

## Copy of Newspaper Notice (1)



# Godart firm adds Leitrim cottage and Dublin house to portfolio

### Tenancies board has made several negative findings against landlord Marc Godart

COLM KEENA

A company owned by controversial landlord Marc Godart recently added a Leitrim cottage, a site in Wexford and a house in Kilmaham, Dublin to its property portfolio.

The main property-owning company in the group owned by controversial landlord Marc Godart reduced its debts by more than €1.8 million in 2022, according to accounts just filed.

Green Label Property Investments Ltd, incorporated in 2014, is one of several Irish companies Mr Godart, from Luxembourg, owns by way of Luxembourg company Hester SA.

The accounts for calendar year 2022 show Green Label had property worth €2.7 million at year's end, the same figure given in the previous year's accounts. The company had no

employees in 2022 and recorded a loss of €346,846, compared with a loss of €433,030 the previous year.

However, the accounts show that during the year money owed to group undertakings fell to €1.5 million from €2 million, while "other creditors" fell to zero, from €1.3 million at the end of the previous year. The company has not registered any mortgages since it was incorporated and nor have any of Mr Godart's other Irish companies.

Mr Godart bought residential and commercial property in Ireland in and around 2014, when prices were low. He is involved in the short-term letting of his own and other people's property and has been the subject of several negative findings by the Residential Tenancies Board (RTB) in relation to the

treatment of tenants, some of whom are pursuing his companies through the courts for the nonpayment of their RTB awards.

In June, the District Court granted four of Mr Godart's companies - Green Label Property Investments, Merriem Road Real Estate Holdings, Inchicore Parkview Residences, and Cashel Letting - an extension to July 16th for the filing of their annual returns for 2021 and 2022. All the companies have since made filings, apart from Merriem Road Real Estate.

The recently filed accounts for Inchicore Parkview show it had assets of €235,957 at the end of 2022, up from €283 at the end of the previous year. It had no employees. Filings with Tailte Éireann show the company registered as the owner of a property at Halls, Gervagh, Co Leitrim, since February of this year. The three-bedroom cottage was sold in an online auction in 2022 for €67,000, according to the BidXL.com website. Tailte Éireann records also



Controversial landlord Marc Godart. In a recent case involving a Godart company called Green Label Short Lets, Mr Godart said the company had no funds to pay an RTB award to a former tenant who had been illegally evicted

group companies and connected parties, the accounts say. Tailte Éireann records show the owner of 22 Woodfield Avenue, Kilmaham, Dublin 10, in November last.

In an affidavit to the High Court earlier this year Mr Godart said his business had a corporate structure based on Luxembourg law whereby revenue raised in Ireland "has to be transferred" back to Luxembourg.

The case involved a Godart company called Green Label Short Lets which Mr Godart said had no funds to pay an RTB award to a former tenant who had been illegally evicted.

The case was settled with a payment to the former tenant and 80 per cent of the legal costs being awarded against Mr Godart personally. Mr Justice Brian Cregan said the businessman had "acted in bad faith and with impropriety from start to finish in the conduct of these proceedings". A request for a comment from Mr Godart met with no response.

show the company owns a site at Mangan, Hollyfort, Gorey, Co Wexford.

The 2022 accounts for Cashel Letting record investment property worth €267,552 at year's end, the same value given in the 2021 accounts. It had no employees and owed more than €300,000 to unidentified

## Fewer than 25% of drownings were of bathers

MARESE McDONAGH

Fewer than 25 per cent of people who drowned in Irish waters had been swimming when they got into difficulty, according to new research from Water Safety Ireland (WSI).

Speaking in advance of World Drowning Prevention Day which takes place this Thursday Roger Sweeney, deputy chief executive of WSI, said that contrary to common belief, the majority of water fatalities in Ireland happened in circumstances where people had not been bathing at the time.

WSI has found that more than half of accidental drownings (57 per cent) were preceded by land-based activities such as walking or angling from shore. Mr Sweeney explained that people also ended up in the water following activities such as hiking, foraging, cycling and boating, and also when in cars. Death by suicide accounts for some of the 118 drownings in Ireland each year.

Self-rescue skills

"One of our key messages is that people should stay away from the edge," added the water safety expert. Self-rescue skills and knowing what to do if you spotted someone in the water could also save lives, he said.

But given the rise in sea swimming since the Covid-19 pandemic Mr Sweeney stressed that it was important to be aware of the dangers of swimming both in open water and pools.

A shortage of lifeguards "could be an issue" on some beaches this year, despite the fact that last year more than 2,000 lifeguards were trained or "revalidated" after their two-year qualification expired.

Since the Covid pandemic, a lot of sectors such as hospitality had experienced staffing difficulties, "and life-guarding is no different", said the WSI deputy chief executive.

Meanwhile, concerns have been raised about the numbers of people who continue to swim at Strandhill beach in Co Sligo, where dangerous rip currents mean that bathing is banned.

Local businessman and surfer Neil Byrne said that on recent fine days, a number of people ignored the warning signs and got into the water.

There has been controversy about Sligo County Council's policy, which is supported by WSI, on the basis of a risk assessment, of not providing lifeguards at Strandhill.

"There is a risk that putting lifeguards on duty would lull beach-goers into a false sense of security, and there would be an inherent danger for the lifeguards themselves," said a council spokeswoman.

Sligo municipal councillors recently unanimously called on Sligo County Council to examine the feasibility of providing a tidal pool in Strandhill.



## 'Don't panic': Taking a dive into Ireland's new sea survival pool

Katie Mellett

### Embarking on a Sea Survival Techniques course at the new national sea survival training pool proves an eye-opening experience

With my right hand across my chest holding my life jacket in place and my left hand plugging my nose, I stepped off the ledge and plunged into the 2.8 metre-deep sea survival training pool.

The water is 20 degrees - a little warmer than what you'd experience in the open waters, but a good deal colder than a public swimming pool. Large, red hooded wetsuits take the edge off the chill but at the expense of making trainees look like a collection of Teletubbies - all the colour of Po.

There are seven of us on today's course at the new national sea survival training pool at the National Fisheries College of Ireland in Greencastle, on Donegal's northern coast. The Irish Times is joined by a crew from Donegal - five men and their skipper, Philip Cavanagh - who fish on the MFV Father McKee, a pelagic vessel.

Built at a cost of €2.16million, the Greencastle sea survival pool is Ireland's second such facility. The other is almost 500km south at the National Maritime College of Ireland in Co Cork.

Caroline Boquel, chief executive of Bord Iascaigh Mhara (BIM), explains that sea survival training is mandatory for every crew member of an Irish-registered fishing vessel.

The Donegal college, which has been in operation for more than 50 years, already has a state-of-the-art navigation simulator, a radio suite, a fire Training Unit with a search and rescue feature, and an engineering workshop. Since the new pool opened in May, fishers and others in the seafood sector can do all of their training under one roof there.

For trainees, the first challenge was making it on to a safety raft - initially when dry and then wet. A sprinkler was directed on to our faces, simulating rain, as we swam across and clambered aboard.

After that, we rehearsed pulling someone who was immobile or unconscious from the water into the raft. While designed for 12 people, the raft felt squashed with just eight aboard, as safety instructor Larry Kealey also joined us.

But what if the raft turned over? That was the next thing to practice. One by one we had to flip the raft back into position while in the water. We trod water with, and without, life jackets to show the difference in effort it takes to stay afloat.

Next was to remove the wetsuits and put on a personal flotation device (PFD). It is a smaller type of life jacket which goes around your neck and has a cross strap that goes between your legs. It inflates when it comes into contact with water.

One by one we stepped off the ledge. Fully submerged in the pool, there was a moment of anxiety but the PFD inflated and brought us back to the surface.

"There's no substitute for reality, but it's definitely good training and the practice is good," says Cavanagh once we are back on dry land.

"When you do get into a situation, God forbid, at least you have that level of training and confidence that you don't panic, and hopefully it will stand to you."

Praising the facilities at Greencastle, Cavanagh recalls a number of emergencies he experienced on the water. When he was aged 13, he was on a boat that sank and he had to swim ashore. More recently, he was involved in rescuing a man who had fallen overboard from a boat.

Having just arrived back from eight weeks of fishing, Cavanagh explains how the fishing season has been significantly cut from when he first started full-time in the industry 29 years ago. He used to fish for 300 days a year. More recently, this is down to 30 to 40 days a year, he says.

When asked why he began fishing, Cavanagh said: "It's a way of life. It's in the blood, it's the family business. I followed in the footsteps of my father. I love what I do, it's not a job, it's what I am."

Irish Times reporter Katie Mellett alongside fishers from the MFV Father McKee Pelagic Vessel goes through the paces at the Sea Survival Techniques course at the BIM National Fisheries College in Greencastle, Co Donegal.

PHOTOGRAPH: ALAN BETSON

He describes the EU-UK fishing deal after Brexit as "the latest nail in the coffin" for Irish fishing. It hit Ireland particularly hard, he says, "especially our sector, the pelagic sector. We lost 27 per cent of our mackerel quota for access to UK waters. Fish in UK waters are worth more money but not 27 per cent more money. We took a hit, more so than any other of our EU neighbours".

His full crew consists of nine people. Before Brexit, he had 11 crew members. "There's more paperwork now than I care to talk about. It's got to the point now where you'd nearly need a legal degree to go to fish, never mind a fishing qualification," he adds.

But the new Greencastle facility is one bit of good news. "We had training in the past, but you would've had to travel maybe to Derry or Bundoran for a swimming pool, so you don't have the same opportunity," Cavanagh says.

BIM aims to make the experience as realistic as possible for someone facing an emergency at sea. For that reason, the 12-metre-long pool is filled with water that is not just cold but also dark in colour. A wind and rain machine are on hand, and a wave simulator is to come.

Boquel says: "Being prepared for any emergency at sea begins with training, reinforced by sea survival drills."

### A bigger migrant population boosts fertility and output and ultimately tax revenue. According to Revenue, 500,000 people who were not born in the Republic paid income tax in January this year.

Eoin Burke Kennedy, page 13



## PLANNING APPLICATIONS

PLANNING AND DEVELOPMENT ACT 2000, AS AMENDED  
Notice of Direct Planning Application to an Bord Pleanála in respect of a Strategic Infrastructure Development

DUBLIN CITY COUNCIL

In accordance with section 37E of the Planning and Development Act 2000, as amended, Dublin Port Company gives notice that it proposes to make an application for permission to an Bord Pleanála (the Board) for a period of 15 years for development generally at: Bond Drive, Promenade Road, T10 Link Road, Tolka Quay Road, Alexandra Road, East Wall Road, North Wall Quay Extension (protected structure), Oil Berth No. 4 and Berth 52/53 in Dublin 1 and 3; east of Tom Clarke Bridge, north of the R131 and over the River Liffey; Pigeon House Road, South Bank Road, Whitebank Road and Shellybanks Road; Poolbeg Yacht & Boat Club, Stella Maris Rowing Club and Marina off Pigeon House Road; Maritime Terminals Limited (MTL) Lift-on Lift-off (Lo-Lo) container terminal and Berths 41-45 off Pigeon House Road, South Bank Road and Whitebank Road; quayside yards associated with South Bank Quay off Pigeon House Road; sludge jetty and Berth 47A off Pigeon House Road; Poolbeg Oil Jetty and Berth 48 off Pigeon House Road; and a site to the south and east of South Bank Road and south of Shellybanks Road at Poolbeg, Dublin 4. The proposed development referred to as the '3FM Project' seeks to provide the following:

- A link between the southern port area and the M50 Tunnel through the development of a new bridge crossing the River Liffey and new road providing a southern port access route.
- Relocation of the existing Lo-Lo container terminal currently operated by MTL and its expansion onto a new open-piled wharf structure constructed over the River Liffey north of the National Oil Reserves Agency (NORA) Poolbeg Facility and ESB Poolbeg Generating Station with access from Pigeon House Road. This terminal will be supported through the reuse of a separate quayside container yard at South Bank Quay with access from Pigeon House Road.
- Conversion of the existing Lo-Lo container terminal currently operated by MTL to become a new Roll-on/Roll-off (Ro-Ro) freight terminal which will be supported by an associated but separate handover yard generally to the south of the Dublin Waste to Energy Facility and South Bank Road via an extension to South Bank Road to link with Shellybanks Road, and a New Maritime Village Campus and associated marina berths replacing existing mooring and sailing clubs' facilities on the peninsula, and provision for the relocation of Port Operations from the north port estate to beside this campus off Pigeon House Road.
- New public realm and open spaces largely contained within a Port Park, heritage installations along the Great South Wall (protected structure) and active travel pathways.

The proposed development will consist of the following elements:

- Southern Port Access Route (SPAR) and Road Network Improvements:** Construction of a new public road (c.2.3km long), including an opening bridge (c.220m long) at North Wall Quay Extension (protected structure) over the River Liffey to the east of Tom Clarke Bridge, a viaduct (c.595m long) parallel to the south bank of the River Liffey together with active travel associated infrastructure and facilities; overall new road and existing road network improvements works to include for active travel pathways (c.7km long) and new or upgraded footways (c.4.9km long); works to enable integration with the existing and permitted road, cycling and pedestrian network to include amendments to planning permissions Board Ref. PL29N, P1003A to allow connection to the SPAR through Terminal 3 and Terminal 4 (south); and omit the protective marina wash wall to facilitate a new marina, Board Ref. PL29N/312622 to facilitate a slip road from East Wall Road onto Alexandra Road, and to permitted 'North Wall Square' to facilitate the new bridge, and, Dublin City Council Reg. Ref. 3084/16 and 3737/20 (to facilitate road/junction upgrades); road and junction works to Bond Drive, Promenade Road, T10 Link Road, Tolka Quay Road, Alexandra Road, R131, Pigeon House Road, Whitebank Road, South Bank Road (to include extension and link with Shellybanks Road), Shellybanks Road, and to provide for access/egress arrangements; works to North Wall Quay Extension and Great South Wall (protected structures); provision for site clearance and demolition of existing buildings (c.2,587sq.m); and provision for all associated infrastructure and site works.
  - Lo-Lo Container Terminal:** Construction of a Lo-Lo Container Terminal which will cater for container handling and stacking (6 containers high) and for vessels up to 240m long to be supported by an associated but separate Container Yard for handling and stacking (6 containers high). The terminal will consist of 2no. sites referred to as Area N (9.1ha) and Area L (4.6ha):
    - **Lo-Lo Container Terminal (Area N):** Site clearance and demolition works to include existing buildings (c.1,551sq.m) some within the curtilage of the Pigeon House Former Power Station (protected structure) but not including the power station itself, the removal of existing jetty structure, and associated infrastructure; construction of a new open-piled wharf with a reinforced concrete deck (c.135m wide with berthing face c.650m length), mooring and berthing dolphins connected by walkways, new oil manifold and above-ground pipelines to facilitate fuel transfer to NORA Poolbeg Oil Storage Tanks, 3-storey administration building (c.15.1m high, c.1,623sq.m), and maintenance building (c.12.5m high, c.1,383sq.m); installation of container handling and stacking infrastructure including ship-to-shore crane, crane rails, rubber tyred gantry cranes and refrigerated container gantries; capital dredging works for berthing pocket (c.533,000cu.m to standard dredge depth -13.0m CD); provision of access/egress from Pigeon House Road through the curtilage of Pigeon House Former Power Station (protected structure) and via a new bridge over the Great South Wall (protected structure); provision of exclusion zone and works to Great South Wall (protected structure); provision of exclusion zone and visual barrier to existing term platform structure; and; provision of all other supporting and ancillary infrastructure, equipment and facilities, including quayside infrastructure and furniture, internal road network, parking, security and control access kiosks, vehicle access control frames, high mast lights (c.30m high) (HMLs), access gates, emergency access ramp and resurfacing.
    - **Lo-Lo Container Yard (Area L):** Site clearance and demolition works to include existing buildings (c.3,846sq.m), other structures and associated infrastructure; construction of a new reinforced concrete yard and single storey administration building (c.4.9m high, c.264sq.m); provision of access/egress from Pigeon House Road and works to Great South Wall (protected structure); installation of container handling and stacking infrastructure to include refrigerated container gantries and rubber tyred gantry cranes; and; all associated site works and infrastructure, such as circulation road, parking, security and control access kiosks, vehicle access control frames, access gates and HMLs.
  - Ro-Ro Freight Terminal:** Construction of a Ro-Ro Freight Terminal which will cater for container handling and stacking (6 containers high), trailer parking/loading and for vessels up to 240m long to be supported by an associated but separate Terminal Yard for trailer parking and/or single-height container storage. The terminal will consist of 2no. sites, Area K (c.12.5ha) and Area O (c.5.5ha):
    - **Ro-Ro Terminal (Area K):** Site clearance and demolition works to include existing buildings (c.1,073sq.m), other structures and associated infrastructure; construction of new concrete deck slab for container stacking and parking/loading, 2-storey amenity building (c.10.9m high, c.903sq.m), and maintenance building (c.12.5m high, c.1,339sq.m); installation of steel combine and system to front of the existing quay (c.235m) along Berths 44 and 45; dredging works to facilitate installation of scour protection measures to existing ESB 220kV cables; provision of single tier Ro-Ro ramps to cater for 2no. berths; installation of container handling and stacking infrastructure including refrigerated container gantries and rubber tyred gantry cranes; provision of main access/egress from Whitebank Road; exclusion zone and works to Great South Wall (protected structure); and; provision of all other supporting and ancillary infrastructure, including equipment and facilities, such as quayside furniture, internal road network, separate staff access, parking, security and control access kiosks, vehicle access control frames, HMLs and access gates.
    - **Ro-Ro Terminal Yard (Area O):** Site clearance and demolition works to include existing buildings (c.365sq.m), other structures and associated infrastructure; construction of a new concrete yard slab for stacking and parking/loading and single storey administration building (c.5.0m high, c.146sq.m); provision of a new reinforced retaining wall along the southern boundary with planting; provision of access/egress to proposed extension of South Bank Road with Shellybanks Road; and; provision of all other supporting and ancillary infrastructure, equipment and facilities, including internal road network, parking, security and control access kiosks, vehicle access control frames, HMLs and access gates.
  - Ship Turning Circle:** Construction of a ship turning circle (c.325m in diameter) to accommodate vessels up to 240m long to include demolition works of existing structures including sludge jetty; excavation works at Berth 47A; infill works (c.26,500cu.m) south of the proposed turning circle to include retaining combined wall system (c.225m) and provision of hardstand; and; capital dredging works to a standard dredge depth -10.0m CD (c.444,000cu.m); installation of navigation markers and lights; and; installation of revetment to protect Pigeon House Harbour Wall (protected structure) and all associated site works.
  - Maritime Village Campus and Port Operations:** Site clearance and demolition works to include existing buildings, Poolbeg Yacht & Boat Club, Stella Maris Rowing Club and store (c.820sq.m) and other associated structures such as existing 100-berthing marina; construction of a 5-storey building (c.27m high, 1,670sq.m) for Port Operations with associated pontoon and dedicated access/egress to the SPAR, a 2-storey clubhouse building (c.13.7m high, c.2,364sq.m) for rowing and yacht clubs and a maritime training centre, maintenance buildings (c.12.2m high, c.1,089sq.m and c.187sq.m), a 258-berth marina facility and a 9-berth rowing pontoon facility with associated infrastructure, fuel berth, slipway, slipway hoist, and public spaces; capital dredging works to standard dredge depth -3.0m CD (c.197,000cu.m) to marina berths; provision of quayside and berthing infrastructure to Berth 41; access/egress from Pigeon House Road; and; other ancillary development works and infrastructure, including infill works, communications mast, parking, set down and delivery areas, bicycle store, waste management facilities, lighting, solar photovoltaic (PV) roof panels, access gates, and public furniture, such as installation of memorial and feature crane.
  - Port Park:** Site clearance and demolition works to include existing buildings (c.1,039sq.m) and structures; construction of Port Park (c.2.5ha) generally to the south and east of South Bank Road to include a sports pitch with floodlighting, parkland, walking paths, active travel pathway stops and linkages into the wider network; landscaping, tree planting, park furniture, and all ancillary site works; planting to the existing berm to the south of Area O to provide screening to port-related uses and proposed Coastal Park (c.1.6ha); and; an extension of the existing Irishtown Nature Park (c.1.1ha).
  - Tern Structure:** Construction of a permanent marine structure (dolpin) to expand the available habitat and range of the Dublin Port Tern Colonies.
  - Heritage:** A series of works to the Great South Wall (protected structure) to include removal/restoration/increase of parapet height at appropriate locations; retention of existing surface remnants and wall structure where possible; and; reconstruction of parapet at appropriate locations. Proposals also include the provision of markers, totems, and interpretive elements ranging from c.3-4m high at c.30m intervals to delineate the alignment of the Great South Wall (protected structure) in locations where the original line of the wall is not evident.
  - Ancillary Works:** Ancillary works will include piling, boundary walls and treatments, international Ship and Port Facility Security (ISPS) fencing (2.9m high) where necessary, landscaping and hardscaping, public realm improvements, public street/lighting, CCTV, solar PV roof panels, waste management facilities, permanent diversion of utilities and services, provision for new services and utilities including electrical substations and all ancillary site works. The proposed development will also include temporary construction works such as construction compounds, dredging to facilitate construction, temporary Ro-Ro ramps for construction, temporary marina at North Wall Quay Extension (protected structure), temporary utility and services diversions, waste management facilities and all other associated site works.
- The overall planning application site area extends to c.1,000ha.
- As provided for in section 41 of the Planning and Development Act 2000, as amended, permission is sought for a period of 15 years to facilitate the orderly completion of the proposed development.
- An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared with respect to the proposed development and accompany this application for permission.
- Protected Structures are located within the application site boundary. Sevens sites are located within and in the vicinity of the application site boundary.
- A separate Industrial Emissions (IE) Licence, a Dumping at Sea Permit and a Maritime Area Consent will be required for the proposed development.
- A copy of the application for permission, the Environmental Impact Assessment Report and the Natura Impact Statement may be inspected free of charge or purchased on payment of a specified fee (which shall not exceed the reasonable cost of making such copy) during public opening hours for a period of eight weeks commencing on 31st July 2024 at the following locations:
- The Offices of An Bord Pleanála, 64 Marlborough Street, Dublin 1, D01 V902.
  - The Offices of Dublin City Council, Civic Offices, Wood Quay, Dublin 8, D08 RF3F.
  - The Offices of Dublin Port Company, Port Centre, Dublin Port, Alexandra Road, Dublin 1, D01 H4C6.
- The application may also be viewed/downloaded on the following website: [www.dublinport.ie](http://www.dublinport.ie)
- Submissions or observations may be made ONLY to An Bord Pleanála (the Board) 64 Marlborough Street, Dublin 1, D01 V902 (and may also be made online at [www.pleanala.ie](http://www.pleanala.ie)) during the above-mentioned period of eight weeks relating to -
- (i) the implications of the proposed development for proper planning and sustainable development, and
  - (ii) the likely effects on the environment of the proposed development (including the likely effects on any European site), if carried out.
- Any submissions/observations must be accompanied by a fee of €50 (except for certain prescribed bodies) and must be received by the Board not later than 5.30 p.m. on 25th September 2024. Such submissions/observations must also include the following information:
- (i) the name of the person making the submission or observation, the name of the person acting on his or her behalf, if any, and the address to which any correspondence relating to the application should be sent,
  - (ii) the subject matter of the submission or observation, and
  - (iii) the reasons, considerations and arguments on which the submission or observation is based in full.
- The Board may at its absolute discretion hold an oral hearing on the application (refer to "A Guide to Public Participation in Strategic Infrastructure Development" at [www.pleanala.ie](http://www.pleanala.ie)).
- The Board may in respect of an application for permission:
- (a) decide (i) to grant the permission, or (ii) to make such modifications to the proposed development as it specifies in its decision and grant permission in respect of the proposed development as so modified, or (iii) to grant permission in respect of part of the proposed development (with or without specified modifications of it of the foregoing kind), and any of the above decisions may be subject to or without conditions, or
  - (b) decide to refuse to grant the permission.
- Any enquiries relating to the application process should be directed to the Strategic Infrastructure Development Section of An Bord Pleanála (Tel. 01-8588100).
- A person may question the validity of any such decision of the Board by way of an application for judicial review, under order 84 of the Rules of the Superior Courts (S.I. No. 15 of 1986, as amended by S.I. No. 693 of 2011), in accordance with section 50 of the Planning and Development Act 2000, as amended. Practical Information on the review mechanism can be accessed on the Board's website [www.pleanala.ie](http://www.pleanala.ie) under the following heading: Legal Notices - Judicial Review Notice. This information is also available on the Citizens Information Service website [www.citizensinformation.ie](http://www.citizensinformation.ie).