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COMHAIRLE CONTAE FHINE GALL FINGAL COUNTY COUNCIL

Email: Corporate.Services@fingal.ie

County Hall
Swords
Co Dublin

Wednesday 22nd November 2023

To Each Member of the Marine and Coastal Management Strategic Policy
Committee

Dear Member

A meeting of the Marine and Coastal Management Strategic Policy
Committee will be held in the MS Teams at 4.30 pm on Wednesday, 29th
November, 2023 to consider the following Agenda.

Yours faithfully

Nikki Halleran
Meetings Administrator
Corporate Services

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A G E N D A

- 1 Confirmation and Re-Affirmation of Minutes of the Marine and Coastal Management SPC meeting held on the 21st of September 2023
- 2 Policy for Management of Beaches and Dunes
- 3 Draft Harbour Byelaws

MOTIONS

- 4 Councillor D. Healy - Update on Dune and Beach Management for Coastal Protection

"That the Chief Executive provide an update on the development of a policy for the management of beaches and dunes aimed at protecting them from erosion and encouraging the growth of dunes and beaches as coastal protection for developed areas of Fingal, particularly in the context of rising sea levels, as agreed at the March 2023 meeting."

- 5 PPN Representative M. O'Brien - Monitoring of Beach Sand Level and Dune Erosion along the Coast of Fingal

"That the Chief Executive engage with an academic institution to initiate monitoring of the beach sand level, dune erosion and accumulation along the coast of Fingal with a view to mapping vulnerable areas to supplement OPW's Pilot Coastal Monitoring Survey Programme, Communities could be engaged for example through clean coast groups such as 'Ground truthing' to increase knowledge which would help to develop an ecosystem and nature based solutions to coastal erosion challenges along our coastline."
[\(https://www.floodinfo.ie/map/coastal_monitoring_map/ \)](https://www.floodinfo.ie/map/coastal_monitoring_map/)

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- 6 Councillor T. O'Leary - Presentation - Initial Concept Plan for the Renewable Energy Port - Gormanston County Meath

"That this Committee invite the Bremore Port Proposal team led by Drogheda Port to make a detailed presentation of the initial concept plan for the Renewable Energy Port at Gormanston County Meath, the port ambit and sea walls extend into the Fingal coastal area under this Committees remit and various studies in the seawater are needed to progress the proposal that go as far as Skerries, noting the proposers hope to submit a planning application in approximately 18 months."

7 Councillor C. Boland - Pedestrian Boardwalks by the Sea

“That this Committee recommends in order to maximise the tourist potential and enjoyment of our coastline in areas of scenic or activity engagement, which are difficult to access by all, yet present an opportunity to maximise coastal enjoyment, that consideration and feasibility be given to providing suitable pedestrian boardwalks either natural or manmade to enable all to come closer to the therapy of the sea, for example providing a boardwalk from the slipway at Skerries Sailing Club to the commencement of the pier.”

Comhairle Contae Fingall
Fingal County Council

Minutes of Marine and Coastal Management Strategic Policy Committee

Thursday, 29th June, 2023

PRESENT

Councillor Eoghan O'Brien,
Councillor Brian Dennehy,
Councillor Robert O'Donoghue,
Councillor Ann Graves, Councillor
Paul Mulville, Councillor Cathal
Boland, Councillor Karen Power,
Councillor David Healy, Councillor
Tom O'Leary, Maire O'Brien PPN,
James Magrane IFA,

The Area Chairperson, Councillor Eoghan O'Brien presided.

OFFICIALS PRESENT

David Storey, Director of Services; Catherine O'Donovan, Senior Executive Officer; Ronan O'Reilly, Senior Executive Engineer, Mary T Daly, Director of Services, Paul Smyth, Senior Executive Officer, Hans Visser, Senior Exec Parks, Kevin Halpenny, Senior Park Superintendent, Martina O'Connor, Administrative Officer, Deirdre Sinclair, Administrative Officer, Maria Hand, Senior Staff Officer, Noreen Wright, Staff Officer

MCM/8/23 (Agenda Item No 1)

Confirmation and Re-Affirmation of Minutes of Marine and Coastal Management
SPC meeting held on 22nd March 2023

The minutes of the last meeting held on 22nd March 2023 were proposed by Councillor Eoghan O'Brien and seconded by Councillor O'Donoghue.

The minutes of the meetings of the 22nd of March 2023, were AGREED

MCM/9/23 (Agenda Item No 2)
Climate Action Plan Update

Presentation given by Mr Ronan O'Reilly on the update of the plan. which was followed by discussion and questions from the members.

The Presentation was NOTED.

MCM/10/23 (Agenda Item No 3)
Harbour Byelaws

A presentation was given by Mr Paul Smyth on the Draft Harbour ByeLaws 2023. Members were advised that copies of the byelaws are available for public inspection from the 15th of June to 31st of July and that the closing date for submissions and observations is the 14th August 2023. Mr Smyth advised that he will come back to the next SPC meeting in September with the outcome of the consultation. It was also agreed that an invitation be sent to the Sea Fisheries Protection Authority to attend a future SPC meeting.

The Presentation was Noted.

MOTIONS

MCM/11/23 (Agenda Item No 4)
Councillor C. Boland - Coastal Impact from the placement of Coastal Wind Turbines.

"That the Chief Executive submits a comprehensive report on the projected impact from the placement of Coastal Windfarms in waters off coast of Fingal."

Report:

The Council's Planning Department do not have experience or expertise in Marine Planning. Therefore, if this motion is passed, the Environment Department will write to the Department of Agriculture, Food and the Marine requesting a comprehensive report on this issue.

This motion, in the name of Councillor C. Boland, was proposed by Councillor C. Boland and seconded by Councillor T. O'Leary.

The report was Passed.

MCM/12/23 (Agenda Item No 5)

Councillor P. Mulville - Permanent Coastal Measures for Rogerstown (Rush and Portrane)

“That the Chief Executive provides a report on the current position regarding the An Bord Pleanála planning application needed to carry out the permanent coastal protection measures at Portrane and Rush, in locations at imminent risk of coastal erosion and flooding, to report on whether all the necessary environmental and technical reports are now completed by RPS Consultants, to outline when the planning application will be submitted to An Bord Pleanála and the projected timeline for works to commence.

Report:

The Council has engaged specialist engineering consultants RPS to assist with the preparation of planning applications for works to address coastal change in the Outer Rogerstown Estuary. Significant survey and design work has already been successfully completed. The current advice from RPS is that they expect to provide draft environmental assessments to the Council in July with a view to having the finalised EIA reports, Appropriate Assessment and Natura Impact Statement reports completed for submission in the planning application in the Autumn of this year. In an Irish context, the scope and nature of the works proposed in this planning application are unprecedented. It is consequently impossible to provide an accurate estimate of the timeframe for the conclusion of the statutory planning process. It is reasonable however to expect that this process will take a considerable number of months to complete. If planning approval is obtained however, the work already completed on the detailed design of the project would allow for the procurement to commence shortly thereafter.

This motion, in the name of Councillor P. Mulville, was proposed by Councillor P. Mulville and seconded by Councillor R. O'Donoghue

The report was Noted.

MCM/13/23 (Agenda Item No 6)

Councillor T. O'Leary - Update on Marine Legislation MAP - Marine Area Plan for Fingal Coast and clarity on Foreshore Licences

"That the Chief Executive provides an updated presentation on the Marine legislation outlining when will the Council prepare a MAP (Marine Area Plan) for our coast and clarity on foreshore licences into the future, to confirm what is the new system and who will grant the nearshore (5-8km) foreshore licences going forward, as my understanding from the original presentation given to this Committee was that it would fall to the Council rather than the Department of Housing."

Report:

If this motion is passed, the Environment Department will request an update presentation on this issue.

This motion, in the name of Councillor T. O'Leary, was proposed by Councillor T. O'Leary and seconded by Councillor E. O'Brien

The report was **Noted**.

MCM/14/23 (Agenda Item No)

AOB

David Storey spoke about the successful World Sand Dune Day which was held on South Beach in Rush on the 24th of June and advised there would be information/video on the event on Fingal's website soon.

Actions

- Invitation to the new Harbourmaster to the next Marine and Coastal SPC
- Invitation also to the Sea Fisheries Protection Authority to future meeting.

The Meeting concluded at 18:01

CHAIRPERSON

DATED

Comhairle Contae Fine Gall
Fingal County Council

Minutes of Marine and Coastal Management Strategic Policy Committee

Thursday, 21st September, 2023

PRESENT

Councillor Eoghan O'Brien, Councillor Brian Dennehy, Councillor Robert O'Donoghue, Councillor Paul Mulville, Councillor Cathal Boland, Councillor Karen Power, Councillor David Healy, Councillor Tom O'Leary, Maire O'Brien PPN, James Magrane IFA,

Apologies for inability to attend were received for Councillor Ann Graves

The Area Chairperson Councillor Eoghan O'Brien presided.

OFFICIALS PRESENT

David Storey, Director of Services; Catherine O'Donovan, Senior Executive Officer, Paul Smyth, Senior Executive Officer, Hans Visser, Senior Exec Parks, Kevin Halpenny, Senior Park Superintendent, Martina O'Connor, Administrative Officer, Gerry McDermott, Senior Communications Officer, Grainne Carroll, Administrative Officer, Maria Hand, Senior Staff Officer,

MCM/15/23 (Agenda Item No 1)

Confirmation and Re-Affirmation of Minutes of Marine and Coastal Management
SPC meeting held on the 29th June 2023

MCM/16/23 (Agenda Item No 2)

Draft Harbour Byelaws Update

Presentation given by Ms Martina O'Connor who gave an overview on the submissions received on the recent public consultation. This was followed by discussion and questions from the members. Members were informed that a report will be brought to the December SPC meeting.

The Presentation was NOTED

MOTIONS

MCM/17/23 (Agenda Item No 3)

Councillor D. Healy - Nature-Based Solutions in the Protection of Dunes and Beaches

“That the Chief Executive provide this Committee with a report on the use of nature-based solutions in the protection of dunes and beaches, taking account of the need for climate change adaptation and resilience, including an update on plans for dune protection work on areas which are bare of grasses and vulnerable to erosion.”

Report:

It is not possible to provide a detailed report on the above matter at this time. Staff will be available at the meeting to discuss the matter and the scope of any future report. Information on dunes on the council website is available here.

<https://www.fingal.ie/world-sand-dune-day#:~:text=World%20Sand%20Dune%20Day%202023%20Rush%20South%20Beach,sand%20dune%20awareness%20event%20at%20Rush%20South%20Beach>

Following a discussion regarding the protection of dunes and a maintenance strategy for all beaches, it was agreed to bring a headed item on this issue to the next SPC.

The Motion in the name of Councillor D. Healy, was proposed by Councillor D. Healy and seconded by Councillor K. Power

The motion was Accepted

The Meeting concluded at 17:43

CHAIRPERSON

DATED

MARINE & COASTAL MANAGEMENT
STRATEGIC POLICY COMMITTEE MEETING

Wednesday 29th November 2023

Item 02

Policy for Management of Beaches and Dunes

The current Fingal Biodiversity Action Plan 2022 – 2030 includes the following action:

Biodiversity Action Plan No. 76

Action: Review beach management practices of FCC in context of management of SAC's and SPA's.

Objective: To assess the impact of beach cleaning operations on the ecology of the beach and dunes habitats and associated flora & fauna species.

KPI: Beach cleaning operations reviewed and amended where necessary by Fingal County Council

It is currently planned to undertake Action No, 76 during the 2nd implementation period of the Biodiversity Action Plan which runs from 2027 to 2030.

Marine and Coastal Management Strategic Policy Committee

Wednesday 29th November 2023

Draft Harbour Bye-Laws 2023 - Review



Harbour Bye-Laws Public Consultation Report

The proposed Draft Harbour Bye-Laws 2023 in respect of each of the four harbours in Fingal were brought to the Transportation & Infrastructure Management SPC on 6th June 2023 for information and noting. The Draft Bye-Laws were also presented, for information purposes, to the Marine & Coastal SPC on 29th June. The statutory consultation process commenced on 15th June 2023 and the Public Consultation Portal was open for submissions from 15th of June 2023 to the 14th of August 2023. A total of 43 submissions were received during this time period.

The submissions were collated and forwarded to Legal Counsel, for comment and recommendations as to whether or how the issues raised can be addressed. Many submissions received were of a thematic nature which applied across all four harbours and have been set out below on this basis. Feedback from Legal Counsel has been set out below alongside the recommendation as to whether an amendment to the Draft Bye-laws is proposed.

As part of the review of the Bye-Laws, Legal Counsel established that in accordance with admiralty maps from 1877, the Limit of Jurisdiction at Skerries was 500 yards or 457.2 metres which has now been defined in the Draft Bye-Laws for Skerries Harbour. This is an amendment to the more reduced Harbour Limits which had been set out in the 2010 Bye-Laws. This has given rise to additional issues identified within the consultation process and these are dealt with towards the end of the report.

At the Transportation & Infrastructure Management SPC on the 27th of November 2023 it was agreed by the Committee that with the recommendations outlined below the Bye-Laws be brought to the Corporate Policy Group and Full Council for approval.

Issue	Response	Recommendation
Restrictions on Boat Length	The size of each harbour places practical limits on the size of boats and the number of boats which may use the harbour. The Bye-Laws seek to regulate the use of each harbour. The suggestion that the limiting size of boats in the case of Loughshinny Harbour and Rush Harbour should be 12 metres in length appears to be sensible and will be incorporated in the revised draft for these two harbours. No change is intended by the 2023 Bye-Laws in relation to vessels of 18 metres and over at Skerries. They are prohibited unless licenced by the council.	The Bye-Laws for Rush and Loughshinny to be amended to limit the size of boats to 12 metres at both harbours. No change is to be made to the Draft Bye-Laws in relation to vessels of 18 metres and over at Skerries and Balbriggan Harbours.
Reasoning for Four Separate Bye-Laws	The reason for having an individual set of Bye-Laws for each harbour is to keep them as simple as possible; they are broadly the same for each harbour but having individual Bye-Laws allows for variations in relation to harbour approaches and lengths and speed of vessels. It is also necessary to post the Bye-Laws relating to each harbour by public notice in that harbour. Having separate Bye-Laws for each harbour allows the council and harbour users to consider the needs of each harbour and its community separately from the other harbours.	Individual Bye-Laws for each Harbour to remain as proposed.

Charges for Services at Harbours	The power to impose harbour charges, given to the port companies of the State's commercial harbours at such rates as are determined by the port company from time to time, are only given to the county council for their harbours where the council have made Bye-Laws "for the purpose of enabling it to impose charges in like circumstances to those which a company may impose charges under section 13 [of the Harbours Act 1996]". The power to make "enabling" Bye-Laws in relation to impose charges similar to the charges which a port company may impose is given to a council in relation to its harbours by section 89 (3) (a) (ii). Sections 6 and 8 of the proposed Bye-Laws only invoke this enabling provision to impose harbour charges for keeping a vessel at the harbour or, in relation to visiting vessels, for the "use of the Harbour"; the proposed Bye-Law does not enable the council to "impose" charges for services such as those mentioned in section 13 (1) (d) of the Harbours Act 1996. It is considered that where services are provided to a vessel, such as providing fresh water, that this would be done as a simple contract between the council and the owner of the vessel. An amendment will be made to sections 6 and 8 of the revised draft Bye-Laws to make it clear that the enabling power is invoked only in relation to imposing charges for keeping a vessel at the harbour or, in relation to visiting vessels, for the use of the harbour.	An amendment will be made to sections 6 and 8 of the Draft Bye-Laws to make it clear that the enabling power is invoked only in relation to imposing charges for keeping a vessel at the harbour or, in relation to visiting vessels, for the use of the harbour.

Vessels in Distress	It is considered that vessels in distress would be dealt with under the Wreck and Salvage Legislation which designate the Harbourmaster as the “authorised officer” in his harbour.	No change to the Bye-Laws.
Fairway Definition	The reason for not defining the word fairway in the interpretation section is that in the Bye-Laws the word “fairway” is used in its ordinary dictionary meaning: “a navigable channel; a regular course or track of a ship”.	No change to the Bye-Laws.
Provision for Swimming	Swimming on the beaches is regulated by Fingal County Council Beach/Foreshore Bye-Laws 2006. The Beach/Foreshore Bye-Laws make no distinction as to whether a beach (as defined in those Bye-Laws) or a reserved bathing area is within the limits of a harbour or not. Therefore, the proposed harbour Bye-Laws will have no effect on swimming from the beaches or at reserved bathing places. The Beach / Foreshore Bye-Laws 2006 will be subject to review in 2024 as part of the work programme for this SPC.	No change to the Bye-Laws.
Prohibition of Bringing Vehicles onto the	The intention of the Bye-Laws is to regulate and manage the harbours in the interest of all harbour users. The loading / unloading of vehicles will be permitted under the proposed Bye-Laws, however all vehicles must be	No change to the Bye-Laws.

Roadway, Slipway, or Pier	removed from the roadway, slipway or pier when not in active use for loading / unloading. It is the Council's intention to examine the provision of alternative parking for fishers in order to facilitate keeping the harbour free of obstruction.	
Storage Areas on Piers	The intention of the Bye-Laws is to regulate and manage the harbours in the interest of all harbour users. This requires all harbour users to manage their equipment in a responsible manner that respects all other harbour users. It is the intention of the Council to provide adequate storage at all harbours in consultation with all stakeholders in order to address this issue.	No change to the Bye-Laws.
Compliance with Local Government Act	We are satisfied that the Bye-Laws as drafted are in compliance with the Local Government Act 2001 as amended.	No change to Bye-Laws.
Berths, Allocation of Berths and	The berths, allocation of berths and charging for berths will be dealt with by way of a Chief Executive's Order.	No change to Bye-Laws.

Charges for Berths		
Code of Conduct	A Draft Code of Conduct will be prepared for discussion with the Transport & Infrastructure Management Strategic Policy Committee.	No change to Bye-Laws.
Conditions of Licencing and License Fees	The need to regulate the use of each harbour by Bye-Law arises because of the limited size of the harbours in relation to the demands on its use by vessels, both fishing vessels and leisure craft. The harbours are public harbours but in this respect the need of the fishing community to have a safe home port on which they can rely for their vessels must be balanced against the rights of the general public. It is this balancing which Bye-Law 2 and Bye-Law 6, when taken together, seek to achieve. The licence proposed by Bye-Law 6 would give certainty to a vessel upon which it could rely for the use of the harbour. In return the Council contemplate that the vessel would be subject to terms and conditions which would be relevant to such vessels use of the harbour. Essentially, such terms and conditions would be to ensure the optimum use of the harbour by fishermen and leisure craft owners and would be conditions that would	No change to Bye-Laws.

	not be onerous to working vessels or craft which are actually in use. Such conditions, would of course, be applied equally in equal circumstances to all licenced vessels. The exact terms and conditions would, ideally, be discussed with the relevant stakeholders' bodies such as NERIFF but in the meantime it is considered that the Bye-Laws should be proceeded with to establish the principle of licencing. It must, of course, be obvious to all that there are practical limitations in relation to each harbour as to the number of vessels that can be kept there and the number of licences which can be issued.	
Enforcement	The Harbourmaster is an Authorised Officer in accordance with the Bye-Laws and thereby empowered to enforce the adopted Harbour Bye-Laws.	No change to the Bye-Laws.
Access for the Irish Coast Guard	The Coast Guard have pointed out that they have been omitted from the exemption given to Fire Brigade, ambulances and Garda vehicles.	Amendment will be made in the Draft Bye-Laws.
Potential Conflict with Beach / Foreshore Bye-Laws	The Beach / Foreshore Bye-Laws 2006 will be subject to review in 2024 as part of the work programme for this SPC.	No change to the Bye-Laws.
Use of Slipway for Recreational	This request highlights an unintended ambiguity in the proposed Bye-Law caused by the words prohibiting "placing" vessels, vessel's apparel or boat cradles on the slipways. The intention of the Bye-Law is to keep the	No change to the Bye-Laws.

and Sporting Events	slipways open for the launching and recovery of boats without obstruction. This can be managed in cooperation with the Harbourmaster to facilitate use of the slipways for recreational and sporting events.	
Engineering Consultation	Significant engineering works are at the early planning stage at both Skerries and Balbriggan Harbours, and these proposals will progress through the relevant planning and environmental processes. The purpose of the Bye-Laws is regulating the admission of vessels into the harbour or the vicinity thereof and their removal therefrom and providing for the good order and government of vessels while within the harbour and for preventing and removing obstructions or impediments in or on docks, quays, works and roadways within the harbour.	No change to the Bye-Laws.
Reason for use of "Express Permission"	The requirement that the permission required should be "express permission" has been put in these Bye-Laws to prevent a defence that implied permission has been obtained in some way such as by having parked on the pier on a previous occasion. By way of distinction, it will be noted that, while the permission of the Harbourmaster is required by Bye-Law 9 to place goods on the harbour roadway or piers, and offence is only committed when the owner or person who has custody of the goods fails to remove them when directed to do so by the Harbourmaster.	Accordingly, the Draft Bye-Laws will be amended to read: "No vessel, vessel's apparel or boat cradle shall be kept on the roadway, slipways, campshires or horizontal surfaces of the piers of the Harbour without the express permission of the Harbourmaster; this Bye-Law

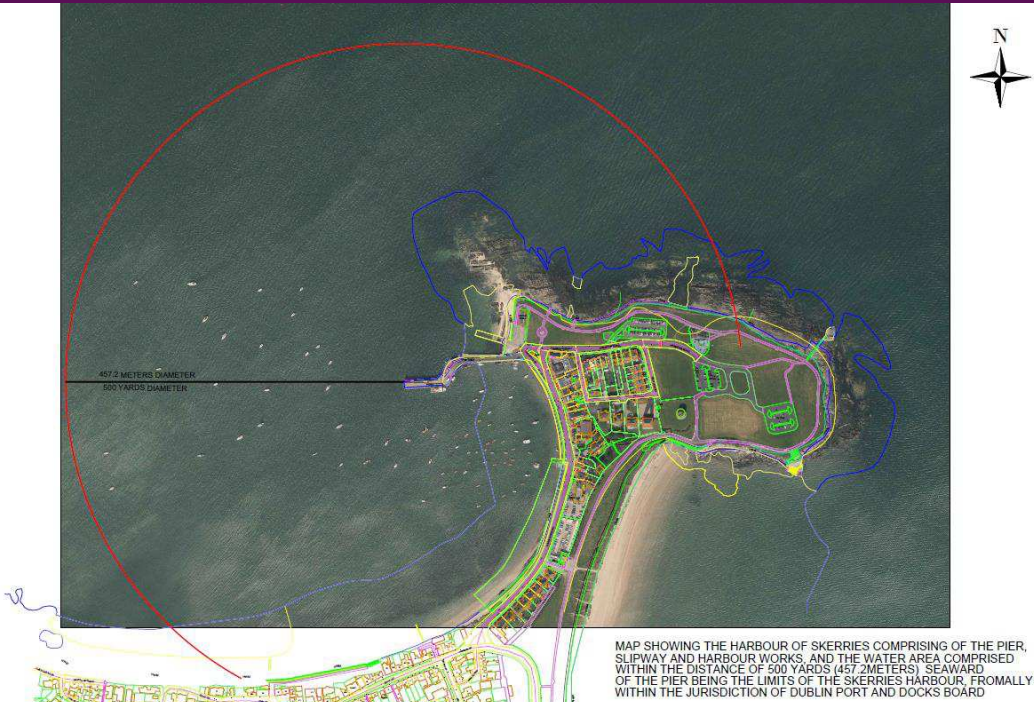
		shall not apply to launching trolleys or boat trailers whilst the owner thereof is using his craft afloat on the water."
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	Skerries Harbour	
Skerries Speed Limit	A speed of 4 knots is greater than a fast, walking pace. It would take a vessel approaching the pier at <u>Skerries</u> from seaward less than 4 minutes to traverse the 457.2 radius of the defined harbour. It is considered a fair balance between convenience on the one hand and safety on the other in an area being used by more than one vessel, and in such an area is a fast speed even for rescue boats. At 4 knots, the distance of 125 metres suggested by the objectors would be traversed in 61 seconds, so it is a high speed for such close quarters. However, having considered the matter, the Council is proposing that the speed restrictions will apply to “power-driven vessels” only save for those involved in rescue or safety operations.	An amendment to be made to the Bye-Laws to limit the speed restriction at Skerries Harbour to “power-driven vessels” only, save for those vessels involved in rescue or safety operations.
Moorings at Skerries	The intention of the council is not to prohibit moorings within the harbour at Skerries but to regulate such moorings. Bye-Law 2 of the proposed Bye-Laws contemplate that the use of the harbour will be regulated and that vessels (other than those licensed by the Council) may be directed to leave the harbour or any specified berth (which includes a mooring) for reasons of congestion in the harbour or at	The reference to moorings in the proposed Bye-Laws will be amended to clarify this.

	a specified berth or to facilitate the working of the harbour for other vessels. The harbour is a public harbour and the council cannot exclude vessels or persons but, having regard to the size of the harbour, it must regulate the use of the harbour so that vessels and persons can use it on a fair basis; the corollary of this is that use of the harbour by any vessel or person cannot give rise to an established right over and above the public right of other vessels and persons. The Bye-Law enabling the council to impose charges, in similar circumstances to those for which a port company can impose charges, for keeping a vessel at the harbour for a visiting vessel to use the harbour is subject to the limitation that a port company must provide consideration (a benefit) in return for the charge. For this reason, section 13 (3) provides that “different rates of harbour charges may be imposed by a company in different circumstances”. It follows, as the objectors rightly submit, that the council cannot impose a harbour charge where no benefit (or consideration in law) has been conferred on the vessel or her owner.	
Skerries Fairway	A submission pointed out that there are two slipways at Skerries and that the reference in the Bye-Laws should read “slipways”.	Amendment of “slipway” to “slipways” in Skerries Bye-Laws.

Skerries Harbour Limits Extension	Regarding the submission which suggested that the limits to Skerries Harbour would be extended as per the proposed draft Bye-Laws, Fingal County Council can assure that this is not so. The harbour at Skerries is that over which the Dublin Port and Docks Board was given jurisdiction and is the harbour which was transferred to Fingal County Council.	No changes to Bye-Laws.
Skerries Harbour Limits	The Skerries harbour limits transferred from the Dublin Port and Docks jurisdiction to the Council are, perhaps, exorbitant in so far as they extend in a wide radius eastward of the pier. Westward of the pier they could not be said to be exorbitant having regard to the speed limits for vessels referred to below and the potential of vessels anchored in that area to obstruct vessels approaching or leaving the pier. Such obstruction may not only be physical but will also obstruct the vision of the vessel moving past an anchored vessel. An amendment to be made to the Bye-Laws to divide the Harbour as defined in the proposed Bye-Laws into the Northern part of the Harbour and the Southern part of the Harbour (which latter may be conveniently called the Inner Harbour). This will require the Interpretation to include a definition that the southern part of the Harbour (or Inner Harbour) means that part of the Harbour to the South of an imaginary line drawn due West through the light on the end of the pier.	Consequential amendments will be made to apply the Bye-Laws relating to the use of vessels in the Harbour to the southern part of the Harbour (i.e the Inner Harbour) only. A map outlining this change can be found below.

Skerries Harbour Revision



Comhairle Contae Fhine Gall
Fingal County Council

A	24/1/23	CENTER OF RADIOS MOVED, NOTES ADDED
M	DATE	REVISION

SCALE:- NOT TO SCALE
DATE:- MAY '23
DRAWN:- SL

PROJECT TITLE: LIMITS OF SKERRIES HARBOUR, Co. DUBLIN
DRAWING TITLE: HARBOUR DRAWINGS
EXEC PARKS SUPER

DRAWING NO:
2023-04-01
REV:
A

COMHAIRLE CONTAE FHINE GALL

FINGAL COUNTY COUNCIL

MARINE & COASTAL MANAGEMENT

STRATEGIC POLICY COMMITTEE MEETING

Wednesday 29th November 2023

Item 04

Dune and Beach Management for Coastal Protection

Motion: Councillor D. Healy

“That the Chief Executive provide an update on the development of a policy for the management of beaches and dunes aimed at protecting them from erosion and encouraging the growth of dunes and beaches as coastal protection for developed areas of Fingal, particularly in the context of rising sea levels, as agreed at the March meeting.”

Report:

The current Fingal Biodiversity Action Plan 2022 – 2030 includes the following action:

Biodiversity Action Plan No. 76

Action: Review beach management practices of FCC in context of management of SAC's and SPA's.

Objective: To assess the impact of beach cleaning operations on the ecology of the beach and dunes habitats and associated flora & fauna species.

KPI: Beach cleaning operations reviewed and amended where necessary by Fingal County Council

The current priority actions for the Marine and Coastal SPC in the first implementation period 2023-2026 period are:

Biodiversity Action Plan No. 57: Restore marine ecosystem along Fingal coast by supporting restoration projects of Oyster beds, Shellfish beds, Seagrass beds and Kelp stands.

Biodiversity Action Plan No. 92: Establish a monitoring programme on coastal dynamics along the Fingal Coast.

It is currently planned to undertake Action No, 76 during the 2nd implementation period.

Source of Report: Kevin Halpenny

COMHAIRLE CONTAE FHINE GALL

FINGAL COUNTY COUNCIL

MARINE & COASTAL MANAGEMENT

STRATEGIC POLICY COMMITTEE MEETING

Wednesday 29th November 2023

Item 05

Monitoring of Beach Sand Level and Dune Erosion along the Coast of Fingal

Motion: Maire O'Brien

"That the Chief Executive engage with an academic institution to initiate monitoring of the beach sand level and dune erosion and accumulation along the coast of Fingal with a view to mapping vulnerable areas to supplement OPW's Pilot Coastal Monitoring Survey Programme, Communities could be engaged for example through clean coast groups such as 'Ground truthing' to increase knowledge which would help to develop an ecosystem and nature based solutions to coastal erosion challenges along our coastline."

(http://www.floodinfo.ie/map/coastal_monitoring_map/)

Report:

The Council is continuing to work with the Office of Public Works (OPW) on the development of a standard for National Coastal Monitoring. The process for the development of this standardised approach is nearing completion. To this end, Rogerstown Outer Estuary has been included by the OPW as a pilot site for coastal monitoring in Ireland. When the coastal monitoring process is extended countrywide, the data for Fingal from this monitoring will be made available to FCC and their consultants and used to assist future decision making in relation to

appropriate management of Coastal Change for the entirety of the coastline in Fingal. When the monitoring process is in place, the Council will review how best to use this information in the context of relevant Development Plan objectives and related policies.

Source of Report: Kevin Halpenny

COMHAIRLE CONTAE FHINE GALL

FINGAL COUNTY COUNCIL

MARINE & COASTAL MANAGEMENT

STRATEGIC POLICY COMMITTEE MEETING

Wednesday 29th November 2023

Item 06

Presentation – Initial Concept Plan for the Renewable Energy Port – Gormanston
County Meath

Motion: Councillor T O’Leary

“That this Committee invite the Bremore Port Proposal team led by Drogheda Port to make a detailed presentation of the initial concept plan for the Renewable Energy Port at Gormanston County Meath, the port ambit and sea walls extend into the Fingal coastal area under this Committees remit and various studies in the seawater are needed to progress the proposal that go as far as Skerries noting the proposers hope to submit a planning application in 18 months approximately.”

Report:

If the motion is passed, an invitation will be issued to the Drogheda Port Company Bremore Port proposal team to make a presentation on the concept plan for the Renewable Energy Port at Gormanston, Co Meath.

Source of Report: Grainne Carroll

COMHAIRLE CONTAE FHINE GALL

FINGAL COUNTY COUNCIL

MARINE & COASTAL MANAGEMENT

STRATEGIC POLICY COMMITTEE MEETING

Wednesday 29th November 2023

Item 07

Pedestrian Boardwalks by the Sea

Motion: Councillor C. Boland

“That this Committee recommends in order to maximise the tourist potential and enjoyment of our coastline in areas of scenic or activity engagement, which are difficult to access by all, yet present opportunity to maximise coastal enjoyment, that consideration and feasibility be given to providing suitable pedestrian boardwalks either natural or manmade to enable all to come closer to the therapy of the sea, for example providing a boardwalk from the slipway at Skerries Sailing Club to the commencement of the pier.”

Report:

The Fingal Coastal Way greenway will extend from Newbridge Demesne in Donabate to the Fingal county boundary, north of Balbriggan. The overall length of the scheme will be approximately 32km, depending on the final route selected. The Fingal Coastal Way is envisaged to be a flagship scheme for tourism in the county with the potential to promote and enhance the local tourist economy.

The proposed greenway will bring direct improved, safe access to amenities including links to shops, schools, sports clubs and other local facilities located along it.

Source of Report : David Storey DOS

