounding area will be removed to accommodate the development.

3. What mitigating measures will be put in place?

The users of existing swing moorings that will be affected by the development will be encouraged to relocate to the new development, which will provide safer sheltered year round berthing. Navigation lighting will be placed on the eastern extremity of the rubble mound breakwater and on the southern extremity of the floating breakwater array to signify the new access channel to the inner harbour area. This lighting will be installed to the specifications of the Marine Survey Office and the Commissioners of Irish Lights.

4. How will the proposed works affect Marine Navigation in the future?

No affects anticipated.

11. Will the works involve the storage and/or disposal of waste?

Yes. See additional information.

If "Yes" please give details of the type of waste and the proposed method of storage and/or disposal (including location)

**Certain developments are subject to the European Communities (Environmental Impact Assessment) Regulations, 1989 to 1999. It is the responsibility of the applicant to consult and comply with these Regulations. Where the relevant threshold in the Regulations is exceeded an application for permission under the Foreshore Acts must include an Environmental Impact Statement (EIS). Applicants are encouraged to seek the Department's opinion at the scoping stage of the EIS.*

An appraisal of the environmental effects of a development below the threshold must be submitted by the applicant to allow the Minister to decide whether it is likely to have significant effects on the environment. Where the decision is "yes" an EIS is mandatory.

In the case of developments on foreshore for, by or on behalf of a Local Authority where an EIS is required, applications should be made to An Bord Pleanála under Part XV, Planning and Development Act, 2000. 10 copies of any applications made under this Act must be sent to this Department at the time of application to An Bord Pleanála.

Note: While every effort will be made to deal promptly with applications, priority will be given to dealing with applications involving public infrastructure, public health, public use and those having employment implications.

Any additional Information

Section 2B:

Pleasure Boating and Sailing

The proposed marina is located in the site of an existing swing mooring field. Boat owners will be encouraged to relocate their vessels to the new marina. The swing mooring field presents many issues in relation to health and safety and access to vessels. The proposed works will provide safe, all tide access, mooring facilities for recreational and sailing vessels. The proposed works will not adversely affect pleasure boating and sailing in the area.

Navigation

No negative navigational safety implications envisaged. See Section 10a.

Fishing Activities

Many of the vessels in the affected swing mooring field are inshore fishing vessels. These vessels will be given berths in the new inshore fishing vessel pontoons at the Schull Pier. Fishing vessels will not be able to berth on the east face of the pier and a section of the south face during construction of the breakwater. The development is supported by local fishermen.

Fisheries

There are no fisheries located within the actual construction zone. The nearest licensed aquaculture beds are located over 2.5km from the proposed development. Thus, there will not be direct impacts on fishing or aquaculture during construction works. The new breakwater will provide microhabitats for fish and more fishing spots for shore anglers in the longer term.

Coastal Erosion

The shoreline at the development site on the north shore is rocky in nature and not subject to significant erosion. The proposed land reclamation at the site will not affect erosion at the site. An existing inter-tidal shingle pocket beach adjacent to the Schull Pier is subject to nominal erosion only and will not be affected by the development. Due to low flow velocities at the development site, no significant changes to the sediment transport regime in the area are expected. Additional siltation inside the breakwater is not envisaged due to the existing minimal current velocities at the site. Any existing patterns of erosion and deposition elsewhere in Schull Harbour should not be affected.

Air Navigation

Air Navigation will not be affected by the proposed development.

Section 11:

Foul water will be generated from two sources at the proposed development: shower and toilet facilities in the marina facilities building; and the pump out unit at the marina. It is proposed to treat these effluents with an on-site package treatment plant before discharging to the sea via the existing outfall. Ultimately the foul water will be discharged to the proposed Local Authority Wastewater Treatment Plant.

Waste reception banks will be located at the marina facilities building. The reception banks will be comprised of 3 no. separate bins for the following waste streams: Recyclables, Refuse and Hazardous.

Please send completed application form to:

Foreshore Unit
Department of Environment, Community and Local Government
Newtown Road
Wexford

**Incorrectly completed or incomplete application forms cannot
be processed and will be returned.**