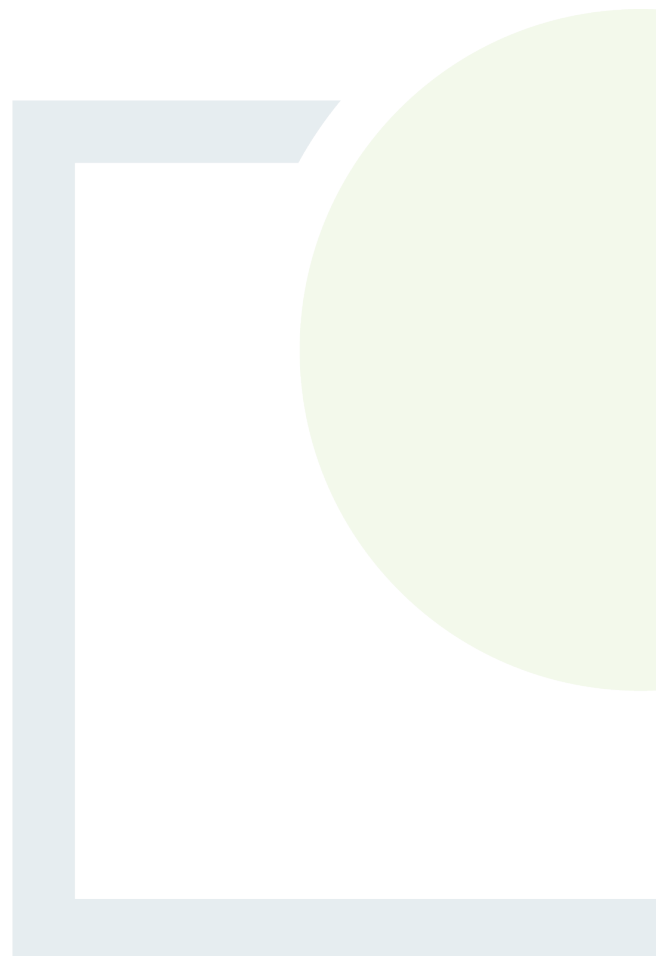




CONSULTANTS IN ENGINEERING,
ENVIRONMENTAL SCIENCE
& PLANNING

APPENDIX 1

Relationship of the Draft
Strategy with Other Relevant
Plans and Programmes



This appendix is not intended to be a full and comprehensive review of inter-related Plans or Programmes, EU Directives, the transposing regulations or the regulatory framework for environmental protection and management. The information is not exhaustive, and it is recommended to consult the Plan or Programme, Directive or Regulation to become familiar with the full details of each.

Legislation, Plan, etc.	Summary of high level aim/ purpose/ objective	Summary of lower level objectives, actions etc.	Relevance to the Plan
European Level			
SEA Directive (2001/42/EC)	<ul style="list-style-type: none"> • Contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development. • Provide for a high level of protection of the environment by carrying out an environmental assessment of plans and programmes which are likely to have significant effects on the environment. 	<ul style="list-style-type: none"> • Carry out an environmental assessment for plans or programmes referred to in Articles 2 to 4 of the Directive. • Prepare an environmental report which identifies, describes and evaluates the likely significant effects on the environment of implementing the plan or programme and reasonable alternatives that consider the objectives and the geographical scope of the plan or programme. • Consult with relevant authorities, stakeholders and public allowing sufficient time to make a submission. • Consult other Member States where the implementation of a plan or programme is likely to have transboundary environmental effects. • Inform relevant authorities and stakeholders on the decision to implement the plan or programme. • Issue a statement to include requirements detailed in Article 9 of the Directive. • Monitor and mitigate significant environmental effects identified by the assessment. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
EIA Directive (2011/92/EU as amended by 2014/52/EU)	<ul style="list-style-type: none"> • Requires the assessment of the environmental effects of public and private projects which are likely to have significant effects on the environment. 	<ul style="list-style-type: none"> • All projects listed in Annex I are considered as having significant effects on the environment and require an EIA. • For projects listed in Annex II, a "screening procedure" is required to determine the effects of projects on the basis of thresholds/criteria or a case by case examination. This should take into account Annex III. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the</p>

Legislation, Plan, etc.	Summary of high level aim/ purpose/ objective	Summary of lower level objectives, actions etc.	Relevance to the Plan
	<ul style="list-style-type: none"> Aims to assess and implement avoidance or mitigation measures to eliminate environmental effects, before consent is given of projects likely to have significant effects on the environment by virtue, inter alia, of their nature, size or location are made subject to a requirement for development consent and an assessment with regard to their effects. Those projects are defined in Article 4. 	<ul style="list-style-type: none"> The environmental impact assessment shall identify, describe and assess in an appropriate manner, in the light of each individual case and in accordance with Articles 4 to 12, the direct and indirect effects of a project on the following factors: human beings, fauna and flora, soil, water, air, climate and the landscape, material assets and the cultural heritage, the interaction between each factor. Consult with relevant authorities, stakeholders and public allowing sufficient time to make a submission before a decision is made. 	<p>regulatory framework for environmental protection and management.</p>
<p>Habitats Directive (92/43/EEC)</p>	<ul style="list-style-type: none"> Promote the preservation, protection and improvement of the quality of the environment, including the conservation of natural habitats and of wild fauna and flora. Contribute towards ensuring biodiversity through the conservation of natural habitats and of wild fauna and flora. Maintain or restore to favourable conservation status, natural habitats and species of wild fauna and flora of community interest. Promote the maintenance of biodiversity, taking account of economic, social, cultural and regional requirements. 	<ul style="list-style-type: none"> Propose and protect sites of importance to habitats, plant and animal species. Establish a network of European sites hosting the natural habitat types listed in Annex I and habitats of the species listed in Annex II, to enable the natural habitat types and the species' habitats concerned to be maintained or, where appropriate, restored at a favourable conservation status in their natural range. Carry out comprehensive assessment of habitat types and species present. Establish a system of strict protection for the animal species and plant species listed in Annex IV. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>Birds Directive (79/409/EEC as amended by 2009/147/EC)</p>	<ul style="list-style-type: none"> Conserve all species of naturally occurring birds in the wild state including their eggs, nests and habitats. Protect, manage and control these species and comply with regulations relating to their exploitation. The species included in Annex I shall be the subject of special conservation measures concerning their habitat in order to ensure their survival and reproduction in their area of distribution. 	<ul style="list-style-type: none"> Preserve, maintain or re-establish a sufficient diversity and area of habitats for all the species of birds referred to in Annex 1. Preserve, maintain and establish biotopes and habitats to include the creation of protected areas (Special Protection Areas). Ensure the upkeep and management in accordance with the ecological needs of habitats inside and outside the protected zones, re-establish destroyed biotopes and creation of biotopes. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the</p>

Legislation, Plan, etc.	Summary of high level aim/ purpose/ objective	Summary of lower level objectives, actions etc.	Relevance to the Plan
		<ul style="list-style-type: none"> Measures for regularly occurring migratory species not listed in Annex I is required as regards their breeding, moulting and wintering areas and staging posts along their migration routes. The protection of wetlands and particularly wetlands of international importance. 	regulatory framework for environmental protection and management.
EU Bathing Water Directive (revised) 2006 [2006/7/EC]	The purpose of this Directive is to preserve, protect and improve the quality of the environment and to protect human health by complementing Directive 2000/60/EC	<p>This Directive lays down provisions for:</p> <ul style="list-style-type: none"> the monitoring and classification of bathing water quality; the management of bathing water quality; and the provision of information to the public on bathing water quality 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
EU Nitrates Directive (91/676/EC)	Reducing water pollution caused or induced by nitrates from agricultural sources and - preventing further such pollution.	<p>Ireland’s Nitrates Action Programme is designed to prevent pollution of surface waters and ground water from agricultural sources and to protect and improve water quality. Ireland’s third NAP came into operation in 2014.</p> <p>Each Member State’s NAP must include:</p> <ul style="list-style-type: none"> a limit on the amount of livestock manure applied to the land each year set periods when land spreading is prohibited due to risk set capacity levels for the storage of livestock manure 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
Directive 2010/75/EU on Industrial Emissions	The purpose of this Directive is lay down rules to prevent or, where that is not practicable, to reduce industrial emissions into air, water and land and to prevent the generation of waste, in order to achieve a high level of environmental protection.	<p>The legislation covers industrial activities in the following sectors:</p> <ul style="list-style-type: none"> energy; metal production and processing; minerals; 	The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.

Legislation, Plan, etc.	Summary of high level aim/ purpose/ objective	Summary of lower level objectives, actions etc.	Relevance to the Plan
		<ul style="list-style-type: none"> chemicals; waste management; and other sectors such as pulp and paper production, slaughterhouses and the intensive rearing of poultry and pigs. <p>All installations covered by the directive must prevent and reduce pollution by applying the best available techniques (BATs)* and address efficient energy use, waste prevention and management and measures to prevent accidents and limit their consequences.</p>	<p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>EU Plant Protection (products) Directive 2009/127/EC</p>	<ul style="list-style-type: none"> The Directive aims at reducing the risks and impacts of pesticide use on human health and the environment by introducing different targets, tools and measures such as Integrated Pest Management (IPM) or National Action Plans (NAPs). 	<ul style="list-style-type: none"> The Framework Directive applies to pesticides which are plant protection products. Regarding pesticide application equipment already in professional use, the Framework Directive introduces requirements for the inspection and maintenance to be carried out on such equipment. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>Renewable Energy Directive (EU) 2023/2413</p>	<p>This Directive an overall renewable energy target of at least 42.5% binding at EU level by 2030 - but aiming for 45%.</p>	<ul style="list-style-type: none"> Building on the 2009 and 2018 directives, the revised directive introduces stronger measures to ensure that all possibilities for the further development and uptake of renewables are fully utilised. Strong policy framework to facilitate electrification in different sectors, with new increased sector-specific targets for renewables in heating and cooling, transport, industry, buildings and district heating/cooling, but also with a framework promoting electric vehicles and smart recharging. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the</p>

Legislation, Plan, etc.	Summary of high level aim/ purpose/ objective	Summary of lower level objectives, actions etc.	Relevance to the Plan
		<ul style="list-style-type: none"> Permitting procedures will also be easier and faster both for renewable energy projects (including through shorter approval periods and the creation of 'Renewables acceleration areas') and for the necessary infrastructure projects. 	regulatory framework for environmental protection and management.
Alternative Fuels Infrastructure Directive (2014/94/EU)	<p>This Directive establishes a common framework of measures for the deployment of alternative fuels infrastructure in the Union in order to minimise dependence on oil and to mitigate the environmental impact of transport.</p>	<p>This Directive sets out minimum requirements for the building-up of alternative fuels infrastructure, including recharging points for electric vehicles and refuelling points for natural gas (LNG and CNG) and hydrogen, to be implemented by means of Member States' national policy frameworks, as well as common technical specifications for such recharging and refuelling points, and user information requirements.</p>	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
Energy Efficiency Directive (EU) 2023/1791	<p>The new directive introduces a series of measures to help accelerate energy efficiency, including embracing the “energy efficiency first” principle in the energy and non-energy policies.</p>	<ul style="list-style-type: none"> Establishing an EU legally binding target to reduce the EU’s final energy consumption by 11.7% by 2030 (relative to the 2020 reference scenario). This includes for each Member State the requirement to set its indicative national contribution based on objective criteria reflecting national circumstances. If the national contributions do not add up to the EU target, an ambition gap mechanism is applied by the Commission. Increasing annual energy savings from 0.8% (at present) to 1.3% (2024-2025), then 1.5% (2026-2027) and 1.9% from 2028 onwards. That’s an average of 1.49% of new annual savings for the period from 2024-2030. Obliging Member States to prioritise vulnerable customers and social housing within the scope of their energy savings measures. Introducing an annual energy consumption reduction target of 1.9% for the public sector as a whole. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>

Legislation, Plan, etc.	Summary of high level aim/ purpose/ objective	Summary of lower level objectives, actions etc.	Relevance to the Plan
		<ul style="list-style-type: none"> • Extending the annual 3% buildings renovation obligation to all the levels of public administration. • Introducing a different approach, based on energy consumption, for business to have an energy management system or to carry out an energy audit. • Bringing in a new obligation to monitor the energy performance of data centres, with an EU-level database collecting and publishing data. • Promoting local heating & cooling plans in larger municipalities. • Progressively increasing the efficient energy consumption in heat or cold supply, also in district heating. 	
EU Seveso Directive (2012/18/EU)	<p>This Directive lays down rules for the prevention of major accidents which involve dangerous substances, and the limitation of their consequences for human health and the environment, with a view to ensuring a high level of protection throughout the Union in a consistent and effective manner.</p>	<ul style="list-style-type: none"> • The Seveso Directive is well integrated with other EU policies, thus avoiding double regulation or other administrative burdens. This includes the following related policy areas: • Classification, labelling and packaging of chemicals; • The Union's Civil Protection Mechanism; • The Security Union Agenda including CBRN-E and Protection of critical infrastructure; • Policy on environmental liability and on the protection of the environment through criminal law; • Safety of offshore oil and gas operations. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
EU Maritime Spatial Planning Directive (2014/89/EU)	<p>This Directive establishes a framework for maritime spatial planning aimed at promoting the sustainable growth of maritime economies, the sustainable development of marine areas and the sustainable use of marine resources.</p>	<ul style="list-style-type: none"> • Each Member State shall establish and implement maritime spatial planning. • In doing so, Member States shall take into account land-sea interactions. • The resulting plan or plans shall be developed and produced in accordance with the institutional and governance levels determined by Member States. This Directive shall not interfere with Member States' competence to design and determine the format and content of that plan or those plans. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the</p>

Legislation, Plan, etc.	Summary of high level aim/ purpose/ objective	Summary of lower level objectives, actions etc.	Relevance to the Plan
		<ul style="list-style-type: none"> Maritime spatial planning shall aim to contribute to the objectives listed in Article 5 and fulfil the requirements laid down in Articles 6 and 8. When establishing maritime spatial planning, Member States shall have due regard to the particularities of the marine regions, relevant existing and future activities and uses and their impacts on the environment, as well as to natural resources, and shall also take into account land-sea interactions. Member States may include or build on existing national policies, regulations or mechanisms that have been or are being established before the entry into force of this Directive, provided they are in conformity with the requirements of this Directive. 	<p>achievement of the objectives of the regulatory framework for environmental protection and management.</p>
UK Marine Policy Statement	<ul style="list-style-type: none"> Achieving a sustainable marine economy Ensuring a strong, healthy and just society Living within environmental limits Promoting good governance Using sound science responsibly 	<p>The MPS will facilitate and support the formulation of Marine Plans, ensuring that marine resources are used in a sustainable way in line with the high level marine objectives and thereby:</p> <ul style="list-style-type: none"> Promote sustainable economic development; Enable the UK's move towards a low-carbon economy, in order to mitigate the causes of climate change and ocean acidification and adapt to their effects; Ensure a sustainable marine environment which promotes healthy, functioning marine ecosystems and protects marine habitats, species and heritage assets; and Contribute to the societal benefits of the marine area, including the sustainable use of marine resources to address local social and economic issues 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
Marine and Coastal Access Act 2009	<p>Aims to provide the legal mechanism to help ensure clean, healthy, safe, productive and biologically diverse oceans and seas by putting in place a new system for improved management and protection of the marine and coastal environment.</p>	<p>The Marine Act comprises eight key elements:</p> <ul style="list-style-type: none"> Marine Management Organisation (MMO) Strategic Marine Planning System Streamlined Marine Licensing System Marine Nature Conservation 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation</p>

Legislation, Plan, etc.	Summary of high level aim/ purpose/ objective	Summary of lower level objectives, actions etc.	Relevance to the Plan
		<ul style="list-style-type: none"> • Fisheries Management and Marine Enforcement • Migratory and Freshwater Fisheries • Coastal Access • Coastal and Estuarine Management 	<p>and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>Biodiversity Strategy for 2030 - Bringing nature back into our lives (European Commission, 2020)</p>	<p>The EU’s biodiversity strategy for 2030 is a comprehensive, ambitious and long-term plan to protect nature and reverse the degradation of ecosystems. The strategy aims to put Europe's biodiversity on a path to recovery by 2030 and contains specific actions and commitments.</p>	<p>The Strategy contains specific commitments and actions to be delivered by 2030, including:</p> <ul style="list-style-type: none"> • Establishing a larger EU-wide network of protected areas on land and at sea, building upon existing Natura 2000 areas, with strict protection for areas of very high biodiversity and climate value. • An EU Nature Restoration Plan - a series of concrete commitments and actions to restore degraded ecosystems across the EU by 2030, and manage them sustainably, addressing the key drivers of biodiversity loss. • A set of measures to enable the necessary transformative change: setting in motion a new, strengthened governance framework to ensure better implementation and track progress, improving knowledge, financing and investments and better respecting nature in public and business decision making. • Measures to tackle the global biodiversity challenge, demonstrating that the EU is ready to lead by example towards the successful adoption of an ambitious global biodiversity framework under the Convention on Biological Diversity. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in combination effects may arise. Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>EU Green Infrastructure Strategy</p>	<p>Aims to create a robust enabling framework in order to promote and facilitate Green Infrastructure (GI) projects.</p>	<ul style="list-style-type: none"> • Promoting GI in the main EU policy areas. • Supporting EU-level GI projects. • Improving access to finance for GI projects. • Improving information and promoting innovation. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the</p>

Legislation, Plan, etc.	Summary of high level aim/ purpose/ objective	Summary of lower level objectives, actions etc.	Relevance to the Plan
			achievement of the objectives of the regulatory framework for environmental protection and management.
UNESCO (1972) The Convention for the Protection of the World Cultural and Natural Heritage	<ul style="list-style-type: none"> Links concepts of nature conservation and the preservation of cultural properties; and Recognizes the way in which people interact with nature, and the fundamental need to preserve the balance between the two. 	<ul style="list-style-type: none"> Sets out the duties of States Parties in identifying potential sites and their role in protecting and preserving them; Each country pledges to conserve not only the World Heritage sites situated on its territory, but also to protect its national heritage; Encourages to integrate the protection of the cultural and natural heritage into regional planning programmes, set up staff and services at their sites, undertake scientific and technical conservation research and adopt measures which give this heritage a function in the day-to-day life of the community. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in combination effects may arise. Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
UN (1992) The Convention on Biological Diversity	<p>An overall objective is to develop national strategies for the conservation and sustainable use of biological diversity.</p>	<p>The Convention has three main goals:</p> <ul style="list-style-type: none"> the conservation of biological diversity (or biodiversity); the sustainable use of its components; and the fair and equitable sharing of benefits arising from genetic resources. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in combination effects may arise. Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the</p>

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			achievement of the objectives of the regulatory framework for environmental protection and management.
UN (1992) Framework Convention on Climate Change	It is aimed at stabilising greenhouse gas concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system.	The Convention acknowledges the vulnerability of all countries to the effects of climate change and calls for special efforts to ease the consequences, especially in developing countries which lack the resources to do so on their own.	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in combination effects may arise. Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
UN Kyoto Protocol (2nd Kyoto Period), the Second European Climate Change Programme (ECCP II), Paris climate conference (COP21) 2015 (Paris Agreement)	<p>The UN Kyoto Protocol set of policy measures to reduce greenhouse gas emissions.</p> <p>The Second European Climate Change Programme (ECCP II) aims to identify and develop all the necessary elements of an EU strategy to implement the Kyoto Protocol.</p> <p>At the Paris climate conference (COP21) in December 2015, 195 countries adopted the first-ever universal, legally binding global climate deal. The agreement sets out a global action plan to put the world on track to avoid dangerous climate change by limiting global warming to well below 2°C.</p>	<ul style="list-style-type: none"> • The Kyoto Protocol is implemented through the European Climate Change Programme (ECCP II). • EU member states implement measures to improve on or compliment the specified measures and policies arising from the ECCP. • Under COP21, governments agreed to come together every 5 years to set more ambitious targets as required by science; report to each other and the public on how well they are doing to implement their targets; track progress towards the long-term goal through a robust transparency and accountability system. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>

Legislation, Plan, etc.	Summary of high level aim/ purpose/ objective	Summary of lower level objectives, actions etc.	Relevance to the Plan
EU 2020 Climate and Energy Package	<ul style="list-style-type: none"> • Binding legislation which aims to ensure the European Union meets its climate and energy targets for 2020. • Aims to achieve a 20% reduction in EU greenhouse gas emissions from 1990 levels. • Aims to raise the share of EU energy consumption produced from renewable resources to 20%. • Achieve a 20% improvement in the EU's energy efficiency. 	<p>Four pieces of complimentary legislation:</p> <ul style="list-style-type: none"> • Reform of the EU Emissions Trading System (EU ETS) to include a cap on emission allowances in addition to existing system of national caps. • Member States have agreed national targets for non-EU ETS emissions from countries outside the EU. • Meet the national renewable energy targets of 16% for Ireland by 2020. • Preparing a legal framework for technologies in carbon capture and storage. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
EU 2030 Framework for Climate and Energy	<ul style="list-style-type: none"> • A 2030 Framework for climate and energy, including EU-wide targets and policy objectives for the period between 2020 and 2030 that has been agreed by European countries. • Targets include a 40% cut in greenhouse gas emissions compared to 1990 levels, at least a 27% share of renewable energy consumption and at least 27% energy savings compared with the business-as-usual scenario. 	<ul style="list-style-type: none"> • To meet the targets, the European Commission has proposed the following policies for 2030: • A reformed EU emissions trading scheme (ETS). • New indicators for the competitiveness and security of the energy system, such as price differences with major trading partners, diversification of supply, and interconnection capacity between EU countries. • First ideas for a new governance system based on national plans for competitive, secure, and sustainable energy. These plans will follow a common EU approach. They will ensure stronger investor certainty, greater transparency, enhanced policy coherence and improved coordination across the EU. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
The Clean Air for Europe Directive (2008/50/EC) (EU Air Framework Directive) Fourth Daughter Directive (2004/107/EC)	<ul style="list-style-type: none"> • The CAFE Directive merges existing legislation into a single directive (except for the fourth daughter directive). • Sets new air quality objectives for PM2.5 (fine particles) including the limit value and exposure related objectives. • Accounts for the possibility to discount natural sources of pollution when assessing compliance against limit values. 	<ul style="list-style-type: none"> • Sets objectives for ambient air quality designed to avoid, prevent or reduce harmful effects on human health and the environment as a whole. • Aims to assess the ambient air quality in Member States on the basis of common methods and criteria. • Obtains information on ambient air quality in order to help combat air pollution and nuisance and to monitor long-term trends and improvements resulting from national and community measures. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the</p>

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	<ul style="list-style-type: none"> Allows the possibility for time extensions of three years (PM₁₀) or up to five years (NO₂, benzene) for complying with limit values, based on conditions and the assessment by the European Commission. The Fourth Daughter Directive lists pollutants, target values and monitoring requirements for the following: arsenic, cadmium, mercury, nickel and polycyclic aromatic hydrocarbons in ambient air. 	<ul style="list-style-type: none"> Ensures that such information on ambient air quality is made available to the public. Aims to maintain air quality where it is good and improving it in other cases. Aims to promote increased cooperation between the Member States in reducing air pollution. 	regulatory framework for environmental protection and management.
Noise Directive (2002/49/EC)	The Noise Directive - Directive 2002/49/EC relating to the assessment and management of environmental noise - is part of an EU strategy setting out to reduce the number of people affected by noise in the longer term and to provide a framework for developing existing Community policy on noise reduction from source.	<p>The Directive requires competent authorities in Member States to:</p> <ul style="list-style-type: none"> Draw up strategic noise maps for major roads, railways, airports and agglomerations, using harmonised noise indicators and use these maps to assess the number of people which may be impacted upon as a result of excessive noise levels; Draw up action plans to reduce noise where necessary and maintain environmental noise quality where it is good; and Inform and consult the public about noise exposure, its effects, and the measures considered to address noise. <p>The Directive does not set any limit value, nor does it prescribe the measures to be used in the action plans, which remain at the discretion of the competent authorities.</p>	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
Floods Directive (2007/60/EC)	<ul style="list-style-type: none"> Establishes a framework for the assessment and management of flood risks Reduce adverse consequences for human health, the environment, cultural heritage and economic activity associated with floods in the Community 	<ul style="list-style-type: none"> Assess all water courses and coast lines at risk from flooding through Flood Risk Assessment Prepare flood hazard maps and flood risk maps outlining the extent or potential of flooding and assets and humans at risk in these areas at River Basin District level (Article 3(2) (b)) and areas covered by Article 5(1) and Article 13(1) (b) in accordance with paragraphs 2 and 3. Implement flood risk management plans and take adequate and coordinated measures to reduce flood risk for the areas covered by the Articles listed above. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the</p>

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		<ul style="list-style-type: none"> Inform the public and allow the public to participate in planning process. 	regulatory framework for environmental protection and management.
Water Framework Directive (2000/60/EC)	<ul style="list-style-type: none"> Establish a framework for the protection of water bodies to include inland surface waters, transitional waters, coastal waters and groundwater and their dependent wildlife and habitats. Preserve and prevent the deterioration of water status and where necessary improve and maintain "good status" of water bodies. Promote sustainable water usage. The Water Framework Directive repealed the following Directives: <ul style="list-style-type: none"> The Drinking Water Abstraction Directive Sampling Drinking Water Directive Exchange of Information on Quality of Surface Freshwater Directive Shellfish Directive Freshwater Fish Directive Groundwater Directive Dangerous Substances Directive 	<ul style="list-style-type: none"> Protect, enhance and restore all water bodies and meet the environmental objectives outlined in Article 4 of the Directive. Achieve "good status" for all waters. Manage water bodies based on identifying and establishing river basins districts. Involve the public and streamline legislation. Prepare and implement a River Basin Management Plan for each river basin districts identified and a Register of Protected Areas. Establish a programme of monitoring for surface water status, groundwater status and protected areas. Recover costs for water services. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
Groundwater Directive (2006/118/EC)	<ul style="list-style-type: none"> Protect, control and conserve groundwater. Prevent the deterioration of the status of all bodies of groundwater. Implements measures to prevent and control groundwater pollution, including criteria for assessing good groundwater chemical status and criteria for the identification of significant and sustained upward trends and for the definition of starting points for trend reversals. 	<ul style="list-style-type: none"> Meet minimum groundwater standards listed in Annex 1 of Directive. Meet threshold values adopted by national legislation for the pollutants, groups of pollutants and indicators of pollution which have been identified as contributing to the characterisation of bodies or groups of bodies of groundwater as being at risk, also taking into account Part B of Annex II. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the</p>

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			achievement of the objectives of the regulatory framework for environmental protection and management.
Drinking Water Directive (2020/2184)	<ul style="list-style-type: none"> The recast Drinking Water Directive is the EU’s main law on drinking water. It concerns the access to, and the quality of water intended for human consumption to protect human health. The EU adopted the recast Drinking Water Directive in December 2020 and the Directive entered into force in January 2021. Member States have to transpose the Directive into national law and comply with its provisions by 12 January 2023. The recast Drinking Water Directive will further protect human health thanks to updated water quality standards, tackling pollutants of concern, such as endocrine disruptors and microplastics, and leading to even cleaner water from the tap for all. 	<p>Key features of the revised Directive are:</p> <ul style="list-style-type: none"> reinforced water quality standards, in line or, in some cases, even more stringent than the World Health Organisation (WHO) recommendations tackling emerging pollutants, such as endocrine disruptors and PFAs, as well as microplastics a preventive approach favouring actions to reduce pollution at source by introducing the risk-based approach measures to ensure better access to water, particularly for vulnerable and marginalised groups measures to promote tap water, including in public spaces and restaurants, to reduce (plastic) bottle consumption harmonisation of the quality standards for materials and products in contact with water measures to reduce water leakages and to increase transparency of the sector 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
Urban Waste Water Treatment Directive (91/271/EEC)	<ul style="list-style-type: none"> This Directive concerns the collection, treatment and discharge of urban waste water and the treatment and discharge of waste water from certain industrial sectors. The objective of the Directive is to protect the environment from the adverse effects of waste water discharges. 	<ul style="list-style-type: none"> Urban waste water entering collecting systems shall before discharge, be subject to secondary treatment. Annex II requires the designation of areas sensitive to eutrophication which receive water discharges. Establishes minimum requirements for urban waste water collection and treatment systems in specified agglomerations to include special requirements for sensitive areas and certain industrial sectors. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>

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<p>Environmental Liability Directive (2004/35/EC) as amended by Directive 2006/21/EC, Directive 2009/31/EC, Directive 2013/30/EU and Regulation (EU) 2019/1010</p>	<p>Establish a framework of environmental liability based on the 'polluter-pays' principle, to prevent and remedy environmental damage.</p>	<ul style="list-style-type: none"> • Relates to environmental damage caused by any of the occupational activities listed in Annex III, and to any imminent threat of such damage occurring by reason of any of those activities; damage to protected species and natural habitats caused by any occupational activities other than those listed in Annex III, and to any imminent threat of such damage occurring by reason of any of those activities, whenever the operator has been at fault or negligent. • Where environmental damage has not yet occurred but there is an imminent threat of such damage occurring, the operator shall, without delay, take the necessary preventive measures. • Where environmental damage has occurred the operator shall, without delay, inform the competent authority of all relevant aspects of the situation and take all practicable steps to immediately control, contain, remove or otherwise manage the relevant contaminants and/or any other damage factors in order to limit or to prevent further environmental damage and adverse effects on human health or further impairment of services and the necessary remedial measures, in accordance with Article 7. • The operator shall bear the costs for the preventive and remedial actions taken pursuant to this Directive. • The competent authority shall be entitled to initiate cost recovery proceedings against the operator. • The operator may be required to provide financial security guarantees to ensure their responsibilities under the directive are met. • The Environmental Liability Directive has been amended through a number of Directives that are not of significant relevance to the SEA for the Guidelines. Implementation of the Environmental Liability Directive is contributed towards by a Multi-Annual Work Programme (MAWP) 'Making the Environmental Liability Directive more fit for purpose' that is updated annually to changing developments, growing knowledge and new needs. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>

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<p>Marine Strategy Framework Directive (2008/56/EC), as amended</p>	<p>The aim of the European Union's ambitious Marine Strategy Framework Directive is to protect more effectively the marine environment across Europe.</p>	<p>The Directive provides various requirements, including:</p> <ul style="list-style-type: none"> • Completion of an initial assessment of Irish marine waters; • Establishment of environmental targets and indicators; • Establishment of a monitoring programme; • Establishment of a programme of measures; and • Implementation of the programme of measures and monitoring programme. <p>Implementation of the Directive is contributed towards by a set of detailed criteria and methodological standards that were revised in 2017 leading to a Commission Decision on “laying down criteria and methodological standards on good environmental status of marine waters and specifications and standardised methods for monitoring and assessment and repealing Decision 2010/477/EU”. Annex III “Indicative lists of characteristics, pressures and impacts” of the Directive was amended in 2017.</p>	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>European Convention on the Protection of the Archaeological Heritage (Valletta 1992)</p>	<p>The aim of this (revised) Convention is to protect the archaeological heritage as a source of the European collective memory and as an instrument for historical and scientific study.</p>	<p>The Valletta Convention makes the conservation and enhancement of the archaeological heritage one of the goals of urban and regional planning policies. The Convention sets guidelines for the funding of excavation and research work and publication of research findings. It also deals with public access, in particular to archaeological sites, and educational actions to be undertaken to develop public awareness of the value of the archaeological heritage.</p> <p>It also constitutes an institutional framework for pan-European co-operation on the archaeological heritage, entailing a systematic exchange of experience and experts among the various States.</p>	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>Convention of the Protection of the Architectural Heritage of Europe (Granada 1995)</p>	<p>The main purpose of the Convention is to reinforce and promote policies for the conservation and enhancement of Europe's heritage. It also affirms the need for European solidarity with regard to heritage conservation and is designed to foster practical co-</p>	<ul style="list-style-type: none"> • The reinforcement and promotion of policies for protecting and enhancing the heritage within the territories of the parties. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p>

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	<p>operation among the Parties. It establishes the principles of "European co-ordination of conservation policies" including consultations regarding the thrust of the policies to be implemented.</p>	<ul style="list-style-type: none"> • The affirmation of European solidarity with regard to the protection of the heritage and the fostering of practical co-operation between states and regions. 	<p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>ICOMOS (2011) Principles for the Conservation of Industrial Heritage Sites, Structures, Areas and Landscapes ('Dublin Principles')</p>	<p>It is aimed to assist in the documentation, protection, conservation and appreciation of industrial heritage as part of the heritage of human societies around the World.</p>	<ul style="list-style-type: none"> • (I) Document and understand industrial heritage structures, sites, areas and landscapes and their values; • (II) Ensure effective protection and conservation of the industrial heritage structures, sites, areas and landscapes; • (III) Conserve and maintain the industrial heritage structures, sites, areas and landscapes; and • (IV) Present and communicate the heritage dimensions and values of industrial structures, sites, areas and landscapes to raise public and corporate awareness, and support training and research. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in combination effects may arise. Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>Council of Europe Framework Convention on the Value of Cultural Heritage for Society (Faro 2005)</p>	<ul style="list-style-type: none"> • Cultural heritage is a group of resources inherited from the past which people identify, independently of ownership, as a reflection and expression of their constantly evolving values, beliefs, knowledge and traditions. It includes all aspects of the environment resulting from the interaction between people and places through time. 	<ul style="list-style-type: none"> • Recognise that rights relating to cultural heritage are inherent in the right to participate in cultural life, as defined in the Universal Declaration of Human Rights. • Recognise individual and collective responsibility towards cultural heritage. • Emphasise that the conservation of cultural heritage and its sustainable use have human development and quality of life as their goal. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the</p>

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	<ul style="list-style-type: none"> A heritage community consists of people who value specific aspects of cultural heritage which they wish, within the framework of public action, to sustain and transmit to future generations. 	<ul style="list-style-type: none"> Take the necessary steps to apply the provisions of this Convention concerning the role of cultural heritage in the construction of a peaceful and democratic society. Greater synergy of competencies among all the public, institutional and private actors concerned. 	achievement of the objectives of the regulatory framework for environmental protection and management.
European Landscape Convention 2000	The developments in agriculture, forestry, industrial and mineral production techniques, together with the practices followed in town and country planning, transport, networks, tourism and recreation, and at a more general level, changes in the world economy, have in many cases accelerated the transformation of landscapes. The Convention expresses a concern to achieve sustainable development based on a balanced and harmonious relationship between social needs, economic activity and the environment. It aims to respond to the public's wish to enjoy high quality landscapes.	<ul style="list-style-type: none"> Promote protection, management and planning of landscapes. Organise European co-operation on landscape issues. 	The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this. Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
The Eighth Environmental Action Programme (EAP) of the European Community	<ul style="list-style-type: none"> Obligation for the Commission to present a monitoring framework, based on a limited number of headline indicators. These should include, where available, systemic indicators that address interlinkages between environment-social and environmental-economic policy considerations, respectively. 	The 8th EAP aims at accelerating the green transition in a just and inclusive way, with the 2050 long-term objective of 'Living well, within planetary boundaries', already established in the 7th programme (2014-2020).	The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this. Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Bern Convention (Convention on the Conservation of European Wildlife and Natural Habitats)	The convention has three main aims: <ul style="list-style-type: none"> to conserve wild flora and fauna and their natural habitats to promote cooperation between states 	The Parties under the convention recognise the intrinsic value of nature, which needs to be preserved and passed to future generations, they also:	The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.

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	<ul style="list-style-type: none"> to give particular attention to endangered and vulnerable species including endangered and vulnerable migratory species 	<ul style="list-style-type: none"> Seek to ensure the conservation of nature in their countries, paying particular attention to planning and development policies and pollution control. Look at implementing the Bern Convention in central Eastern Europe and the Caucasus. Take account of the potential impact on natural heritage by other policies. Promote education and information of the public, ensuring the need to conserve species is understood and acted upon. Develop an extensive number of species action plans, codes of conducts, and guidelines, at their own initiative or in co-operation with other organisations. Created the Emerald Network, an ecological network made up of Areas of Special Conservation Interest. 	<p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
Bali Road Map (2007)	<p>The overall goals of the project are twofold:</p> <ul style="list-style-type: none"> To increase national capacity to co-ordinate ministerial views, participate in the UNFCCC process, and negotiate positions within the timeframe of the Bali Action Plan; and To assess investment and financial flows to address climate change for up to three key sectors and/or economic activities. 	<p>The Bali Action Plan is centred on four main building Blocks:</p> <ul style="list-style-type: none"> mitigation adaptation technology financing 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
Cancun Agreements (2010)	<p>Set of decisions taken at the COP 16 Conference in Cancun in 2010 which addresses a series of key issues in the fight against climate change. Cancun Agreements' main objectives cover:</p> <ul style="list-style-type: none"> Mitigation Transparency of actions 	<p>Among the most prominent agreements is the establishment of a Green Climate Fund to transfer money from the developed to developing world to tackle the impacts of climate change.</p>	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation</p>

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	<ul style="list-style-type: none"> • Technology • Finance • Adaptation • Forests • Capacity building 		and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Doha Climate Gateway (2012)	Set of decisions taken at the COP 18 meeting in Doha in 2012 which pave the way for a new agreement in Paris in 2015.	<ul style="list-style-type: none"> • The following actions were committed to by governments at this conference: • Set out a timetable to adopt a universal climate agreement by 2015 (to come into effect in 2020); • Complete the work under Bali Action Plan and to focus on new completing new targets; • Strengthen the aim to cut greenhouse gases and help vulnerable countries to adapt; • Amend Kyoto Protocol to include a new commitment period for cutting down the greenhouse gases emissions; and • Provide the financial and technology support and new institutions to allow clean energy investment and sustainable growth in developing countries. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
EU Common Agricultural Policy	<ul style="list-style-type: none"> • To improve agricultural productivity, so that consumers have a stable supply of affordable food; and • To ensure that EU farmers can make a reasonable living. 	<ul style="list-style-type: none"> • Ensuring viable food production that will contribute to feeding the world's population, which is expected to rise considerably in the future; • Climate change and sustainable management of natural resources; • Looking after the countryside across the EU and keeping the rural economy alive. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>

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<p>EU REACH Regulation (EC 1907/2006)(as amended)</p>	<p>Aims to improve the protection of human health and the environment through the better and earlier identification of the intrinsic properties of chemical substances.</p>	<p>The aims are achieved by applying REACH, namely:</p> <ul style="list-style-type: none"> • Registration, • Evaluation, • Authorisation; and • Restriction of chemicals. <p>REACH also aims to enhance innovation and competitiveness of the EU chemicals industry.</p>	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>Stockholm Convention</p>	<p>The objective of the Stockholm Convention is to protect human health and the environment from persistent organic pollutants.</p>	<ul style="list-style-type: none"> • Prohibit and/or eliminate the production and use, as well as the import and export, of the intentionally produced POPs that are listed in Annex A to the Convention. • Restrict the production and use, as well as the import and export, of the intentionally produced POPs that are listed in Annex B to the Convention • Reduce or eliminate releases from unintentionally produced POPs that are listed in Annex C to the Convention • Ensure that stockpiles and wastes consisting of, containing or contaminated with POPs are managed safely and in an environmentally sound manner • To target additional POPs • Other provisions of the Convention relate to the development of implementation plans, information exchange, public information, awareness and education, research, development and monitoring, technical assistance, financial resources and mechanisms, reporting, effectiveness evaluation and non-compliance 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>

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Ramsar Convention	The Convention’s mission is “the conservation and wise use of all wetlands through local and national actions and international cooperation, as a contribution towards achieving sustainable development throughout the world”.	Under the “three pillars” of the Convention, the Contracting Parties commit to: <ul style="list-style-type: none"> • Work towards the wise use of all their wetlands; • Designate suitable wetlands for the list of Wetlands of International Importance (the “Ramsar List”) and ensure their effective management; • Cooperate internationally on transboundary wetlands, shared wetland systems and shared species. 	The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this. Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
OSPAR Convention	The mission of OSPAR is to conserve marine ecosystems and safeguard human health in the North-East Atlantic by preventing and eliminating pollution; by protecting the marine environment from the adverse effects of human activities; and by contributing to the sustainable use of the seas.	OSPAR's work is organised under six strategies: <ul style="list-style-type: none"> • Biodiversity and Ecosystem Strategy • Eutrophication Strategy • Hazardous Substances Strategy • Offshore Industry Strategy • Radioactive Substances Strategy • Strategy for the Joint Assessment and Monitoring Programme <p>These six strategies fit together to underpin the ecosystem approach. For each strategy a programme of work is designed and implemented annually.</p>	The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this. Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
European 2020 Strategy for Growth	Europe 2020 sets out a vision of Europe’s social market economy for the 21st century and puts forward three mutually reinforcing priorities: <ul style="list-style-type: none"> • Smart growth: developing an economy based on knowledge and innovation; • Sustainable growth: promoting a more resource efficient, greener and more competitive economy; 	In order to reach these priorities, the Commission proposes five quantitative targets to fulfil by 2020: <ol style="list-style-type: none"> 1. 75 % of the population aged 20-64 should be employed; 2. 3% of the EU’s GDP should be invested in R&D; 3. the “20/20/20” climate/energy targets should be met (including an increase to 30% of emissions reduction if the conditions are right); 	The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this. Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the

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	<ul style="list-style-type: none"> Inclusive growth: fostering a high-employment economy delivering social and territorial cohesion. 	<p>4. the share of early school leavers should be under 10% and at least 40% of the younger generation should have a tertiary degree;</p> <p>5. 20 million less people should be at risk of poverty.</p>	achievement of the objectives of the regulatory framework for environmental protection and management.
The European Green Deal (EGD) 2019	The deal sets out how to make Europe the first climate-neutral continent by 2050, boosting the economy, improving people’s quality of life, caring for nature and leaving no one behind.	<ul style="list-style-type: none"> It sets out a roadmap with actions to boost the efficient use of resources by moving to a clean, circular economy, restore biodiversity and cut pollution. It outlines investments required, financing tools available and explains how to ensure a just and inclusive transition. In order to meet the goal to become climate neutral by 2050 as part of the European Green Deal, the European Union (EU) Commission proposed on 4th March 2020 to bring about the first European Climate Law and legally bind the target of net zero greenhouse gas emissions by 2050 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in combination effects may arise. Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
EU (2018) Clean Air Policy Package	Aims to substantially reduce air pollution across the EU.	The proposed strategy sets out objectives for reducing the health and environmental impacts of air pollution by 2030 and contains legislative proposals to implement stricter standards for emissions and air pollution.	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in combination effects may arise. Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the</p>

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			achievement of the objectives of the regulatory framework for environmental protection and management.
<p>European Commission’s Communication on the energy transition of the fisheries and aquaculture sector as part of its Fisheries Policy Package</p>	<p>The main objectives of the measures defined in this communication are to promote the use of cleaner energy sources and reduce dependency on fossil fuels in the fisheries and aquaculture sector, in line with one of the ambitions of the European Green Deal to reach climate neutrality in the EU by 2050.</p>	<p>The communication defines various measures to support the sector in accelerating its energy transition, by improving fuel efficiency and switching to renewable, low-carbon power sources. A summary of the measures broadly proposed by the communication is presented below:</p> <ul style="list-style-type: none"> • Creation of an Energy Transition Partnership for EU Fisheries and Aquaculture for the purpose of promoting collaboration and stakeholder engagement • Promotion of new innovative technologies and ways of operating • Improving energy efficiency <p>Moving to renewable and zero or low-carbon energy sources (e.g., use of alternative fuels).</p>	<p>The communication noted the current dependency of the sector on fossil fuel based energy (e.g., marine diesel). It defines a vision for climate-neutral fisheries and aquaculture.</p>
<p>Regulation (EU) 2023/1804 on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU</p>	<p>This Regulation establishes mandatory national targets leading to the deployment of sufficient alternative fuels infrastructure in the European Union (EU) for road vehicles, trains, vessels and stationary aircraft.</p>	<ul style="list-style-type: none"> • Aligned with the European Green Deal, adopted in December 2019, which called for a 90% reduction in greenhouse gas (GHG) emissions in transport. • It lays down common technical specifications and requirements on user information, data provision and payment requirements for alternative fuels infrastructure. • It establishes rules for the national policy frameworks to be adopted by the Member States. • It sets out a reporting mechanism to encourage cooperation and ensures robust tracking of progress. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>

Legislation, Plan, etc.	Summary of high level aim/ purpose/ objective	Summary of lower level objectives, actions etc.	Relevance to the Plan
National Level			
Ireland 2040 - Our Plan, the National Planning Framework, and the National Development Plan (2021 - 2030)	<ul style="list-style-type: none"> The National Planning Framework is the Government’s high-level strategic plan for shaping the future growth and development of to the year 2040. It is a framework to guide public and private investment, to create and promote opportunities for people, and to protect and enhance the environment - from villages to cities, and everything around and in between. The National Development Plan sets out the investment priorities that will underpin the successful implementation of the new National Planning Framework. This will guide national, regional and local planning and investment decisions in Ireland over the next two decades, to cater for an expected population increase of over 1 million people. 	<p>The National Planning Framework published alongside the National Development Plan yields ten National Strategic Outcomes as follows:</p> <ol style="list-style-type: none"> 1. Compact Growth 2. Enhanced Regional Accessibility 3. Strengthened Rural Economies and Communities 4. Sustainable Mobility 5. A Strong Economy, supported by Enterprise, Innovation and Skills 6. High-Quality International Connectivity 7. Enhanced Amenity and Heritage 8. Transition to a Low-Carbon and Climate-Resilient Society 9. Sustainable Management of Water and other Environmental Resources 10. Access to Quality Childcare, Education and Health Services 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
Planning, Land Use and Transport Outlook 2040 [In Preparation]	<p>The PLUTO will take account of forecasted future economic and demographic scenarios, affordability considerations and relevant Government policies and will:</p> <ul style="list-style-type: none"> Quantify in broad terms the appropriate scale of financial investment in land transport over the long term; Consider how fiscal, environmental and technological developments might impact on this investment; and, Identify strategic priorities for future investment to ensure land transport infrastructure provision facilitates the objectives of Project Ireland 2040. 	In preparation.	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
Planning and Development Act 2000 (as amended)	The core principle objectives of this Act are to amend the Planning Acts of 2000 – 2022 with specific regard given to supporting economic renewal and sustainable development.	<ul style="list-style-type: none"> Development, with certain exceptions, is subject to development control under the Planning Acts and the local authorities grant or refuse planning permission for development, including ones within protected areas. 	The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.

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		<ul style="list-style-type: none"> • There are, however, a range of exemptions from the planning system. Use of land for agriculture, peat extraction and afforestation, subject to certain thresholds, is generally exempt from the requirement to obtain planning permission. • Additionally, Environmental Impact Assessment (EIA) is required for a range of classes and large scale projects. • Under planning legislation, Development Plans must include mandatory objectives for the conservation of the natural heritage and for the conservation of European sites and any other sites which may be prescribed. There are also discretionary powers to set objectives for the conservation of a variety of other elements of the natural heritage. 	<p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>European Communities (Environmental Assessment of Certain Plans and Programmes Regulations 2004 (S.I. 435 of 2004), as amended by S.I. 200 of 2011</p>	<p>The purpose of these Regulations is to transpose into Irish law Directive 2001/42/EC of 27 June 2001 (O.J. No. L 197, 21 July 2001) on the assessment of the effects of certain plans and programmes on the environment — commonly known as the Strategic Environmental Assessment (SEA) Directive.</p>	<ul style="list-style-type: none"> • The Regulations cover plans and programmes in all of the sectors listed in article 3(2) of the Directive except land-use planning. • These Regulations also amend certain provisions of the Planning and Development Act 2000 to provide the statutory basis for the transposition of the Directive in respect of land-use planning. • Transposition in respect of the land-use planning sector is contained in the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. No. 436 of 2004). 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. 477 of 2011, as amended)</p>	<p>These Regulations provide for the implementation in Ireland of Council Directive 92/43/EEC on habitats and protection of wild fauna and flora (as amended) and for the implementation of Directive 2009/147/EC of the European Parliament and of the Council on the protection of wild birds.</p>	<ul style="list-style-type: none"> • They provide, among other things, for: the appointment and functions of authorized officers; identification, classification and other procedures relative to the designation of Community sites. • The Regulations have been prepared to address several judgments of the CJEU against Ireland, notably cases C-418/04 and C-183/05, in respect of failure to transpose elements of the Birds Directive and the Habitats Directive into Irish law. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the</p>

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			achievement of the objectives of the regulatory framework for environmental protection and management.
Waste Management Act 1996, as amended	To make provision in relation to the prevention, management and control of waste; to give effect to provisions of certain acts adopted by institutions of the European communities in respect of those matters; to amend the Environmental Protection Agency Act, 1992, and to repeal certain enactments and to provide for related matters.	The Waste Management Act contains a number of key legal obligations, including requirements for waste management planning, waste collection and movement, the authorisation of waste facilities, measures to reduce the production of waste and/or promote its recovery.	The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this. Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
European Communities Environmental Objectives (Freshwater Pearl Mussel) Regulations 2018 (S.I 355 of 2018)	The purpose of these Regulations is to support the achievement of favourable conservation status for freshwater pearl mussels	Actions: <ul style="list-style-type: none"> • Set environmental quality objectives for the habitats of the freshwater pearl mussel populations named in the First Schedule to these Regulations that are within the boundaries of a site notified in a candidate list of European sites, or designated as a Special Area of Conservation, under the European Communities (Natural Habitats) Regulations, 1997 (S.I. No. 94/1997). • Require the production of sub-basin management plans with programmes of measures to achieve these objectives. • Set out the duties of public authorities in respect of the sub-basin management plans and programmes of measure 	The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this. Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
European Communities Environmental Objectives (Groundwater) Regulations 2016 (S.I. No. 366 of 2016)	To amend the European Communities Environmental Objectives (Groundwater) Regulations 2010 (S.I. No. 9 of 2010) to make further provision to implement Commission Directive 2014/80/EU of 20 June 2014 amending Annex II to Directive 2006/118/EC of the European Parliament and of the Council on the	The substances and threshold values set out in Schedule 5 to S.I. No. 9 of 2010 have been reviewed and amended where necessary, based on existing monitoring information and international guidelines on appropriate threshold values.	The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.

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	protection of groundwater against pollution and deterioration.	<ul style="list-style-type: none"> Part A of Schedule 6 has been amended to include changes to the rules governing the determination of background levels for the purposes of establishing threshold values for groundwater pollutants and indicators of pollution. Part B of Schedule 6 has been amended to include nitrites and phosphorus (total) / phosphates among the minimum list of pollutants and their indicators which the Environmental Protection Agency (EPA) must consider when establishing threshold values Part C of Schedule 6 amends the information to be provided to the Minister by the EPA with regard to the pollutants and their indicators for which threshold values have been established 	Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
S.I. No. 113/2022 - European Union (Good Agricultural Practice for Protection of Waters) Regulations 2022 (as amended)	<p>The purpose of the Regulations is to provide a basic set of measures to ensure the protection of waters, including drinking water sources, against pollution caused by nitrogen and phosphorus from agricultural sources, with the primary emphasis on the management of livestock manures and other fertilisers. The set of measures also provide some basic safeguards against possible harmful impacts on water quality arising from agricultural expansion. This basic set of measures has been strengthened over the last two reviews and this new programme provides a further strengthened set of measures to help reduce nitrogen and phosphorus losses from agriculture and contribute to improvements in water quality.</p>	<p>The Regulations include measures such as:</p> <ul style="list-style-type: none"> Periods when land application of fertilisers is prohibited Limits on the land application of fertilisers Storage requirements for livestock manure; and Monitoring of the effectiveness of the measures in terms of agricultural practice and impact on water quality. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
National legislation transport the Industrial Emissions Directive: <ul style="list-style-type: none"> Environmental Protection Agency Act 1992, amended by the Protection of the Environment Act 2003; and 	<p>The purpose of this Directive is lay down rules to prevent or, where that is not practicable, to reduce industrial emissions into air, water and land and to prevent the generation of waste, in order to achieve a high level of environmental protection. This legislation transposes the provision of the Directive</p>	<p>The legislation covers industrial activities in the following sectors:</p> <ul style="list-style-type: none"> energy; metal production and processing; minerals; chemicals; waste management; 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users</p>

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<ul style="list-style-type: none"> Environmental Protection Agency (Integrated Pollution Control) (Licensing) Regulations 2013. European Union (Environmental Impact Assessment)(Environmental Protection Agency Act 1992)(Amendment) Regulations 2020 Environmental Protection Agency (Industrial Emissions)(Licensing) (Amendment) Regulations 2020. European Union (Industrial Emissions) Regulations 2013 Environmental Protection Agency (Industrial Emissions)(Licensing)Regulations 2013. Environmental Protection Agency (Licensing Fees) Regulations 2013 		<ul style="list-style-type: none"> and other sectors such as pulp and paper production, slaughterhouses and the intensive rearing of poultry and pigs. <p>All installations covered by the directive must prevent and reduce pollution by applying the best available techniques (BATs)* and address efficient energy use, waste prevention and management and measures to prevent accidents and limit their consequences.</p>	<p>and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>Bathing Water Quality Regulations 2008 (S.I. 79 of 2008)</p>	<p>These Regulations provide for transposition of the EU Bathing Water Directive 2006 (Directive 2006/7/EC of 15 February 2006) which aims:</p> <ul style="list-style-type: none"> To improve health protection for bathers To establish a more pro-active approach to management of bathing waters, and To promote increased public involvement and dissemination of information to the public. 	<ul style="list-style-type: none"> The Regulations establish a new classification system for bathing water quality based on four classifications “poor”, “sufficient”, “good” and “excellent” and generally require that a classification of at least “sufficient” be achieved by 2015 for all bathing waters. Local authorities must take appropriate measures with a view to improving waters which are classified as “poor” and increasing the number of bathing waters classified as “good” or “excellent”. A permanent advice against bathing must be issued in a case where a bathing water is classified as “poor” for five consecutive years. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the</p>

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		<ul style="list-style-type: none"> Local authorities are required annually to identify bathing waters, establish a monitoring calendar, carry out the specified monitoring, report the results to the EPA, carry out appropriate management measures where necessary and provide information to the public. There must be public participation in the identification of waters and the general implementation of the Regulations. The EPA is required by the Regulations to classify bathing waters, generally on the basis of the monitoring results for the four preceding bathing seasons, and to publish an annual report in relation to bathing water quality. Monitoring by local authorities is to commence not later than 2011 with a view to ensuring that a classification is assigned to bathing waters not later than 2015. Private controllers of access lands may be required to contribute towards the costs incurred by a local authority or the EPA. 	regulatory framework for environmental protection and management.
Bathing Water Quality (Amendment) Regulations 2011 (S.I 351 of 2011) as amended by S.I. No. 163/2016 - Bathing Water Quality (Amendment) Regulations 2016	<p>This Regulation defines further the minimum number of bathing water samples required to carry out a bathing water quality assessment.</p>	<p>Further defines the minimum number of bathing water samples required to carry out a bathing water quality assessment.</p>	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
Climate Action and Low Carbon Development (Amendment) Act 2021	<p>An Act to provide for the approval of plans by the Government in relation to climate change for the purpose of pursuing the transition to a low carbon, climate resilient and environmentally sustainable economy.</p>	<p>When considering a plan or framework, for approval, the Government shall endeavour to achieve the national transition objective within the period to which the objective relates and shall, in endeavouring to achieve that objective, ensure that such objective is achieved by the implementation</p>	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p>

Legislation, Plan, etc.	Summary of high level aim/ purpose/ objective	Summary of lower level objectives, actions etc.	Relevance to the Plan
		<p>of measures that are cost effective and shall, for that purpose, have regard to:</p> <ul style="list-style-type: none"> • The ultimate objective specified in Article 2 of the United Nations Framework Convention on Climate Change done at New York on 9 May 1992 and any mitigation commitment entered into by the European Union in response or otherwise in relation to that objective, • The policy of the Government on climate change, • Climate justice, • Any existing obligation of the State under the law of the European Union or any international agreement referred to in section 2; and • The most recent national greenhouse gas emissions inventory and projection of future greenhouse gas emissions prepared by the Agency. 	<p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>Climate Action Plan 2024</p>	<p>The Climate Action Plan 2024 provides a detailed plan for taking decisive action to achieve a 51% reduction in overall greenhouse gas emissions by 2030 and setting Ireland on a path to reach net-zero emissions by no later than 2050, as committed to in the Programme for Government and set out in the Climate Act 2021.</p>	<p>The Plan lists the actions needed to deliver on our climate targets and sets indicative ranges of emissions reductions for each sector of the economy. It will be updated annually, to ensure alignment with Ireland’s legally binding economy-wide carbon budgets and sectoral ceilings</p>	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in combination effects may arise. Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>

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Ireland's Second National Implementation Plan for the Sustainable Development Goals (2022 - 2024)	<ul style="list-style-type: none"> National Implementation Plan 2022 - 2024 is in direct response to the 2030 Agenda for Sustainable Development and provides a whole-of-government approach to implement the 17 Sustainable Development Goals (SDGs). The first version of the Plan (2018 – 2020) provided a 'SDG Matrix' which identifies the responsible Government Departments for each of the 169 targets. It also included a 'SDG Policy Map' indicating the relevant national policies for each of the targets. 	<p>The Plan identifies five strategic objectives to guide implementation:</p> <ul style="list-style-type: none"> To embed the SDG framework into the work of Government Departments to achieve greater Policy Coherence for Sustainable Development; To integrate the SDGs into Local Authority work to better support the localisation of the SDGs; Greater partnerships for the Goals; To further incorporate the principle of Leave No One Behind into Ireland's Agenda 2030 implementation and reporting mechanisms; and Strong reporting mechanisms 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
Clean Air Strategy for Ireland (2023)	<p>The Clean Air Strategy provides the strategic policy framework necessary to identify and promote integrated measures across government policy that are required to reduce air pollution and promote cleaner air while delivering on wider national objectives.</p>	<ul style="list-style-type: none"> Through this document Ireland can develop the necessary policies and measures to comply with new and emerging EU legislation. The Strategy should also help tackle climate change. The Strategy considers a wider range of national policies that are relevant to clean air policy such as transport, energy, home heating and agriculture. In any discussion relating to clean air policy, the issue of people's health is paramount, this is a strong theme of the Strategy. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
Grid Implementation Plan 2023-2028 for the Electricity Transmission System in Ireland	<p>This Plan supersedes the Grid Implementation Plan 2017-2022.</p> <p>It is focussed on the Transmission Development Plan (TDP) 2023-2032.</p>	<ul style="list-style-type: none"> The EirGrid Shaping Our Electricity Future Version 1.1 (SOEF - published in June 2023) is a core context for grid development as part of this Plan. The SOEF addresses matters such as why EirGrid develops the electricity transmission network, Government policy context that underpins this, and the importance of an efficient and economical grid network. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users</p>

Legislation, Plan, etc.	Summary of high level aim/ purpose/ objective	Summary of lower level objectives, actions etc.	Relevance to the Plan
		<ul style="list-style-type: none"> The Transmission Development Plan (TDP) 2023 also forms a core context for this Plan. The TDP lists the committed projects and projects under development for the enhancement of the Irish transmission network over the coming ten years. 	<p>and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>Strategy for the Future Development of National and Regional Greenways (2018)</p>	<ul style="list-style-type: none"> The objective of this Strategy is to assist in the strategic development of nationally and regionally significant Greenways in appropriate locations constructed to an appropriate standard in order to deliver a quality experience for all Greenways users. It also aims to increase the number and geographical spread of Greenways of scale and quality around the country over the next 10 years with a consequent significant increase in the number of people using Greenways as a visitor experience and as a recreational amenity. 	<ul style="list-style-type: none"> A Strategic Greenway network of national and regional routes, with a number of high capacity flagship routes that can be extended and/or link with local Greenways and other cycling and walking infrastructure; Greenways of scale and appropriate standard that have significant potential to deliver an increase in activity tourism to Ireland and are regularly used by overseas visitors, domestic visitors and locals thereby contributing to a healthier society through increased physical activity; Greenways that provide a substantially segregated offroad experience linking places of interest, recreation and leisure in areas with beautiful scenery of different types with plenty to see and do; Greenways that provide opportunities for the development of local businesses and economies, and Greenways that are developed with all relevant stakeholders in line with an agreed code of practice. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>National Water Resources Plan (2021)</p>	<ul style="list-style-type: none"> The NWRP is a plan on how to provide a safe, secure and reliable water supply to customers for the next 25 years, without causing adverse impact on the environment. The objective of the NWRP is to set out how we intend to maintain the supply and demand for drinking water over the short, medium and long term whilst minimising the impact on the environment. 	<p>The key objectives of the plan are to:</p> <ul style="list-style-type: none"> Identify areas where there are current and future potential water supply shortfalls, taking into account normal and extreme weather conditions Assess the current and future water demand from homes, businesses, farms, and industry Consider the impacts of climate change on Ireland’s water resources Develop a drought plan advising measures to be taken before and during drought events Develop a plan detailing how we deal with the material that is produced as a result of treating drinking water 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>

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		<ul style="list-style-type: none"> Identify, develop and assess options to help meet potential shortfalls in water supplies Assess the water resources available at a national level including lakes, rivers and groundwater. 	
National Strategic Plan for Aquaculture Development 2030	<p>This multi-annual National Strategic Plan Sustainable Aquaculture Development (2022 – 2030) (NSPSA) overlaps with the EU’s new ‘Strategic guidelines for a more sustainable and competitive EU aquaculture for the period 2021 to 2030’, as well as the programming period (2021 to 2027) of the European Maritime Fisheries and Aquaculture Fund (EMFAF). As such, this plan provides the strategic vision and framework for funding under EMFAF, as well as other EU and national initiatives.</p>	<ul style="list-style-type: none"> Develop ‘Designated Marine Area Plans’ (DMAPs) for aquaculture to ensure that the sector is championed in Ireland’s Marine Spatial Plan to facilitate investment in different forms of sustainable aquaculture. More vigilant and responsive monitoring if aquatic diseases and food safety risks. Develop a comprehensive human capacity plan for Irish aquaculture to promote the sector as an attractive career option, develop leadership, management and business capacity in the sector and provide the necessary skills required over the strategy time period. Provide coordinated messaging on the sustainable, low carbon nature of Irish aquaculture production, supported by independent certification and open dialogue. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
Construction 2020, A Strategy for a Renewed Construction Sector	<ul style="list-style-type: none"> Construction 2020 sets out a package of measures agreed by the Government and is aimed at stimulating activity in the building industry. The Strategy aims both to increase the capacity of the sector to create and maintain jobs, and to deliver a sustainable sector, operating at an appropriate level. It seeks to learn the lessons of the past and to ensure that the right structures and mechanisms are in place so that they are not repeated. 	<p>This Strategy therefore addresses issues including:</p> <ul style="list-style-type: none"> A strategic approach to the provision of housing, based on real and measured needs, with mechanisms in place to detect and act when things are going wrong; Continuing improvement of the planning process, striking the right balance between current and future requirements; The availability of financing for viable and worthwhile projects; Access to mortgage finance on reasonable and sustainable terms; Ensuring we have the tools we need to monitor and regulate the sector in a way that underpins public confidence and worker safety; Ensuring a fit for purpose sector supported by a highly skilled workforce achieving high quality standards; and 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>

Legislation, Plan, etc.	Summary of high level aim/ purpose/ objective	Summary of lower level objectives, actions etc.	Relevance to the Plan
		<ul style="list-style-type: none"> Ensuring opportunities are provided to unemployed former construction workers to contribute to the recovery of the sector. 	
<p>National Landscape Strategy for Ireland 2015-2025 and National Landscape Character Assessment</p>	<ul style="list-style-type: none"> The National Landscape Strategy will be used to ensure compliance with the European Landscape Convention and to establish principles for protecting and enhancing the landscape while positively managing its change. It will provide a high level policy framework to achieve balance between the protection, management and planning of the landscape by way of supporting actions. Landscape Strategy Vision: “Our landscape reflects and embodies our cultural values and our shared natural heritage and contributes to the well-being of our society, environment and economy. We have an obligation to ourselves and to future generations to promote its sustainable protection, management and planning.” 	<p>The objectives of the National Landscape Strategy are to:</p> <ul style="list-style-type: none"> Implement the European Landscape Convention by integrating landscape into the approach to sustainable development; Establish and embed a public process of gathering, sharing and interpreting scientific, technical and cultural information in order to carry out evidence-based identification and description of the character, resources and processes of the landscape; Provide a policy framework, which will put in place measures at national, sectoral - including agriculture, tourism, energy, transport and marine - and local level, together with civil society, to protect, manage and properly plan through high quality design for the sustainable stewardship of the landscape; Ensure that we take advantage of opportunities to implement policies relating to landscape use that are complementary and mutually reinforcing and that conflicting policy objectives are avoided in as far as possible. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>National Hazardous Waste Management Plan (EPA) 2021 - 2027</p>	<p>This Plan sets out the priorities to be pursued over the next six years and beyond to improve the management of hazardous waste, taking into account the progress made since the previous plan and the waste policy and legislative changes that have occurred since the previous plan was published.</p> <p>Section 26 of the Waste Management Act 1996 as amended, sets out the overarching objectives for the National Hazardous Waste Management Plan.</p> <p>In this context, the following objectives are included as priorities for the revised Plan period:</p>	<p>The revised Plan makes 20 recommendations under the following topics:</p> <ul style="list-style-type: none"> Policy and Regulation Prevention Collection and Treatment Implementation 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>

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	<ul style="list-style-type: none"> • To prevent and reduce the generation of hazardous waste by industry and society generally; • To maximise the collection of hazardous waste with a view to reducing the environmental and health impacts of any unregulated waste; • To strive for increased self-sufficiency in the management of hazardous waste and to minimise hazardous waste export; • To minimise the environmental, health, social and economic impacts of hazardous waste generation and management. 		
National Ports Policy 2013	The core objective of National Ports Policy is to facilitate a competitive and effective market for maritime transport services.	National Ports Policy introduces clear categorisation of the ports sector into Ports of National Significance (Tier 1), Ports of National Significance (Tier 2) and Ports of Regional Significance.	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
National Aviation Policy 2015	<p>Specifically, the principal goals of this National Aviation Policy are:</p> <ul style="list-style-type: none"> • To enhance Ireland’s connectivity by ensuring safe, secure and competitive access responsive to the needs of business, tourism and consumers; • To foster the growth of aviation enterprise in Ireland to support job creation and position Ireland as a recognised global leader in aviation; and 	<p>The National Aviation Policy commits to:</p> <ul style="list-style-type: none"> • Maintaining safety as the number one priority in Irish aviation and ensuring that safety regulation is robust, effective and efficient; • Creating conditions to encourage the development of new routes and services, particularly to new and emerging markets; • Ensuring a high level of competition among airlines operating in the Irish market; 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the</p>

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	<ul style="list-style-type: none"> To maximise the contribution of the aviation sector to Ireland's economic growth and development. 	<ul style="list-style-type: none"> Optimising the operation of the Irish airport network to ensure maximum connectivity to the rest of the world; Ensuring that the regulatory framework for aviation reflects best international practice and that economic regulation facilitates continued investment in aviation infrastructure at Irish airports to support traffic growth; Supporting the aircraft leasing and aviation finance sectors to maintain Ireland's leading global position in these spheres; and Maintaining a safe and innovative general aviation sector to support Ireland's broader aviation industry 	<p>regulatory framework for environmental protection and management.</p>
<p>Ministerial Guidelines such as Sustainable Rural Housing Guidelines and Flood Risk Management Guidelines</p>	<p>The Department produces a range of guidelines designed to help planning authorities, An Bord Pleanála, developers and the general public and cover a wide range of issues amongst others, architectural heritage, child care facilities, landscape, quarries and residential density.</p>	<p>The Minister issues statutory guidelines under Section 28 of the Act which planning authorities and An Bord Pleanála are obliged to have regard to in the performance of their planning functions.</p>	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>HSE Healthy Ireland Framework for Improved Health and Wellbeing 2013-2025</p>	<p>The vision is: "A Healthy Ireland, where everyone can enjoy physical and mental health and wellbeing to their full potential, where wellbeing is valued and supported at every level of society and is everyone's responsibility."</p>	<p>These four goals are interlinked, interdependent and mutually supportive:</p> <ul style="list-style-type: none"> Goal 1: Increase the proportion of people who are healthy at all stages of life Goal 2: Reduce health inequalities Goal 3: Protect the public from threats to health and wellbeing Goal 4: Create an environment where every individual and sector of society can play their part in achieving a healthy Ireland 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the</p>

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			regulatory framework for environmental protection and management.
National Marine Planning Framework 2021	The NMPF is a key consideration for decision makers on all marine authorisations. The NMPF creates the overarching framework for decision making that is consistent, evidence based, and secures a sustainable future for the maritime area.	<p>The National Marine Planning Framework is a succinct strategic document that will deal with, inter alia, the following environmental, social and economic issues:</p> <ul style="list-style-type: none"> • Key marine activities such as fisheries, tourism, transport, offshore renewable energy generation, oil and gas exploration and production, aquaculture, and how they interact; • Climate change and related impacts; • Communities and health; • Cultural heritage; • Marine environment and biodiversity; • Transboundary interactions with other jurisdictions. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
Tourism Policy Statement: People, Place and Policy – Growing Tourism to 2025	The main goal of this policy statement is to have a vibrant, attractive tourism sector that makes a significant contribution to employment across the country; is economically, socially and environmentally sustainable; helps promote a positive image of Ireland overseas and is a sector in which people want to work.	<p>The Tourism Policy Statement sets three headline targets to be achieved by 2025:</p> <ul style="list-style-type: none"> • Overseas tourism revenue of €5 billion per year net of inflation excluding carrier receipts; • 250,000 people employed in tourism; and • 10 million overseas visitors to Ireland per year. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in combination effects may arise. Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>

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<p>Our Sustainable Future: A framework for Sustainable Development for Ireland 2012</p>	<p>A medium to long term framework for advancing sustainable development and the green economy in Ireland. It identifies spatial planning as a key challenge for sustainable development and sets a series of measures to address these challenges.</p>	<p>Sets out the challenges facing us and how we might address them in making sure that quality of life and general wellbeing can be improved and sustained in the decades to come.</p>	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>National Investment Framework for Transport in Ireland (NIFTI) 2021</p>	<ul style="list-style-type: none"> • NIFTI is the Department of Transport’s framework for prioritising future investment in the land transport network to support the delivery of the National Strategic Outcomes. • The NIFTI will guide transport investment in the years ahead to enable the National Planning Framework, support the Climate Action Plan, and promote social, environmental and economic outcomes throughout Ireland. 	<p>The four investment priorities stated in NIFTI are:</p> <ul style="list-style-type: none"> • Mobility of people and goods in urban areas. • Protection and renewal. • Enhanced regional and rural connectivity. • Decarbonisation. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>National Adaptation Framework (NAF) 2018 and associated regional, local and sectoral adaptation plans (including transport)</p>	<p>NAF specifies the national strategy for the application of adaptation measures in different sectors and by local authorities in their administrative areas in order to reduce the vulnerability of the State to the negative effects of climate change and to avail of any positive effects that may occur</p>	<ul style="list-style-type: none"> • Adaptation under this Framework should seek to minimise costs and maximise the opportunities arising from climate change. • Adaptation actions range from building adaptive capacity (e.g. increasing awareness, sharing information and targeted training) through to policy and finance based actions. • Adaptation actions must be risk based, informed by existing vulnerabilities of our society and systems and an understanding of projected climate change. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters – such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the</p>

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		<ul style="list-style-type: none"> Adaptation actions taken to increase climate resilience must also consider impacts on other sectors and levels of governance. 	regulatory framework for environmental protection and management.
Governments White Paper ‘Ireland’s Transition to a Low Carbon Energy Future’ (2015 – 2030)	<p>The White Paper sets out a vision and a framework to guide Irish energy policy between now and 2030. A complete energy policy update informed by the vision to transform Ireland into a low carbon society and economy by 2050.</p>	<p>2030 will represent a significant milestone, meaning:</p> <ul style="list-style-type: none"> Reduced GHG emissions from the energy sector by between 80% and 95% Ensuring that secure supplies of competitive and affordable energy remain available to citizens and businesses. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters – such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
Wildlife Act of 1976 Wildlife (Amendment) Act, 2000 Wildlife (Amendment) Act, 2023	<p>The act provides protection and conservation of wild flora and fauna.</p>	<ul style="list-style-type: none"> Provides protection for certain species, their habitats and important ecosystems Give statutory protection to NHAs Enhances wildlife species and their habitats Includes more species for protection 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
National Broadband Plan (2012)	<p>Sets out the strategy to deliver high speed broadband throughout Ireland.</p>	<p>The Plan sets out:</p> <ul style="list-style-type: none"> A clear statement of Government policy on the delivery of High Speed Broadband. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p>

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		<ul style="list-style-type: none"> • Specific targets for the delivery and rollout of high speed broadband and the speeds to be delivered. • The strategy and interventions that will underpin the successful implementation of these targets. • A series of specific complementary measures to promote implementation of Government policy in this area. 	<p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>The Planning System and Flood Risk Management – Guidelines for Planning Authorities (2009)</p>	<ul style="list-style-type: none"> • Sets out comprehensive mechanisms for the incorporation of flood risk identification, assessment and management into the planning process. • Ensures flood risk is a key consideration in preparing land use plans and in the assessment of planning applications. • Implementation of the Guidelines is through actions at national, regional, local authority and site-specific levels. • Planning authorities and An Bord Pleanála are required to have regard to the Guidelines in carrying out their functions under the Planning Acts. 	<ul style="list-style-type: none"> • Avoid inappropriate development in areas at risk of flooding. • Avoid new developments increasing flood risk elsewhere, including that which may arise from surface water run-off. • Ensure effective management of residual risks for development permitted in floodplains. • Avoid unnecessary restriction of national, regional or local economic and social growth. • Improve the understanding of flood risk among relevant stakeholders. • Ensure that the requirements of EU and national law in relation to the natural environment and nature conservation are complied with at all stages of flood risk management. <p>The 2009 Flood Risk Management Guidelines were amended by Circular PL 2/2014 (Department of the Environment, Community and Local Government) that provides advice on the use of OPW flood mapping in assessing planning applications and clarifies some advice from the 2009 Guidelines.</p>	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>European Communities (Water Policy) Regulations of 2003 (SI 722 of 2003)</p>	<ul style="list-style-type: none"> • Transpose the Water Framework Directive into legislation. • Outlines the general duty of public authorities in relation to water. 	<ul style="list-style-type: none"> • Implements River basin districts and characterisation of RBDs and River Basin Management Plans. • Requires the public to be informed and consulted on the Plan and for progress reports to be published on RBDs. • Implements a Register of protected areas, Classification systems and Monitoring programmes for water bodies. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation</p>

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<p>European Communities (Water Policy) Regulations of 2003 (SI 350 of 2014)</p> <p>European Communities Environmental Objectives (Surface Waters) Regulations of 2009 (SI 272 of 2009 as amended by SI 288 of 2022)</p>	<ul style="list-style-type: none"> Identifies the competent authorities in charge of water policy (amended to Irish Water in 2013) and gives EPA and the CER the authority to regulate and supervise their actions. 	<ul style="list-style-type: none"> Allows the competent authority to recover the cost of damage/destruction of status of water body. Outlines environmental objectives and programme of measures and environmental quality standards for priority substances. Outlines criteria for assessment of groundwater. Outlines environmental objectives to be achieved for surface water bodies. Outlines surface water quality standards. Establishes threshold values for the classification and protection of surface waters against pollution and deterioration in quality. 	<p>and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>Local Government (Water Pollution) Acts 1977 to 1990</p>	<p>The Water Pollution Acts allow Local Authorities the authority regulate and supervise actions relating to water in their division.</p>	<p>The Water Pollution Acts enable local authorities to:</p> <ul style="list-style-type: none"> Prosecute for water pollution offences. Attach appropriate pollution control conditions in the licensing of effluent discharges from industry, etc., made to waters. Issue notices ("section 12 notices") to farmers, etc., specifying measures to be taken within a prescribed period to prevent water pollution. Issue notices requiring a person to cease the pollution of waters and requiring the mitigation or remedying of any effects of the pollution in the manner and within the period specified in such notices; Seek court orders, including High Court injunctions, to prevent, terminate, mitigate or remedy pollution/its effects. Prepare water quality management plans for any waters in or adjoining their functional areas. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>Water Services Act 2007</p> <p>Water Services (Amendment) Act 2012</p>	<ul style="list-style-type: none"> Provides the water services infrastructure. Outlines the responsibilities involved in delivering and managing water services. Identifies the authority in charge of provision of water and wastewater supply. 	<p>Key strategic objectives include:</p> <ul style="list-style-type: none"> Ensuring Irish Water delivers infrastructural projects that meet key public health, environmental and economic objectives in the water services sector. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p>

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<p>Water Services Act (No. 2) 2013</p> <p>Water Services Act 2017</p> <p>Water Services (Amendment) Act 2022</p>	<ul style="list-style-type: none"> Irish Water was given the responsibility of the provision of water and wastewater services in the amendment act during 2013, therefore these services are no longer the responsibility of the 31 Local Authorities in Ireland. 	<ul style="list-style-type: none"> Ensuring the provision of adequate water and sewerage services. Ensuring good quality drinking water is available to all consumers of public and group water supplies, in compliance with national and EU drinking water standards Ensuring the provision of the remaining infrastructure needed to provide secondary wastewater treatment, for compliance with the requirements of the EU Urban Wastewater Treatment Directive. Promoting water conservation through Irish Water’s Capital Investment Plan, the Rural Water Programme and other measures. Monitoring the on-going implementation of septic tanks inspection regime and the National Inspection Plan for Domestic Waste Water Treatment Systems. Ensuring a fair funding model to deliver water services. Overseeing the establishment of an economic regulation function under the CER. 	<p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>Irish Water’s (now known as Uisce Eireann) Water Services Strategic Plan 2015 and associated Proposed Capital Investment Plan (2020 - 2024)</p>	<p>This Water Services Strategic Plan sets out strategic objectives for the delivery of water services over the next 25 years up to 2040. It details current and future challenges which affect the provision of water services and identifies the priorities to be tackled in the short and medium term.</p>	<p>Six strategic objectives as follows:</p> <ul style="list-style-type: none"> Meet Customer Expectations. Ensure a Safe and Reliable Water Supply. Provide Effective Management of Wastewater. Protect and Enhance the Environment. Support Social and Economic Growth. Invest in the Future. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>Raised Bog SAC Management Plan and Review of Raised Bog</p>	<p>Aims to meet nature conservation obligations while having regard to national and local economic, social and cultural needs</p>	<ul style="list-style-type: none"> Ensure that the implications of management choices for water levels, quantity and quality are fully explored, understood and factored into policy making and land use planning. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental,</p>

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Natural Heritage Areas 2017 - 2022		<ul style="list-style-type: none"> Review the current raised bog NHA network in terms of its contribution to the national conservation objective for raised bog habitats and determine the most suitable sites to replace the losses of active raised bog habitat and high bog areas within the SAC network and to enhance the national network of NHAs. 	<p>planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
Food Harvest 2020	<p>Food Harvest 2020 is a roadmap for the Irish food industry, as it seeks to innovate and expand in response to increased global demand for quality foods. It sets out a vision for the potential growth in agricultural output after the removal of milk quotas.</p>	<p>Seeks for the improvement of all agricultural sectors at all levels in terms of sustainability, environmental consideration and marketing development.</p>	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
Agri-vision 2015 Action Plan	<p>Outlines the vision for agricultural industry to improve competitiveness and response to market demand while respecting and enhancing the environment</p>	<p>Not applicable</p>	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the</p>

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			achievement of the objectives of the regulatory framework for environmental protection and management.
<p>Rural Environmental Protection Scheme (REPS)</p> <p>Agri-Environmental Options Scheme (AEOS)</p> <p>Green, Low-Carbon, Agri-environment Scheme (GLAS)</p> <p>Agri-Climate Rural Environment Scheme (ACRES)</p>	<ul style="list-style-type: none"> • Agri-environmental funding schemes aimed at rural development for the environmental enhancement and protection. • GLAS is the new replacement for REPS and AEOS which are both expiring. • ACRES is Ireland's new agri-environment climate scheme under Ireland's CAP Strategic Plan. This new €1.5 billion flagship agri-environment scheme is a farmer-friendly scheme to help address biodiversity decline while delivering an income support for up to 50,000 farm families in Ireland. 	<ul style="list-style-type: none"> • Establish best practice farming methods and production methods in order to protect landscapes and maximise conservation. • Protect biodiversity, endangered species of flora and fauna and wildlife habitats. • Ensure food is produced with the highest regard to the environment. • Implement nutrient management plans and grassland management plans. • Protect and maintain water bodies, wetlands and cultural heritage. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>National Rural Development Programme</p>	<p>The National Rural Development Programme, prepared by the Department of Agriculture, Fisheries and Food, sets out a national programme based on the EU framework for rural development and prioritises improving the competitiveness of agriculture, improving the environment and improving the quality of life in rural areas</p>	<p>At a more detailed level, the programme also:</p> <ul style="list-style-type: none"> • Supports structural change at farm level including training young farmers and encouraging early retirement, support for restructuring, development and innovation; • Aims to improve the environment, biodiversity and the amenity value of the countryside by support for land management through funds such as Natura 2000 payments etc.; and • Aims to improve quality of life in rural areas and encouraging diversification of economic activity through the implementation of local development strategies such as non-agricultural activities 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>Forestry Programme 2023 – 2027</p>	<p>The new Forestry Programme 2023-2027 came into force in 2023, as soon as State Aid approval by the European Commission has been received. The new Programme sets out increased support for a number of schemes.</p>	<p>The proposed Forestry Programme 2023-2027 contains a series of eight different interventions:</p> <ul style="list-style-type: none"> • Forest creation; • Agroforestry; 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p>

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		<ul style="list-style-type: none"> • Infrastructure and technology investments; • Sustainable forest management; • Developing skills and empowering the forest sector for sustainable forest management; • Open forests - social, cultural and heritage forests; • Climate resilient reforestation; • Reconstruction. 	<p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
River Basin Management Plans	<p>River Basin Management Plans set out the measures planned to maintain and improve the status of waters.</p>	<ul style="list-style-type: none"> • Aim to protect and enhance all water bodies in the RBD and meet the environmental objectives outlined in Article 4 of the Water Framework Directive. • Identify and manages water bodies in the RBD. • Establish a programme of measures for monitoring and improving water quality in the RBD. • Involve the public through consultations. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
National Peatlands Strategy (2015-2025)	<p>This Strategy aims to provide a long-term framework within which all of the peatlands within the State can be managed responsibly in order to optimise their social, environmental and economic contribution to the well-being of this and future generations.</p>	<p>Objectives of the Strategy:</p> <ul style="list-style-type: none"> • To give direction to Ireland’s approach to peatland management. • To apply to all peatlands, including peat soils. • To ensure that the relevant State authorities and state owned companies that influence such decisions contribute to meeting cross-cutting objectives and obligations in their policies and actions. • To ensure that Ireland’s peatlands are sustainably managed so that their benefits can be enjoyed responsible. • To inform appropriate regulatory systems to facilitate good decision making in support of responsible use. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>

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		<ul style="list-style-type: none"> To inform the provision of appropriate incentives, financial supports and disincentives where required. To provide a framework for determining and ensuring the most appropriate future use of cutover and cutaway bogs. <p>To ensure that specific actions necessary for the achievement of its objectives are clearly identified and delivered by those involved in or responsible for peatlands management or for decisions affecting their management.</p>	
Flood Risk Management Plans arising from National Catchment Flood Risk Assessment and Management Programme	<p>The national Catchment Flood Risk Assessment and Management (CFRAM) programme commenced in Ireland in 2011 and is being overseen by the Office of Public Works. The CFRAM Programme is intended to deliver on core components of the National Flood Policy, adopted in 2004, and on the requirements of the EU Floods Directive.</p>	<p>CFRAM Studies have been undertaken for all River Basin Districts. The studies are focusing on areas known to have experienced flooding in the past and areas that may be subject to flooding in the future either due to development pressures or climate change. Flood Risk and Hazard mapping, including Flood Extent Mapping, was finalised in 2017. The final outputs from the studies are the CFRAM Plans, finalised in 2018. The Plans define the current and future flood risk in the River Basin Districts and set out how this risk can be managed.</p>	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
Bioeconomy Action Plan 2023-2025	<ul style="list-style-type: none"> The first national action plan for an Irish bioeconomy. Purpose of this plan is to further develop Ireland’s bioeconomy in delivering the vision of the 2018 National Policy Statement on the Bioeconomy; for Ireland “to be a global leader for the bioeconomy through a coordinated approach that harnesses Ireland’s natural resources and competitive advantage and that fully exploits the opportunities available while monitoring and avoiding unintended consequences”. 	<p>This action plan approaches the bioeconomy using seven pillars:</p> <ul style="list-style-type: none"> Governance & Awareness Research, Development & Innovation Nature, Climate, Energy & Circular Economy Agriculture, Food, Forestry, and The Marine Communities, Regions & Cities Industry & Enterprise Knowledge & Skills 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>

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		This Action Plan is aligned with the implementation of the National Policy Statement on the Bioeconomy.	
National Alternative Fuels Infrastructure for the Transport Sector (DTTAS) 2017- 2030	This Framework sets targets to achieve an appropriate level of alternative fuels infrastructure for transport, which is relative to national policy and Irish market needs. Non- infrastructure-based incentives to support the use of the infrastructure and the uptake of alternative fuels are also included within the scope of the Framework.	Targets for alternative fuel infrastructure include the following: <ul style="list-style-type: none"> • AFV forecasts • Electricity targets • Natural gas (CNG, LNG) targets • Hydrogen targets • Biofuels targets • LPG targets • Synthetic and paraffinic fuels targets 	The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this. Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Food Wise 2025 (DAFM)	Food Wise 2025 sets out a ten year plan for the agri-food sector. It underlines the sector’s unique and special position within the Irish economy, and it illustrates the potential which exists for this sector to grow even further.	Food Wise 2025 identifies ambitious and challenging growth projections for the industry over the next ten years including: <ul style="list-style-type: none"> • 85% increase in exports to €19 billion. • 70% increase in value added to €13 billion. • 60% increase in primary production to €10 billion. • The creation of 23,000 additional jobs all along the supply chain from producer level to high end value added product development. 	The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this. Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Food Vision 2030 (DAFM)	Ten year Strategy for the Irish agri-food sector (taken to include primary agriculture, food and drink processing and manufacturing, fisheries, aquaculture and fish processing, forestry and forestry processing and the equine sector).	The Strategy consists of 22 Goals, grouped into four high-level Missions for the sector to work toward: 1) A Climate Smart, Environmentally Sustainable Agri-Food Sector	The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.

Legislation, Plan, etc.	Summary of high level aim/ purpose/ objective	Summary of lower level objectives, actions etc.	Relevance to the Plan
		2) Viable and Resilient Primary Producers with Enhanced Well-Being 3) Food Which is Safe, Nutritious And Appealing, Trusted And Valued at Home and Abroad 4) An Innovative, Competitive and Resilient Agri-Food Sector, Driven by Technology And Talent	Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Policy Framework For Alternative Fuels Infrastructure for Transport in Ireland 2017 to 2030	<ul style="list-style-type: none"> This National Policy Framework on Alternative Fuels Infrastructure for Transport represents the first step in communicating our longer term national vision for decarbonising transport by 2050, the cornerstone of which is our ambition that by 2030 all new cars and vans sold in Ireland will be zero-emissions capable. By 2030 it is envisaged that the movement in Ireland to electrically fuelled cars and commuter rail will be well underway, with natural gas and biofuels developing as major alternatives in the freight and bus sectors. 	This policy set out to achieve five key goals in transport: <ul style="list-style-type: none"> Reduce overall travel demand Maximise the efficiency of the transport network Reduce reliance on fossil fuels Reduce transport emissions Improve accessibility to transport These goals remain the cornerstone of transport policy and are fully aligned to the objectives of this National Policy Framework.	The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this. Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Coastal Change Management Strategy	The Government has adopted a policy to assess and manage coastal flood risk with regard to both existing risk and the potential impacts of climate change. This strategy will: <ul style="list-style-type: none"> Provide a framework to determine the key decisions to be taken on how Ireland could best manage its coast, being aware of the future risks and the associated planning requirements. Provide a framework to best inform both where and how decisions regarding appropriate development / projects along the coast should be taken in the future, in coordination with investment in flood risk management. 	Recommendations: <ul style="list-style-type: none"> Enhancing governance and capacity building (a dual approach of both mitigation and adaptation measures) Understanding the risk and identifying potential risk management options Developing management (a dual approach of both mitigation (tackling the cause) and adaptation measures) to coastal change	The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection.

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<p>Climate Change Sectoral Adaptation Plan for Built and Archaeological Heritage (2019)</p>	<ul style="list-style-type: none"> Heritage in Ireland ranges from private homes, commercial and public buildings, national monuments, underwater and buried archaeology and the physical and cultural settings of all of these. This plan considers not only those structures and sites that have been statutorily listed, but all man-made assets that have historical, aesthetic and cultural value, but does not consider natural heritage. <p>Aims to:</p> <ul style="list-style-type: none"> Build adaptive capacity within the sector Reduce the vulnerability of built and archaeological heritage to climate change Identify and capitalise on the various potential opportunities for the sector 	<p>The five adaptation goals for built and archaeological heritage in Ireland are:</p> <ol style="list-style-type: none"> To improve understanding of each heritage resource and its vulnerability to climate change. To develop and mainstream sustainable policies and plans for climate-change adaptation of built and archaeological heritage. To conserve Ireland’s heritage for future generations. To communicate and transfer knowledge. To exploit the opportunities for built and archaeological heritage to demonstrate value and secure resources. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection.</p>
<p>Heritage related legislation:</p> <ul style="list-style-type: none"> National Monuments Act 1930 as amended; Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous Provisions) Act 1999; and The Heritage Act 2018. Historic and Archaeological Heritage and Miscellaneous Provisions Act 2023 	<ul style="list-style-type: none"> Irish Heritage regulations that are relevant to the Plan. Broadly, this legislation is designed to conserve and enhance heritage. 	<p>Irish Heritage regulations that are relevant to the Plan. Broadly, this legislation is designed to conserve and enhance heritage.</p>	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection.</p>

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All-Island Strategic Rail Review	The Review aims to inform policy and future strategy for the railways in both jurisdictions on the island of Ireland.	The Review sets out six high-level goals which aim to use rail as effectively as possible to: <ul style="list-style-type: none"> • contribute to decarbonisation; • improve All Island connectivity between major cities; • enhance regional accessibility; • stimulate economic activity; • encourage sustainable mobility; and achieve economic and financial feasibility. 	The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this. Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection.
Ireland’s 4th National Biodiversity Action Plan 2023 - 2030	Ireland’s 4th National Biodiversity Action Plan (NBAP) sets the national biodiversity agenda for the period 2023-2030 and aims to deliver the transformative changes required to the ways in which we value and protect nature.	It will continue to implement actions within the framework of five strategic objectives, while addressing new and emerging issues: <ul style="list-style-type: none"> • Objective 1 - Adopt a Whole of Government, Whole of Society Approach to Biodiversity • Objective 2 - Meet Urgent Conservation and Restoration Needs • Objective 3 - Secure Nature’s Contribution to People • Objective 4 - Enhance the Evidence Base for Action on Biodiversity • Objective 5 - Strengthen Ireland’s Contribution to International Biodiversity Initiatives 	The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this. Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection.
Regional/County/Local Level			
Regional Economic and Spatial Strategies	The Regional Spatial and Economic Strategies provide a long-term regional level strategic planning and economic framework in support of the implementation of the National Planning Framework.	The Eastern and Midland Regional Economic and Spatial Strategy includes provisions for its 12 constituent local authorities: Fingal County Council; Dublin City Council; South Dublin County Council; Dún Laoghaire-Rathdown County Council; Louth County Council; Kildare County Council; Meath County Council; Wicklow County Council; Longford County Council; Laois County Council; Offaly County Council; and Westmeath County Council.	The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this. Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users

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		<p>The Southern Regional Economic and Spatial Strategy includes provisions for its nine constituent local authorities: Waterford City and County Council, Cork City Council, Cork County Council, Tipperary County Council, Wexford County Council, Kerry County Council, Clare County Council, Limerick City and County Council, Kilkenny County Council and Carlow County Council.</p> <p>The Northern and Western Regional Spatial and Economic Strategy includes provisions for its eight constituent local authorities: Donegal County Council, Leitrim County Council, Sligo County Council, Cavan County Council, Monaghan County Council, Mayo County Council, Roscommon County Council, and Galway County Council.</p>	<p>and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>Greater Dublin Area (GDA) Transport Strategy (2022-2042)</p>	<p>It sets out how transport will be developed across the region, covering Dublin, Meath, Wicklow and Kildare, over the period of the strategy and has been approved by the Minister for Transport, Tourism and Sport in accordance with the relevant legislation.</p> <p>This Strategy may or may not be directly relevant to the Plan, however, is considered influential in the context of national climate action delivery.</p>	<p>They set out a number of core principles deriving from the strategic vision, which are:</p> <ul style="list-style-type: none"> • Dublin as the capital city of Ireland and a major European centre shall grow and progress, competing with other cities in the EU, and serving a wide range of international, national, regional and local needs. • The Dublin and Mid-East Regions will be attractive, vibrant locations for industry, commerce, recreation and tourism and will be a major focus for economic growth within the Country. • The GDA, through its ports and airport connections will continue to be the most important entry/exit point for the country as a whole, and as a Gateway between the European Union and the rest of the World. Access to and through the GDA will continue to be a matter of national importance. • Development in the GDA shall be directly related to investment in integrated high quality public transport services and focused on compact urban form. • Development within the existing urban footprint of the Metropolitan Area will be consolidated to achieve a more compact urban form. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>

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		<ul style="list-style-type: none"> Development in the Hinterland Area will be focused on the high quality integrated growth and consolidation of development in key identified towns, separated from each other by extensive areas of strategic green belt land devoted to agriculture and similar uses. 	
Transport Strategy for the Cork Metropolitan Area 2040	<p>The Strategy addresses all transport modes, and its objective will be to provide a long-term strategic planning framework for the integrated development of transport infrastructure and services in the Cork Metropolitan Area, over the next two decades.</p> <p>This Strategy may or may not be directly relevant to the Plan, however, is considered influential in the context of national climate action delivery.</p>	<p>It will be used to inform transport investment levels and investment prioritisation over both the longer and shorter terms and will be able to inform sustainable integrated land use and transport policy formulation at the strategic (Metropolitan Area) level and at the local level.</p>	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
Greater Dublin Area Cycle Network Plan	<ul style="list-style-type: none"> Sets out a ten year cycling strategy for Counties Dublin, Kildare, Meath and Wicklow Plan to increase regions cycle network dramatically The Plan refers to the EuroVelo International Cycle Route Network of the European Cyclists Federation is a network of 15 long distance cycle routes connecting and uniting the whole European continent. Two of these routes are in Ireland including EV2 from Galway through Dublin to London, Berlin, Warsaw and Moscow. <p>This Strategy may or may not be directly relevant to the Plan, however, is considered influential in the context of national climate action delivery.</p>	<p>Aims to identify and determine:</p> <ul style="list-style-type: none"> The Urban Cycle Network at the Primary, Secondary and Feeder level The Inter-Urban Cycle Network linking the relevant sections of the Urban Network including the elements of the National Cycle Network within the Greater Dublin Area including linkages to key transport locations outside of urban areas such as airports and ports The Green Route Network being cycle routes for development of tourist, recreational and leisure purposes. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>

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Dublin to Galway Greenway Plan	<ul style="list-style-type: none"> Develop a segregated cycling and walking trail to international standards, extending from Dublin City to Galway which is of a scale that will allow Ireland to harness the potential of an identified growing tourism market for cycling. This route forms part of an interconnected National Cycle Network of high quality, traffic free, inter urban routes, which will establish Ireland as a quality international tourism destination for a broad range of associated recreational activities and pursuits. <p>This Strategy may or may not be directly relevant to the Plan, however, is considered influential in the context of national climate action delivery.</p>	<p>To provide a segregated, substantially off road cycle route from Dublin City to Clifden via Galway City, maximising the use of – where feasible – existing and approved routes and disused railway line corridors and to also use existing plans and/or permitted projects where these have been subject to a consent process that has previously included the carrying out or screening for SEA, EIA and AA.</p>	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
Local Transport Plans and Strategies	<ul style="list-style-type: none"> Local Transport Plans and Strategies relevant to a particular local authority functional area provide a more granular framework for the delivery of sustainable transport systems in accordance with higher-level plans. 	<ul style="list-style-type: none"> To promote sustainable transport. To promote integrated and proper transport planning. To promote safe travel. To promote active travel infrastructural development. To encourage modal shift. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
Water Quality Management Plans	<ul style="list-style-type: none"> Ensure that the quality of waters covered by the plan is maintained. Maintain and improve the quantity and quality of water included in the Plan scope. 	<ul style="list-style-type: none"> Monitoring of water bodies against quality standards. Outlines management programmes for water catchments. Purpose is to maintain and improve the quantity and quality of groundwater. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users</p>

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			and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<p>Port Masterplans (such as Dublin Port Masterplan 2040 and 2017 Review, Rosslare Europort Masterplan, Port of Cork Masterplan 2050)</p>	<ul style="list-style-type: none"> • The Masterplan sets out a vision for the operations of the port and land utilisation. • The Masterplan is a non-statutory plan which has nonetheless been framed within the context of EU, national, regional and local development plan policies. 	Not applicable	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>NPWS Conservation Plans and/or Conservation Objectives for SACs and SPAs</p>	<p>Management planning for nature conservation sites has a number of aims. These include:</p> <ul style="list-style-type: none"> • To identify and evaluate the features of interest for a site • To set clear objectives for the conservation of the features of interest • To describe the site and its management • To identify issues (both positive and negative) that might influence the site • To set out appropriate strategies/management actions to achieve the objectives. 	<ul style="list-style-type: none"> • Conservation objectives for SACs and SPAs (i.e. sites within the Natura 2000 network) have to be set for the habitats and species for which the sites are selected. • These objectives are used when carrying out appropriate assessments for plans and projects that might impact on these sites. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>Groundwater Protection Schemes</p>	<p>A Groundwater Protection Scheme provides guidelines for the planning and licensing authorities in carrying out their functions, and a framework to assist in decision-making on the location, nature and control of developments and activities in order to protect groundwater.</p>	<p>A Groundwater Protection Scheme aims to maintain the quantity and quality of groundwater, and in some cases improve it, by applying a risk assessment-based approach to groundwater protection and sustainable development.</p>	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation</p>

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			and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Local Economic and Community Plans (LECP)	The overarching vision for each LECP is: “to promote the well-being and quality of life of citizens and communities”	The purpose of the LECP, as provided for in the Local Government Reform Act 2014, is to set out, for a six-year period, the objectives and actions needed to promote and support the economic development and the local and community development of the relevant local authority area, both by itself directly and in partnership with other economic and community development stakeholders.	The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this. Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Development Plans, Local Area Plans, Planning Schemes	<ul style="list-style-type: none"> • Outlines planning objectives for land use development (including transport objectives). • Strategic framework for planning and sustainable development including those set out in National Planning Framework and Regional Economic and Spatial Strategies. • Sets out the policies and proposals to guide development in the specific Local Authority area. 	<ul style="list-style-type: none"> • Identifies future infrastructure, development and zoning required. • Protects and enhances amenities and environment. • Guides planning authority in assessing proposals. • Aims to guide development in the area and the amount of nature of the planned development. • Aims to promote sustainable development. • Provide for economic development and protect natural environmental, heritage. 	The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this. Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Green Infrastructure Plans/Strategies	<ul style="list-style-type: none"> • Promotes the maintenance and improvement of green infrastructure in an area. • Aims to protect and enhance biodiversity and habitats. 	Not applicable	The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.

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			Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Cork City Heritage and Biodiversity Plan 2021-2026	To protect, enhance, promote and restore the heritage and biodiversity of Cork City and to place the care of our heritage at the heart of the community.	<p>The Plan sets out four themes on Heritage and Biodiversity which are;</p> <ul style="list-style-type: none"> • Promote best practice and encourage heritage and biodiversity conservation and management. • To be at the forefront of research and education, and support training in heritage and biodiversity related fields. • To raise awareness, appreciation, engagement with and enjoyment of heritage and biodiversity and communicate heritage message to a citizens and visitors alike. • To increase the level of social, economic and tourism activity for heritage and biodiversity in the city. <p>The Plan contains 73 actions which will greatly add to the understanding of heritage and biodiversity in the city as well as helping to enhance and restore this precious resource.</p>	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
County Landscape Character Assessments	Characterises the geographical dimension of the landscape.	<ul style="list-style-type: none"> • Identifies the quality, value, sensitivity and capacity of the landscape area. • Guides strategies and guidelines for the future development of the landscape. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>

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Freshwater Pearl Mussel Sub- Basin Management Plans	<ul style="list-style-type: none"> Identifies the current status of the species and the reason for loss or decline. Identifies measure required to improve or restore current status. 	<ul style="list-style-type: none"> Identifies pressures on Freshwater Pearl Mussels for each of the designated populations in Ireland. Outlines restoration measures required to ensure favourable conservation status. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
Local Catchment Flood Risk Management Plans	<ul style="list-style-type: none"> Produced by Local Authorities. Outlines areas local flood risk. Sets out measures to manage and prevent flood risk at a local level. 	Not applicable	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
Shellfish Pollution Reduction Programmes	Aims to improve water quality and ensure the protection or improvement of designated shellfish waters in order to support shellfish life and growth and contribute to the high quality of shellfish products directly edible by man.	<ul style="list-style-type: none"> Identifies key and secondary pressures on water quality in designated shellfish areas. Outlines specific measures to address identified key and secondary pressures on water quality. Addresses the specific pressures acting on water quality in each area. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.</p> <p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute</p>

Legislation, Plan, etc.	Summary of high level aim/ purpose/ objective	Summary of lower level objectives, actions etc.	Relevance to the Plan
			towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Regional Waste Management Plans	These plans (for the Connacht-Ulster, Southern, and Eastern-Midlands regions) give effect to national and EU waste policy, and address waste prevention and management (including generation, collection and treatment) over the period 2015-2021.	To manage wastes in a safe and compliant manner, a clear strategy, policies and actions are required.	The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this. Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Noise Action Plans	The Noise Action Plans are prepared in accordance with the requirements of the Environmental Noise Regulations 2006, Statutory Instrument 140 of 2006. These Regulations give effect to the EU Directive 2002/49/EC relating to the assessment and management of environmental noise. This Directive sets out a process for managing environmental noise in a consistent manner across the EU and the Noise Regulations set out the approach to meeting the requirements of the Directive in Ireland.	The main purpose of the Noise Action Plan is to: <ul style="list-style-type: none"> • Inform and consult the public about noise exposure, its effects and the measures which may be considered to address noise problems • Address strategic noise issues by requiring competent authorities to draw up action plans to manage noise issues and their effects • Reduce noise, where possible, and maintain the environmental acoustic quality where it is good 	The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this. Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection.
Local Authority Climate Action Plans (LACAP)	The LACAP is an action plan which defines local level climate adaptation and mitigation measures to support the reduction of GHG emissions within the local authority as an organisation and throughout the local community in the local authority's functional area.	Cork City Council has developed their LACAP 2024-2029. The overall vision is to meet the environmental, economic and social challenges of climate change. The LACAP focusses on several theme areas and have defined the associated objectives and actions.	The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel matters - such as this.

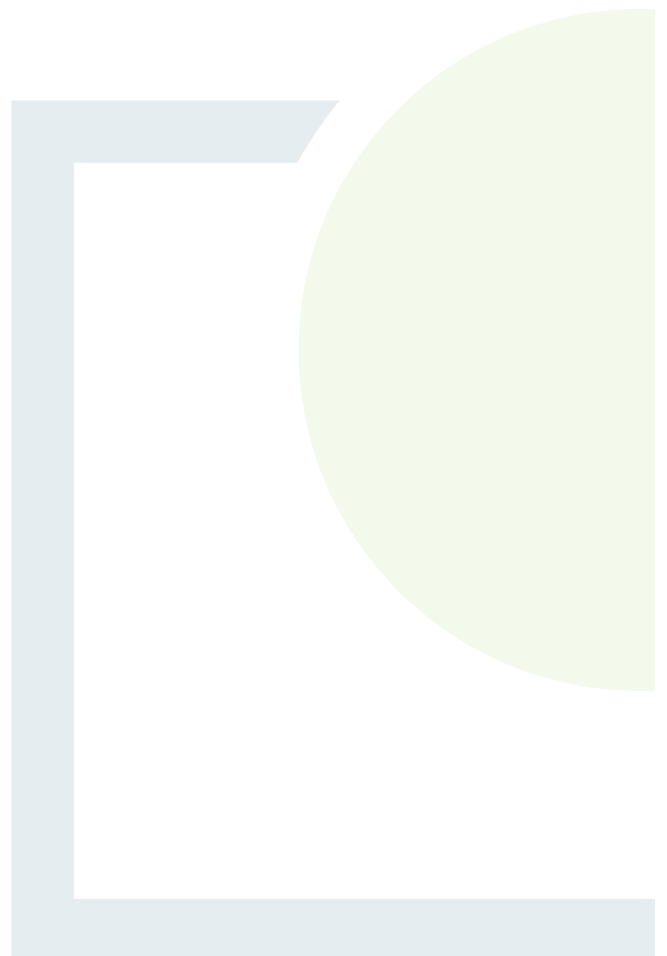
Legislation, Plan, etc.	Summary of high level aim/ purpose/ objective	Summary of lower level objectives, actions etc.	Relevance to the Plan
	<p>The LACAP was developed in accordance with the requirements of Section 16 of the Climate Act.</p>		<p>Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>



CONSULTANTS IN ENGINEERING,
ENVIRONMENTAL SCIENCE
& PLANNING

APPENDIX 2

Scoping Consultation
Feedback





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Mr Tony Lynch
Senior Executive Transport Officer
Strategic & Economic Development Directorate
Cork City Council
City Hall
Anglesea Street
Cork City
T12 T997

5th January 2024

Our Ref: SCP231201.1

Re. SEA Scoping for Cork City Electric Vehicle Charging Strategy

Dear Mr Lynch,

We acknowledge your notice, dated 8th December 2023, in relation to the SEA Scoping for the Cork City Electric Vehicle Charging Strategy ('the Strategy').

The EPA is one of the statutory environmental authorities under the SEA Regulations. In our role as an SEA environmental authority, we focus on promoting the full and transparent integration of the findings of the Environmental Assessment into the Strategy and advocating that the key environmental challenges for Ireland are addressed as relevant and appropriate to the Strategy. Our functions as an SEA environmental authority do not include approving or enforcing SEAs or plans.

Where we provide specific comments on plans and programmes, our comments will focus on the EPA's remit and areas of expertise (in particular water, air, climate change, waste, resource efficiency, noise, radon and the inter-relationships between these and other relevant topics e.g. biodiversity), as appropriate and relevant to the particular plan or programme.

This submission highlights a number of key environmental issues to consider in preparing the Strategy and SEA. Comments on the SEA Scoping Report are provided in Appendix I. We also attach a scoping guidance document that contains many resources and information what may be useful to you in preparing the SEA and the Strategy.



Governance and implementation

Regarding governance and implementation considerations, the Strategy should clearly set out the implementation arrangements and governance structures, including lines of responsibility for implementation and delivery as well as provisions for interim review and progress reporting. The relationship between the Strategy, the National Planning Framework and the Southern Regional Spatial and Economic Strategy should be clarified. Implications of the Strategy in the context of existing Local Authority plans/programmes should also be clarified (e.g. will these be required to be reviewed and updated?).

Synergies with key national plans

It will be important that the Strategy documents the synergies between it and other key national plans, The relevant actions of the National Climate Action Plan and the objectives and policy commitments of the National Planning Framework, River Basin Management Plan, and the Southern Regional Spatial and Economic should be aligned with and considered, as appropriate.

The EPA may provide additional comments on the SEA Environmental Report and the Strategy at the next stage of the SEA process. The appendix to this letter includes comments to consider in preparing the SEA.

Integration of the SEA and the Strategy

The integration of the SEA process into the Strategy should reflect the overall objective of the SEA Directive “to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes”.

It is key that the SEA acknowledges the complex and cross cutting nature of climate and biodiversity issues and includes targets and measures, where relevant and appropriate, that can tackle Ireland’s climate crisis and our biodiversity emergency as part of an integrated approach to tackling environmental problems.

All recommendations from the SEA and AA processes, including mitigation measures and monitoring proposals, should be integrated into the Strategy. We recommend that the Strategy includes summary tables outlining the key findings of the SEA and linking the significant environmental effects identified to the proposed mitigation measures, monitoring programme and Strategy policies/measures.

Fully integrating the findings and recommendations of the SEA into the Strategy will be key to strengthening its overall positive commitments while ensuring that any potential significant adverse effects of implementing the Strategy are mitigated.

The SEA Environmental Report and the Strategy should include a chapter outlining how the recommendations and mitigation measures from the SEA have been incorporated into the Strategy. We recommend that the SEA Environmental Report includes summary tables outlining the key findings of the SEA and linking the significant environmental



effects identified to the proposed mitigation measures, monitoring programme and, where relevant, Strategy policies/measures.

State of the Environment Report

Our State of Environment Report, [Ireland's Environment - An Integrated Assessment 2020](#) (SOER2020) identifies thirteen Key Messages for Ireland. Delivering Ireland's long-term sustainable development and environmental protection goals will require a concerted effort by government departments to address these key actions. The report recognises the need for full implementation of existing environmental legislation and review of governance/coordination on environmental protection across public bodies.

Chapter 12 of the SOER2020 relates to energy and describes that almost 90% of our total energy use is provided by combustion of, mostly imported, fossil fuels, which is unsustainable and we need to begin fast tracking measures within the Climate Action Plan and other necessary solutions. This will involve strategic planning to transform this situation by 2050. Transitioning to using clean energy is essential for the protection of human health, our climate and the wider environment and will help support sustainable development of our society and economy.

Chapter 2 of the SOER2020 relates to Climate and highlights the clear need for systemic change in Ireland to ensure the country will become the climate neutral and climate resilient society it aspires to be. The report states that more urgency is needed to deliver actions on climate mitigation and adaptation and to ensure that Ireland meets its international obligations to reduce greenhouse gas (GHG) emissions. While Ireland's GHG emissions, with full implementation of the Climate Action Plan, are projected to decrease by an annual average reduction of 3% between 2021 and 2030, further measures are required to meet national and EU ambitions to keep the global temperature increase to 1.5°C (EPA, 2020). These measures will contribute to Ireland achieving climate neutrality by 2050.

Chapter 11 of the SOE report relates to Environment and Transport. The transport sector has a significant impact on the environment, including being responsible for 20 per cent of Ireland's greenhouse gas emissions. A sustainable mobility transformation is required, with the next decade crucial, whereby necessary journeys are made by sustainable modes such as walking, cycling and public transport, followed by using electric vehicles where unavoidable. For this transformation to happen the measures relating to transport in the National Climate Action Plan, and other necessary measures, must be fast tracked. Long-term, integrated spatial and transport planning can achieve compact development and move trips to other modes of transport, including cycling and should be supported in the Plan. Shifting to these modes is an essential part of a sustainable and climate-neutral transition for the transport sector.

The SOER2020 messages are also linked to a number of the UN's Sustainable Development Goals, in particular Climate Action, Life on Land, Life below Water and affordable and clean energy. Addressing and implementing these actions will be important in delivering environmental protection and promoting sustainable



development in Ireland. In finalising the Strategy and integrating the findings of the SEA into the Strategy, the relevant recommendations, key issues and challenges described in the EPAs SOER2020 should be taken into account.

It is also worth noting that the EPA will publishing the next iteration of this state of the environment report later this year and should be taken into account in implementing the Strategy, as appropriate and where relevant.

Environmental Authorities

Under the SEA Regulations, you should consult with:

- Environmental Protection Agency;
- Minister for Housing, Local Government and Heritage;
- Minister for Environment, Climate and Communications;
- Minister for Agriculture, Food and the Marine.

If you have any queries or need further information in relation to this submission, please contact me directly. I would be grateful if you could send an email confirming receipt of this submission to: sea@epa.ie.

Yours Sincerely,

A handwritten signature in blue ink, appearing to read 'Cian O'Mahony'.

Cian O'Mahony
Scientific Officer
Office of Radiation Protection and Environmental Monitoring

Appendix I – Specific Comments on the SEA Scoping Report

Scope of the SEA

The Strategy should clearly set out the scope, remit and implementation related elements of the Strategy. These will have implications for the SEA, in terms of guiding the level of assessment applicable at the appropriate level for the Strategy. Where it is envisaged that measures proposed in the Strategy will be implemented via other plans, which themselves have been or will be subject to SEA, this should be explained in the Environmental Report and taken into account in the assessment.

Where specific measures will be implemented directly, further detail should be provided in the Environmental Report and Strategy on the relevant environmental assessments to be carried out at the project stage and relevant mitigation measures to be applied, as appropriate. There may be merit in exploring this issue further with the relevant Environmental Authorities during the Strategy preparation and SEA processes.

There may be merit in including a matrix in the SEA environmental report to show the interrelationships between the various topics. This should be accompanied by relevant explanatory text.

Data & Knowledge Gaps

The Strategy should identify any significant data and knowledge gaps, including commitments to address these on a priority basis and where relevant, in association with other government departments/ organisations, during the implementation phase of the Strategy. This is with a view to strengthening the evidence base for future reviews and iterations of the Strategy.

Range of Effects

The SEA Environmental Report should refer to the full range of effects and of the area likely to be affected. This assessment should consider the duration and frequency of effects as well as short, medium and long-term, cumulative and synergistic effects of the Strategy. The EPA's [Good Practice Guidance on Cumulative Effects Assessment in Strategic Environmental Assessment](#) (EPA, 2020).

Consultation

There is merit also in pointing to Article 13 of the SEA regulations (S.I. 435 of 2004, as amended) which relates to the consultations. The SEA regulations require that the draft Strategy is sent to the statutory environmental authorities inviting written submissions.

Additionally, Cork City Council is required to publish a newspaper notice inviting submissions/observations from the public on both the Strategy and the SEA environmental report. The SEA regulations refer to a public consultation period of not less than 4 weeks and submissions and observations received should be taken into consideration in finalising the Strategy.

Monitoring, Implementation & Reporting

Article 10 of the SEA Directive (2001/42/EC) requires that the significant environmental effects of implementing a plan/programme (the Strategy in this instance) are monitored in order, *inter alia*, to identify at an early-stage unforeseen adverse effects and to be able to undertake appropriate remedial action. The SEA environmental report should include a description of the measures envisaged concerning monitoring. The Strategy should include a commitment to implement SEA related environmental monitoring requirements and the associated reporting.

The Strategy should include a commitment to implement the SEA environmental monitoring programme and associated reporting. We suggest including a separate section on '*Monitoring, Implementation and Reporting*' in the Strategy, setting out the provisions for monitoring and reporting on the implementation of the Strategy. There may be merits in aligning the periodic reviews of the Strategy with existing cyclical reporting e.g. *Ireland's Environment, National Planning Framework, Water Framework Directive*, etc.

I refer you to the [EPA guidance on SEA Statements and Monitoring](#) (EPA, 2020), and would draw your attention to the high-level monitoring indicators proposed in Table 1 on page 23, that may be useful to you to consider.

The SEA-related monitoring should address positive, negative and cumulative effects where they are likely to occur and should include provision for on-going review to facilitate an early response to any unforeseen environmental issues that may arise. The SEA Environmental Report should specify the monitoring frequency and responsibilities and include provisions for reporting on the monitoring.

To avoid duplication in data collection, the same indicators should be used for the strategy-related and SEA-related monitoring aspects where possible.

SEA Statement

Following the completion of the public consultation on the SEA environmental report and the Strategy, the final stages of the SEA process will be to integrate the environmental considerations of the SEA environmental report into the Strategy, as appropriate. In accordance with article 16 of the SEA Regulations, Cork City Council is required to publish a SEA Statement alongside the adopted Strategy, summarising:

- how environmental considerations have been integrated into the Strategy.
- how the environmental report and consultation comments on it have been taken into account;
- the reasons for choosing the Strategy as adopted, in the light of the other reasonable alternatives dealt with (in the Environmental Report and the associated consultation);
- the measures decided concerning monitoring.



The EPA has published [Guidance on SEA Statements and Monitoring](#) (EPA, 2020), which should be considered in the preparation of the SEA statement.

Integration with other key Plans and Programmes

We recommend including schematics in the Strategy and SEA Environmental Report, showing the links and key inter-relationships with other key relevant national, regional, sectoral and environmental plans.

Available Guidance & Resources

The EPA has published guidance notes that may be of assistance in preparing the SEA environmental report.

Guidance on the SEA Scoping Process is included in the Development of Strategic Environmental Assessment (SEA) Methodologies for Plans and Programmes in Ireland (EPA, 2003). You can access these [SEA process guidance](#) and [topic and sector specific guidance documents](#) along with other resources listed below at:

Our website contains various SEA resources and guidance, including:

- SEA process guidance and checklists and Inventory of SEA spatial datasets;
- Topic and sector specific SEA guidance (including [Good practice guidance on SEA and landscape](#) (EPA, 2023), [Good practice note on SEA for the energy sector](#) (EPA, 2021), [Good practice note on Cumulative Effects Assessment](#) (EPA, 2020), [Guidance on SEA Statements and Monitoring](#) (EPA, 2023), [Developing and Assessing Alternatives in SEA](#) (EPA, 2015), and [Integrated Biodiversity Impact Assessment](#) (EPA, 2012)).

Environmental Sensitivity Mapping (ESM) Webtool

The ESM Webtool is a decision support tool to assist SEA and planning processes in Ireland. The tool brings together over 100 datasets and allows users to explore environmental considerations within a particular area and create plan-specific environmental sensitivity maps. These maps can help planners anticipate potential land-use conflicts and help identify suitable development locations, while also protecting the environment. The ESM Webtool is available at www.enviromap.ie.

EPA SEA GIS Search and Reporting Webtool

Our SEA GIS Search and Reporting Webtool is now publicly available at <https://gis.epa.ie/EPAMaps/SEA>. It allows public authorities to produce an indicative report on key aspects of the environment in a specific geographic area. It is intended to assist public authorities in SEA screening and scoping exercises.

Catchments.ie

Our <https://www.catchments.ie/maps/> website provides a single point of access to water quality and catchment data from the National WFD monitoring programme.



EPA Appropriate Assessment GeoTool

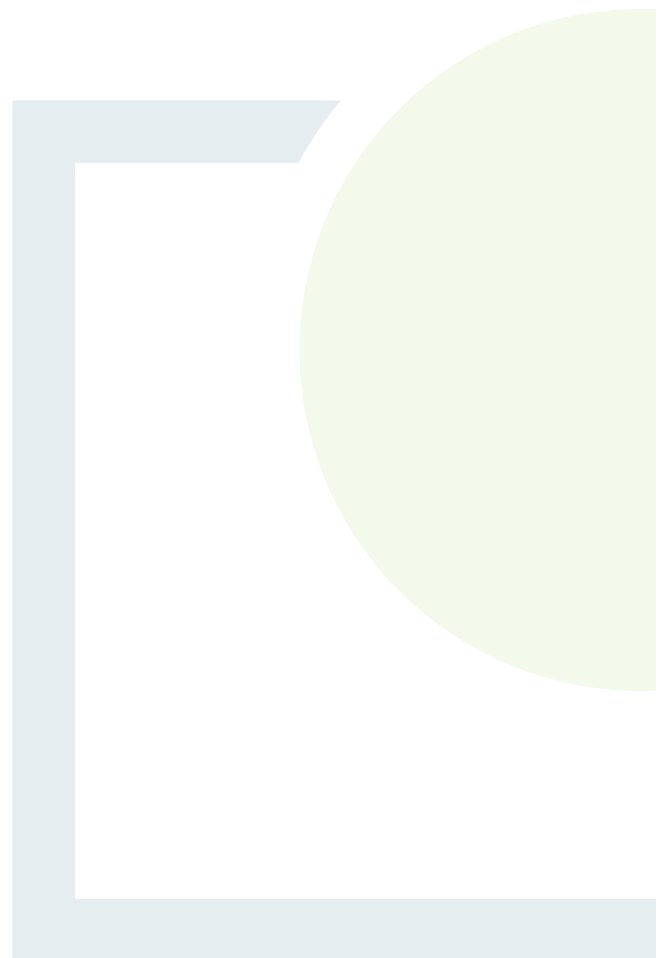
Our [AA GeoTool](#) application has been developed in partnership with the NPWS. It allows users to select a location, specify a search area and gather available information for each European Site within the area.



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APPENDIX 3

Detailed Evaluation of the
Environmental Effects of Draft
Strategy Implementation



Appendix 3.1 - Approach and Methodology for the Detailed Evaluation of Environmental Effects of Strategy Implementation

A detailed evaluation of the potential effects of the Draft Strategy on the baseline environment has been carried out in accordance with best practice guidelines. An evaluation matrix template has been developed to facilitate the evaluation of the Preferred Strategy on Strategic Environmental Objectives (SEOs) relevant to each Environmental Component.

A dedicated evaluation matrix has been prepared for each proposal in the Draft Strategy. The proposals are listed on one axis of this matrix. The corresponding potential environmental effects of the proposals are then described. An evaluation of the environmental effects of the Draft Strategy proposals on Environmental Components, having regard to the SEOs relevant to each Environment Component, was then carried out for each proposal in accordance with the requirements of the SEA Directive and best practice guidelines. Potential effects of the Draft Strategy on Environmental Components/SEOs have been categorised as follows:

- Potential Positive Environmental Impact (indicated in the matrix by a '+').⁶⁴
- Potential Negative Environmental Impact (indicated in the matrix by a '-').⁶⁵
- Potential Positive and Negative Environmental Impacts (indicated in the matrix by a '+/-').
- Uncertain Environmental Impact (indicated in the matrix by a '?').
- Neutral, No or Insignificant Environmental Impact (indicated in the matrix by a '0').

The evaluation considers all potential direct, indirect/secondary, cumulative⁶⁶, synergistic⁶⁷, short, medium and long-term, permanent and temporary, positive and negative environmental effects.

Detail on the SEOs associated with Environmental Components which the environmental effects of the Draft Strategy have been measured against is provided in Table 1 overleaf.

Completed Evaluation Matrices for 17 defined implementable Draft Strategy proposals are presented in Appendix 3.2.

Initially, to assist with the evaluation undertaken, consultation between the Draft Strategy development and SEA team was undertaken to develop an understanding the nature, scale, magnitude of, and arrangements for, construction works likely to be involved in the development of EV charging infrastructure supported by the Draft Strategy. An appraisal of the construction phase impacts associated with the development of the EV charging infrastructure was undertaken. This appraisal facilitated an understanding of potential environmental effects associated with Draft Strategy implementation and underpinned all construction phase environmental effect analysis presented in Appendix 3.2. This appraisal can be found in Appendix 3.3.

⁶⁴ Potential Positive Environmental Impacts are defined as having the potential to support the achievement of an SEO.

⁶⁵ Potential Negative Environmental Impacts are defined as having the potential to hinder the achievement of an SEO.

⁶⁶ The addition of many minor or insignificant effects, including effects of other projects, to create larger, more significant effects.

⁶⁷ The addition of effects to create a total effect greater than the sum of the individual effects so that the nature of the final impact is different to the nature of the individual impact.

Table 1 - Strategic Environmental Objectives against which the environmental effects of the Draft Strategy have been measured

Environmental Component	SEO Code	Strategic Environmental Objective
Overall	O1	Ensure, where appropriate, that lower-level plans and projects contribute to overall environmental monitoring processes within Cork City.
Population & Human Health	PHH1	Avoid or minimise impacts to population and human health.
	PHH2	Ensure Electric Vehicle infrastructure avoids and minimises impacts to the existing economic activities within the area and does not compromise/conflict with existing land use objectives.
Biodiversity, Flora & Fauna	B1	Ensure supported development does not conflict with biodiversity protection, restoration and rehabilitation.
	B2	Ensure compliance with all legislation underpinning biodiversity and nature conservation in Ireland, including the Wildlife Acts 1976 to 2023.
	B3	Avoid impacts on features of the landscape which - by virtue of their linear and continuous structure or their function as 'stepping stones' (designated or not) - are of major importance for wild fauna and flora and essential for the migration, dispersal and genetic exchange of wild species.
	B4	To avoid or minimise significant impacts on semi-natural habitats, species, environmental features, or other sustaining resources at important sites, including locally important sites.
	B5	No net contribution to biodiversity losses or deterioration in response to the biodiversity emergency.
Landscape & Visual Amenity	L1	Avoid impacts on valued natural, cultural and built landscape, townscape, seascape and visual amenity.
Cultural Heritage - Archaeological & Architectural	CH1	Avoid impacts upon or conflicts with archaeological heritage (including entries to the RMP), architectural heritage (including entries to the RPS and NIAHs), cultural heritage and the historic environment generally.
Land Use	LU1	Avoid or minimise effects on existing land use.
	LU2	Avoid conflict with potential future land use, having regard to the Cork City Development Plan 2022 - 2028 and other relevant land use policy.
Air Quality and Noise	AQN1	Support compliance with Ambient Air Quality Standards, especially in the context of the urbanised, densely populated and well trafficked environment of Cork City centre.
	AQN2	Reduce the impact of Internal Combustion Engine based vehicles on ambient air quality in Cork City.
	AQN3	Avoid the occurrence of noise and dust nuisance during Electric Vehicle Charging Infrastructure development works.
Material Assets	MA1	Improve the level of Electric Vehicle Charging Infrastructure in Cork City.
	MA2	Support the transition to zero or low carbon Electric Vehicles in Cork City.
	MA3	Avoid impacts on the electricity grid. Deliver Electric Vehicle Infrastructure in harmony with grid infrastructure improvements.
	MA4	Avoid or minimise effects on current and planned transport infrastructure and traffic conditions.
	MA5	Avoid or minimise effects upon existing and (where known) planned water and gas infrastructure.
Tourism & Recreation	TR1	Avoid or minimise effects upon tourism and recreation amenities.

Environmental Component	SEO Code	Strategic Environmental Objective
Climate Change	CF1	Support in the achievement of the national target of a 50% reduction in transport Greenhouse Gas emissions by 2030.
	CF2	Support reducing Cork City Council organisational Greenhouse Gas emissions by 51% in accordance with requirements of the Cork City Local Authority Climate Action Plan and the Public Sector Mandate defined in the national Climate Action Plan.
	CF3	Support in the delivery of Cork City Decarbonisation Zone objectives.

Appendix 3.2 - Evaluation Matrix - Detailed Evaluation of Environmental Effects of Strategy Implementation

Ref.	Proposal	Potential Environmental Effects (in the absence of Environmental Mitigation)	Environmental Effect requiring Environmental Mitigation identified?	PHH	BFF	L	CH	S	LU	AQ N	W	MA	TR	CC
1	Principle 1: EV infrastructure will form part of a wider sustainable transport network: In the context of Cork City Council's Electric Vehicle Infrastructure Strategy, the siting of new EV charging stations will avoid impacting on both existing and proposed new active and sustainable transport projects in the city. In addition, a key objective in the siting of new charge points in the city is that they will be easily accessible by foot from the surrounding residential areas.	This Principle determines that the EV infrastructure network will support and avoid impacting other sustainable transport projects within the city. The delivery of a good network of EV charging infrastructure with a focus on accessibility in tandem with the role out of new active and sustainable transport infrastructure, has the potential to promote the use of sustainable forms of transport and travel and the reduction of transport GHG emissions. This is likely to lead to slight to significant positive effects on local air quality, and slight positive effects on the climate environment - having regard to the share of GHG emission reductions that can be supported via this proposal relative to national GHG emission reduction targets and requirements.	No	+	0	0	0	0	0	+	0	+	0	+
2	Principle 2: EV charging infrastructure will work for everyone, regardless of age, health, income, or other needs: The Cork City Council's Electric Vehicle Infrastructure Strategy will require all charge points to be well lit, incorporate sustainable energy generation (where possible) and that a percentage of wheelchair accessible units will be included for within the total stock of infrastructure charging stations. In terms of electricity costs, the strategy will include opportunities for residents to avail of both low cost charging opportunities (i.e. normal speed charging) and fast charging (generally at a higher cost).	This Principle is focussed on ensuring accessibility and safety as well as incorporating renewable energy supply for the charge point infrastructure. It has the potential to lead to positive effects on population and human health and material assets. Where a charge point is situated within close proximity to an important habitat type - the spectrum of light from LED sources associated with charge point lighting and its associated infrastructure has the potential to negatively affect nocturnal species. Therefore, there is scope for negative biodiversity related impacts in the absence of mitigation.	Yes	+	-	0	0	0	0	0	0	+	0	0

Ref.	Proposal	Potential Environmental Effects (in the absence of Environmental Mitigation)	Environmental Effect requiring Environmental Mitigation identified?	PHH	BFF	L	CH	S	LU	AQ N	W	MA	TR	CC
3	Principle 3: For the majority of EV users, home charging will remain the main solution: The Cork City Council's Electric Vehicle Infrastructure Strategy will identify areas in the city where homes do not have access to a private adjacent parking space and where it is not possible to have a private home charger.	This Principle promotes the development of EV charging infrastructure at locations that suit those who don't have access to a private adjacent parking space and where it is not possible to have a private home charger. This will support the delivery of an accessible and convenient EV charging network. This will further encourage the use of sustainably powered private vehicles and is likely to lead to slight to significant positive effects on local air quality, and slight positive effects on the climate environment - having regard to the share of GHG emission reductions that can be supported via this proposal relative to national GHG emission reduction targets and requirements.	No	+	0	0	0	0	0	+	0	+	0	+
4	Principle 4: Options will be provided for those who cannot charge at home: With respect Cork City Council's Electric Vehicle Infrastructure Strategy there will be a focus on providing normal speed charge points (generally low cost and the closest public available equivalent to home charging) close to areas of the city where residents have restricted access to off-street private car parking. However, the strategy will also provide for fast charging infrastructure to allow for greater flexibility in charging options in the city for all electric vehicle users. The provision of residential community charging stations will also provide for the following: <ul style="list-style-type: none"> • Business users including light vehicle owners. • Visitors to the city (including EV visitors to homes without a home charger). • Taxis. 	This Principle is focussed on charge point development at publicly accessible locations. It has the potential for a positive effect on population and human health as a result of improved accessibility to infrastructure for users. Overall, the deployment of the charging infrastructure is also likely to have a positive effect on air quality and climate through the reduction in transport GHG emissions. The development of charging point infrastructure generally has the potential to influence and change traffic and transport dynamics in the city. Such potential effects should be considered when designing and siting charging points. EV charging stations are overtly modern features. Potential therefore exists for the development of EV charging infrastructure to adversely impact on cultural heritage and archaeology, in particular the setting around archaeological sites, areas of cultural and historic importance, the city's historic core,	Yes	+/-	0	0	-	0	0	+	0	+/-	0	+

Ref.	Proposal	Potential Environmental Effects (in the absence of Environmental Mitigation)	Environmental Effect requiring Environmental Mitigation identified?	PHH	BFF	L	CH	S	LU	AQ N	W	MA	TR	CC
	<ul style="list-style-type: none"> Homes with two Electric Vehicles. Homes where the deployment of a home charger is not possible or overly expensive. Individual home(s) which do not have access to private off-street parking but are in an area where predominately homes are provided with driveways. Redundancy should there be technical problems with the home charger. <p>Support the possible delivery of multi-modal interchanges to include, car share schemes, (e)bike hire, and other community services (i.e. parcel delivery, etc.</p>	and architectural heritage sites. Excavations works associated with the development of EV Charging Infrastructure also have the potential to encounter unknown archaeological remains, particularly within the City's historic core.												
5	Principle 5: Across the EV charging network, EV charging systems will be interoperable and as simple as possible to use: The delivery of interoperability will primarily be the responsibility of Zero Emission Vehicles Ireland, however Cork City Council's Electric Vehicle Infrastructure Strategy will ensure a consistent approach to infrastructure delivery across the jurisdiction to facilitate the introduction of common data and reporting requirements across the country.	This Principle relates to the operability and monitoring of the EV charging systems. It will have a neutral environmental effect.	No	0	0	0	0	0	0	0	0	0	0	0
6	Cork City Council's Electric Vehicle Infrastructure Strategy is primarily focussed on the delivery of residential neighbourhood charging infrastructure through the delivery of both Neighbourhood Charging Stations and Community Charging Stations. The neighbourhood charging stations will be focused on areas of the city where the majority of the residents do not have access to a driveway or a private off-street parking space while the community charging stations	The focus of this proposal relates to the even distribution of charging stations across the city, particularly in areas with limited off-street parking. This proposal has intrinsic environmental benefits. It will have a positive effect on population and human health by facilitating access to EV charging stations. It has the potential to further encourage and facilitate the use of sustainably powered private vehicles.	Yes	+	0	0	-	0	0	+	0	+/-	0	+

Ref.	Proposal	Potential Environmental Effects (in the absence of Environmental Mitigation)	Environmental Effect requiring Environmental Mitigation identified?	PHH	BFF	L	CH	S	LU	AQ N	W	MA	TR	CC
	will be more evenly distributed across the city but with a greater focus in areas where there is limited off-street parking (i.e. the city centre and inner suburbs).	The proposal promotes the development of EV charging infrastructure within and around the city centre. The development of charging stations in the context of the built up urban environment of Cork City centre has the potential to impact existing street/transport conditions, cultural heritage and archaeology.												
7	The delivery of the electric vehicle infrastructure will need to be phased to match the delivery of electric vehicles on street with a more modest roll-out of between now and 2025 and ramping up significantly as we move towards 2030. In addition, the delivery of an extensive network of electric vehicle charging stations in Cork will require upgrades to the ESB Network both at a regional and local level and there is a requirement for continual dialogue between ESB Networks and Cork City Council with respect to the roll out and phased delivery of any new infrastructure.	<p>The widespread delivery of EV Charging infrastructure in the city has the potential generate a variety of slight to potentially significant positive effects on a number of environmental components, including air quality, climate and population and human.</p> <p>The widespread development of charging stations within Cork City has the potential to generate some degree of cumulative effect on existing street/ road operations, cultural heritage, population and human health, and tourism and recreation, particularly where charging station development projects in the city overlap between each other and with other active travel related projects supported by the Cork City Development Plan or the Cork City Local Authority Climate Action Plan.</p> <p>The construction and operation of sizeable charging stations at biodiversity sensitive areas may generate localised adverse impacts on important habitats, flora and fauna - through a reduction in habitat area or disturbance to key species, for example.</p> <p>Construction activities associated with the development of charging stations may lead to localised noise and dust nuisance, particularly in the case of the development of the more sizeable fast speed charging station bays, and where the development is occurring in built up areas of the city centre.</p>	Yes	+/-	-	-	-	0	0	+/-	0	+/-	-	+

Ref.	Proposal	Potential Environmental Effects (in the absence of Environmental Mitigation)	Environmental Effect requiring Environmental Mitigation identified?	PHH	BFF	L	CH	S	LU	AQ N	W	MA	TR	CC
		The proliferation of charging stations in the city may necessitate the development of ancillary electrical infrastructure, including cable routes and connections. The development of ancillary infrastructure will generally increase the level of potential environmental impact associated with charging infrastructure in the city. The widespread development and use of charging stations in the city is likely to lead to an increase in electrical grid capacity demand. The implementation of the Strategy therefore has the potential to result in slight to very significant effects on material assets.												
8	It is proposed to carry out a review of this Electric Vehicle Charging Strategy following the delivery of the first tranche of publicly accessible infrastructure. This review will examine the spatial demand for the different types of electric vehicle chargers in the city and will assist inform where to focus investment in the delivery of the second tranche of infrastructure. This review will also be able to embrace any changes in technology with respect to either electric vehicles and/ or their charging infrastructure (i.e. induction charging, mobile charging, battery swapping, etc..)	This proposal relates to the analysis and review of the first phase of delivery works and identifying potential spatial improvements and the use of new technology during the second phase. The delivery of more targeted EV charging infrastructure will generally improve transport sustainability and have a positive effect on air quality and climate environment.	No	+	0	0	0	0	0	+	0	+	0	+
9	Community Charging Points (Fast) will reflect the current and potential delivery of destination charging stations as both charging infrastructure types have the potential to serve similar charging demands of the community.	This proposal facilitates the development of an integrated sustainable transport network. It is likely to promote transport sustainability and modal shift, and support the reduction of emissions from the use of private vehicles. It has the potential to lead to positive effects on air quality and the climate environment.	No	+	0	0	0	0	0	+	0	+	0	+

Ref.	Proposal	Potential Environmental Effects (in the absence of Environmental Mitigation)	Environmental Effect requiring Environmental Mitigation identified?	PHH	BFF	L	CH	S	LU	AQ N	W	MA	TR	CC
	There is the potential to expand the mobility services on offer at community charging points to include car-share, bike share (including e-bike, cargo bikes, etc..) and potentially other community services (i.e. parcel collection services etc..)													
10	<p>Phased Deployment of Fast Charging infrastructure within a 360 metre walk (approximately a five minute walk) of those living in homes without access to private off-street parking and within a 720 metre walk (approximately a 10 minute walk) of those living in homes with driveways.</p> <p>Key Siting principles have been defined for Fast Charging Stations. These are as follows:</p> <ul style="list-style-type: none"> The hierarchy of provision of Fast Charging Infrastructure will be as follows: 1) Publicly managed car parks, 2) Publicly controlled lands, 3) Private retail car parks, 4) Community car parks (i.e. sports grounds, church grounds, etc..). It is preferable that the Fast Charging Infrastructure is provided within a separate parking area segregated from the neighbouring road/street, but with ease of access to the primary road/street network. The Fast Charging stations should also allow for Normal Speed Charging. The design of the Fast Charging Stations should facilitate Access for All to include those who are disabled and/or mobility impaired. 	<p>This proposal relates to the hierarchy of locations chosen for the deployment of Fast Charging Infrastructure.</p> <p>This has the potential for a positive effect on population and human health as a result of increased convenience of location for users and improved accessibility to infrastructure. Overall, the deployment of infrastructure at predetermined locations is likely to have a positive effect on air quality and climate through the reduction of transport GHG emissions. However, there is also potential for negative effects during the construction works required to implement this strategy (e.g., noise, dust), material assets and traffic and transport conditions - in the absence of good design or appropriate environmental mitigation.</p> <p>The construction and operation of sizeable charging stations at biodiversity sensitive areas may generate localised adverse impacts important habitats, flora and fauna - through a reduction in habitat area or disturbance to key species, for example.</p> <p>While the development of charging infrastructure across each location will provide increased accessibility to charging infrastructure and use of EVs across the city; utilisation of the infrastructure will potentially also generate an increased demand on energy supply and increased traffic at particular areas.</p>	Yes	+	-	-	-	0	0	+/-	0	+/-	0	+

Ref.	Proposal	Potential Environmental Effects (in the absence of Environmental Mitigation)	Environmental Effect requiring Environmental Mitigation identified?	PHH	BFF	L	CH	S	LU	AQ N	W	MA	TR	CC
	<ul style="list-style-type: none"> At Fast Charging Stations any existing parking regulations (i.e. parking disc zone, residential parking permits) will be replaced with universal access to all Electric Vehicles. (Non-electric vehicles may be liable to parking fines and/ or temporary removal). The duration of stay of such electric vehicles will be managed by the charge point operator which will likely include time limiting access to the charging infrastructure to ensure the facilities have good turn over and can be used by wider part of the population. <p>An Indicative number and location of Fast Charging Stations have been defined. There is likely to be changes to final number and location of charging stations taking into account local requirements including access (and upgrades) to the existing ESB network and other street side activities (waste collection, local access etc..).</p>	<p>An increase in energy demand due to use of fast charging stations may also have negative effects in terms of increased GHG emissions where local grid composition does not utilise sustainably-sourced electricity.</p> <p>The development of charging stations also has potential to lead to adverse effects cultural heritage or archaeology, particularly in the context of Cork City's historic core.</p>												
11	<p>Phased Deployment of Normal Speed Chargers within a 144 metre walk (less than a two minute walk) of those living in homes without access to a driveway or private off-street parking.</p> <p>Key Siting principles have been defined for Normal Speed chargers have been defined. These are as follows:</p> <ul style="list-style-type: none"> Normal speed residential neighbourhood charging infrastructure should where possible replace existing on-street parking spaces. 	<p>This proposal relates to the locations chosen for the deployment of Normal Speed Charging Infrastructure.</p> <p>This has the potential for a positive effect on population and human health as a result of increased convenience of location for users, improved accessibility to infrastructure and pedestrian safety considerations. Overall, the deployment of infrastructure at predetermined locations is likely to have a positive effect on air quality and climate through the reduction of transport GHG emissions.</p>	Yes	+	-	-	-	0	0	+/-	0	+/-	0	+

Ref.	Proposal	Potential Environmental Effects (in the absence of Environmental Mitigation)	Environmental Effect requiring Environmental Mitigation identified?	PHH	BFF	L	CH	S	LU	AQ N	W	MA	TR	CC
	<ul style="list-style-type: none"> It is preferable to place normal speed residential charging infrastructure on side streets and not on roads/ streets which have been designated key bus routes or cycle routes. Should it be necessary to place charging infrastructure on bus routes, there needs to be sufficient buffer to ensure the charging cables to not impact on either the safe movement of pedestrians/ cyclists or vehicles. At Normal Speed Charging Stations existing parking regulations (i.e. parking disc zone, residential parking permit) will remain in place, ensuring that such chargers are reserved primarily for those actively charging from the local community who do not have access to a driveway or private off-street parking space. At a minimum each disk parking zone will be provided with one Normal Speed Charging Station. Access to normal speed charging stations will be actively managed by the operator to ensure the facilities are not monopolised by one or two users and that there is fair access to the wider residential community in terms of their use. Such fair access may include, the requirement to book a charging session (i.e. morning, afternoon, evening, night, etc.), limiting access to an individual charge point to every second, third, etc.. day. 	<p>However, there is also potential for a variety of negative environmental effects, including construction related effects (e.g., noise, dust), material assets and traffic and transport conditions - in the absence of good design or appropriate environmental mitigation.</p> <p>The construction and operation of sizeable charging stations at biodiversity sensitive areas may generate localised adverse impacts important habitats, flora and fauna - through a reduction in habitat area or disturbance to key species, for example.</p> <p>While the development of charging infrastructure across each location will provide increased accessibility to charging infrastructure and use of EVs across the city; utilisation of the infrastructure will also generate an increased demand on energy supply and increased traffic at particular areas.</p>												

Ref.	Proposal	Potential Environmental Effects (in the absence of Environmental Mitigation)	Environmental Effect requiring Environmental Mitigation identified?	PHH	BFF	L	CH	S	LU	AQ N	W	MA	TR	CC
	<ul style="list-style-type: none"> Charging Stations are proposed in estates where the roads have been taken in charge by the Local Authority. In the other estates, the development management company will need to provide the charging infrastructure, ZEV currently have grants to facilitate such investment by private property management companies. Normal speed charging stations will not be provided on any privately owned (or leased) parking spaces in estates which have been taken in charge. <p>An Indicative number and location of Normal Speed Chargers have been defined.</p>													
12	The recommended strategy with respect to the delivery of electric vehicle charging infrastructure includes the delivery of both a fast charging network in tandem with a normal speed network.	The development of a hybrid EV charging network that accommodates and facilitates widespread EV use across the community will support increased uptake in EV use and transport sustainability generally. This will lead to positive effects on local air quality and the climate environment.	No	+	0	0	0	0	0	+	0	+	0	+
13	The normal speed network has focused on the areas of the city where the majority of residents do not have access to private off-street parking.	This proposal generally supports the roll out of and wide use of EV charging stations and will support increased uptake in EV use and transport sustainability generally. This will lead to positive effects on local air quality and the climate environment.	No	+	0	0	0	0	0	+	0	+	0	+
14	Electric vehicle charging stations: the supply of normal speed charging infrastructure at the Blackash Park and Ride should be continually expanded (based on recoded demand) to meet the needs of commuters working in the city centre.	This proposal facilitates the development of an integrated sustainable transport network. It is likely to promote the use of more sustainably powered private vehicles delivering a reduction of emissions from the use of private vehicles. It has the potential to lead to positive effects on air quality and the climate environment.	No	+	-	-	-	0	0	+/-	0	+/-	0	+

Ref.	Proposal	Potential Environmental Effects (in the absence of Environmental Mitigation)	Environmental Effect requiring Environmental Mitigation identified?	PHH	BFF	L	CH	S	LU	AQ N	W	MA	TR	CC																																		
	All future Park and Rides serving the city centre, as identified in the Cork Metropolitan Area Transport Strategy, should also include for a significant proportion of their parking spaces to be electric vehicle charging enabled.	The development of EV charging infrastructure simultaneously with other transport or active travel infrastructure (supported by the Cork City Development Plan or the Cork City Local Authority Climate Action Plan, for example) has the potential to generate cumulative effects, in particular where several development projects overlap or intersect.																																														
15	<p>In total, the Strategy has identified 244 normal speed charging infrastructure stations and 65 fast charging infrastructure stations. A summary of the spatial distribution of charging infrastructure is presented in the following table.</p> <table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">Upto Year 2025</th> <th colspan="2">Year 2025- 2030</th> </tr> <tr> <th>Normal Speed</th> <th>Fast Speed</th> <th>Normal Speed</th> <th>Fast Speed</th> </tr> </thead> <tbody> <tr> <td>Cork City North</td> <td>19</td> <td>7</td> <td>77</td> <td>9</td> </tr> <tr> <td>Cork City South</td> <td>19</td> <td>12</td> <td>91</td> <td>20</td> </tr> <tr> <td>Ballincollig</td> <td>5</td> <td>4</td> <td>12</td> <td>2</td> </tr> <tr> <td>Remainder of the City</td> <td>1</td> <td>3</td> <td>11</td> <td>8</td> </tr> <tr> <td>TOTAL</td> <td>44</td> <td>26</td> <td>200</td> <td>39</td> </tr> </tbody> </table>		Upto Year 2025		Year 2025- 2030		Normal Speed	Fast Speed	Normal Speed	Fast Speed	Cork City North	19	7	77	9	Cork City South	19	12	91	20	Ballincollig	5	4	12	2	Remainder of the City	1	3	11	8	TOTAL	44	26	200	39	<p>Overall, the deployment of the charging infrastructure is likely to have a positive effect on air quality, climate and population and human through facilitating modal shift and the reduction in transport GHG emissions.</p> <p>The widespread delivering of charging infrastructure may generate cumulative environmental effects, particularly where development projects overlap, intersect and/or are within close proximity to one another.</p> <p>Poorly located public charge points have the potential to reduce road safety or aggravate existing traffic problems. Potential therefore exists for negative effects on material assets and population and human health.</p>	Yes	+	-	-	-	0	0	+/-	0	+/-	0	+
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16	The first wave of delivery has focused on the provision of fast speed charging infrastructure to provide a broader provision of infrastructure therefore allowing a greater number of people to avail of the new charging infrastructure. This will give confidence to the people that charging their electric vehicles should not be a hinderance in their decision to purchase such a vehicle or not.	<p>This proposal is focussed on the analysis and evaluation of the first phase of infrastructure deployment and the potential for future increased EV vehicle and associated charging infrastructure usage.</p> <p>It is likely to have positive effects on population and human health, air quality and climate as a result of improved accessibility and uptake in electric vehicles.</p>	No	+	0	0	0	0	0	+	0	+	0	+																																		

Ref.	Proposal	Potential Environmental Effects (in the absence of Environmental Mitigation)	Environmental Effect requiring Environmental Mitigation identified?	PHH	BFF	L	CH	S	LU	AQ N	W	MA	TR	CC
	The utilisation of the first wave of infrastructure will also be evaluated before finalising the delivery of subsequent infrastructure to ensure locations with higher demand are catered for and that there is continuous equal access to such infrastructure from all parts of society													
17	Adopt and progress an Implementation Plan for the EV Charging Strategy. This Implementation Plan involves the following:													
	Cork City Council would obtain any required planning permission for the proposed electric vehicle charging infrastructure stations in Cork. The current strategy includes the delivery of 13 new fast charging stations and 44 normal speed charging stations in the community up to Year 2025.	The delivery of the first tranche of EV charging infrastructure has the potential to generate a variety of potential adverse environmental effects in the context of Cork City, including effects on cultural heritage and archaeology, traffic and transport conditions, construction related effects, and effects on people and businesses. Such effects can be identified, considered and mitigated against in advance under the planning process.	Yes	+	-	-	-	0	0	+/-	0	+/-	0	+
	Cork City Council will manage the design and construction of the proposed electric vehicle charging infrastructure stations including any requirements to upgrade the electrical power network to supply the EV stations. This design work will require external consultants and resources/ funding will need to be sourced to ensure the timely delivery of this infrastructure.	While the upgrading of the electrical power network will have a potential positive effect on materials assets, the infrastructural works supported by this proposal may lead to a variety of negative environmental effects, including construction related effects (e.g., noise, dust), material assets and traffic and transport conditions - in the absence of good design or appropriate environmental mitigation. The construction and operation of sizeable charging stations at biodiversity sensitive areas may generate localised adverse impacts important habitats, flora and fauna - through a reduction in habitat area or disturbance to key species, for example.	Yes	+	-	-	-	0	0	+/-	0	+/-	0	+

Ref.	Proposal	Potential Environmental Effects (in the absence of Environmental Mitigation)	Environmental Effect requiring Environmental Mitigation identified?	PHH	BFF	L	CH	S	LU	AQ N	W	MA	TR	CC
		The delivery of EV charging infrastructure has the potential to generate a variety of potential positive environmental effects, including positive effects on local air quality, climate and population and human health.												
	Cork City Council are likely to tender a number of concessions (5 years) to Charge Point Operators for the supply, operation and maintenance of the electric vehicle charging infrastructure in Cork. The current vision is to create three electric vehicle charging infrastructure bundles to provide competition in the marketplace. The bundles include both fast charging and normal charging infrastructure.	This proposal relates to the procurement of external operators for the construction of charging infrastructure. The construction of charging infrastructure may generate a range of potential environmental effects, including noise and dust related effects. Embodied carbon generation associated with construction may also impact the climate environment.	Yes	0	0	0	0	0	0	0	0	0	0	0

Key: PHH - Population & Human Health. BFF - Biodiversity, Flora & Fauna. L - Landscape, Seascape & Visual Amenity. CH - Cultural Heritage - Archaeological & Architectural. S - Soils. LU - Land Use. AQN - Air Quality and Noise. W - Water. MA - Material Assets. TR- Tourism & Recreation. CC - Climate Change.

Appendix 3.3 - Appraisal of the construction phase impacts associated with the development of the EV charging infrastructure under the Draft Strategy

	Construction Detail		Appraisal of Construction Phase Environmental Effects
	Normal Speed Stations	Fast Speed Stations	
Indicative Duration of Works	5 – 10 days some additional time may be needed for commissioning	4-6 weeks some additional time may be needed for commissioning	Environmental effects associated with the construction of EV charging stations will be temporary in nature. Construction works are envisaged to be relatively minor in nature given the magnitude and spatial extent of anticipated works.
Anticipated Construction Working Hours	Typical day time hours with potentially road crossings carried out in the evening (1 evening)	Typical day time hours with potentially any road crossings carried out in the evening (2-3 evenings)	
Overview of Construction and Installation Works	Installation of electric ducting and cabling and mini-pillar; modification of existing kerbs and/ or construction of a concrete plinth, the erection of a single EV charging bollard, road markings and signage.	The construction of a new mini-pillar or substation, installation of electric ducting and cabling; the re - construction of 2-4 parking bays including kerbing and potentially some modifications to the existing gullies, the erection of 1-2 EV charging station, landscaping, road markings and signage.	It is not envisaged construction activities will generate surface water run-off or significant discharges to ground, assuming standard good construction practice will be adopted during the works.
Indication of Plant and Equipment to be used during works	Mini-digger, construction van/ pick up truck, concrete mixer, mini dumper	Mini-digger, roller, construction van/ pick up truck, concrete mixer, mini dumper	Excavation works associated with the construction activities will be relatively limited given the scale of the works. It is not expected the construction of the charging stations will have any significant effect on the soils environment as such, although potential still exists for the limited excavation activities to unearth unknown archaeological remains - particularly in the context of Cork City's historic core, and/or where excavation for cabling is being undertaken.
Overview of Drainage Management Practices during Construction	No impact on existing drainage, existing drainage to be maintained.	Existing drainage network to be maintained only gullies to be replaced/ relocated, any surface runoff during groundworks will not have a direct connection to the existing drainage network and any retained water will naturally permeate through the sub-bases.	Construction activities occurring in the context of the built urban environment of Cork City Council may however lead to temporary traffic impacts or localised noise and dust impacts on people, residences and businesses, particularly where more sizeable 'fast' charging stations are being constructed, or where development projects overlap, intersect and/or are within close proximity to one another.
Potential for underground cable works? Indication of potential maximum distance of underground cable	Yes there will be underground cable works, typical distances will be between 20 -30 metres	Yes there will be underground cable works, typical distances will be between 50 -100 metres	It is not expected construction of charging infrastructure will lead to any significant resource or waste management requirements, or any significant visual effects given the scale and temporary duration of anticipated development. It is expected that the construction of charging stations in urban areas in the city will generate minimal biodiversity or invasive species impacts, however, where charging stations are situated at or near to biodiversity sensitive areas, construction activities may generate localised adverse impacts on important habitats, flora and fauna - through a reduction in habitat area or disturbance to key species, for example.

	Construction Detail		Appraisal of Construction Phase Environmental Effects
	Normal Speed Stations	Fast Speed Stations	
Potential for Ancillary Electrical Infrastructural Development? Indication of type and size of potential ancillary electrical development	Limited need for any ancillary electrical infrastructural development. At a regional level the ESB Network and supply of electricity to the Cork area will need to be enhanced to meet the planned population/employment growth of the city region as envisaged in the National Planning Framework	Some potential upgrade to existing substations required, however these works will form an integral part of the delivery of the EV chargers. At a regional level the ESB Network and supply of electricity to the Cork area will need to be enhanced to meet the planned population/employment growth of the city region as envisaged in the National Planning Framework	
Indication of Maximum Footprint of Development Works	35m ²	125m ²	



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