



CONSULTANTS IN ENGINEERING,
ENVIRONMENTAL SCIENCE &
PLANNING

CORK CITY ELECTRIC VEHICLE CHARGING STRATEGY

Appropriate Assessment Screening

Prepared for:
Cork City Council



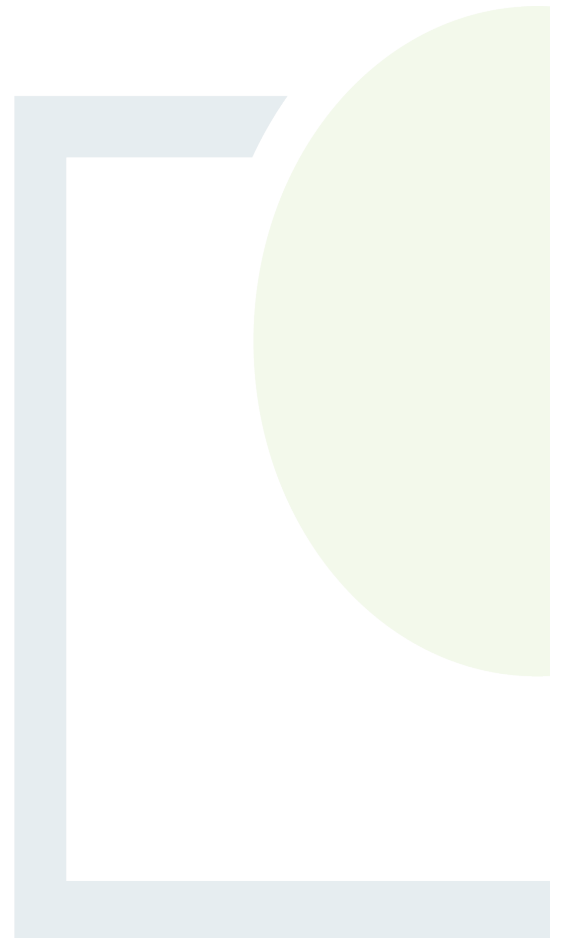
Cork
City Council
Comhairle Cathrach Chorcaí

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Core House, Pouladuff Road, Cork, T12 D773, Ireland
T: +353 21 496 4133 | E: info@ftco.ie

CORK | DUBLIN | CARLOW

www.fehilytimoney.ie



Appropriate Assessment Screening for Cork City Electric Vehicle Charging Strategy

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Abstract: Fehily Timoney and Company is pleased to submit this Appropriate Assessment Screening for the Cork City EV Charging Strategy.

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1. INTRODUCTION

1.1 Background

This Appropriate Assessment (AA) was prepared in support of the Cork City Electric Vehicle (EV) Charging Strategy in accordance with the requirements of Article 6(3) of Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (as amended) (hereafter referred to as the “Habitats Directive”).

1.2 Legislative Context

The Habitats Directive provides legal protection for habitats and species of European importance. The overall aim of the Habitats Directive is to maintain or restore the “favourable conservation status” of habitats and species of European Community Interest. These habitats and species are listed in the Habitats and Birds Directives (Council Directive 2009/147/EC on the conservation of wild birds) with Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) designated to afford protection to the most vulnerable of them. These two designations are collectively known as European sites which form the Natura 2000 Network.

AA is required by the Habitats Directive, as transposed into Irish legislation by the European Communities (Birds and Natural Habitats) Regulations 2011 (as amended) and the Planning and Development Act (as amended). AA is an assessment of the potential for adverse or negative effects of a plan or project, in combination with other plans or projects, on the conservation objectives of a European site. These sites consist of SACs and SPAs and provide for the protection and long-term survival of Europe’s most valuable and threatened species and habitats.

1.3 Approach

The AA is based on best scientific knowledge and has utilised ecological and hydrological expertise. In addition, a detailed online review of published scientific literature and grey literature¹ was conducted. This included a detailed review of the National Parks and Wildlife (NPWS) website including mapping and available reports for relevant sites and in particular sensitive qualifying interests/special conservation interests described and their conservation objectives (including spatial data collected for the most recent Article 17 conservation status reporting cycle, 2019).

All of these data sources are likely to be useful for AAs that must be undertaken for lower-tier plans/projects under the Plan.

The ecological desktop study completed for the AA of the Strategy comprised the following elements:

- Identification of European sites within 15km of Cork City's boundary with identification of potential pathways links for specific sites (if relevant) greater than 15km from the indicative charging station locations;
- Review of the NPWS site synopsis and conservation objectives for European sites with identification of potential pathways from the indicative charging station locations; and

¹ Various documents where publishing, in journals for example, is not the primary activity of the producing body. Examples include: conference presentations; regulatory data; unpublished trial data; government publications; and dissertations/theses.



- Examination of available information on protected species.

There are four main stages in the AA process as follow:

Stage One: Screening

The process that identifies the likely impacts upon a European site of a project or plan, either alone or in combination with other projects or plans and considers whether these impacts are likely to be significant.

Stage Two: Appropriate Assessment

The consideration of the impact on the integrity of the European site of the project or plan, either alone or in combination with other projects or plans, with respect to the site's structure and function and its conservation objectives. Additionally, where there are adverse impacts, an assessment of the potential mitigation of those impacts. If adequate mitigation is proposed to ensure no significant adverse impacts on European sites, then the process may end at this stage. However, if the likelihood of significant impacts remains, then the process must proceed to Stage Three.

Stage Three: Assessment of Alternative Solutions

The process that examines alternative ways of achieving the objectives of the project or plan that avoids adverse impacts on the integrity of the European site.

Stage Four: Assessment where no alternative solutions exist and where adverse impacts remain

An assessment of compensatory measures where, in the light of an assessment of imperative reasons of overriding public interest (IROPI), it is deemed that the project or plan should proceed.

The Habitats Directive promotes a hierarchy of avoidance, mitigation and compensatory measures. This approach aims to avoid any effects on European sites by identifying possible effects early in the plan-making process and avoiding such effects. Second, the approach involves the application of mitigation measures, if necessary, during the AA process to the point where no adverse effects on the site(s) remain. If potential effects on European sites remain, the approach requires the consideration of alternative solutions. If no alternative solutions are identified and the plan/project is required for imperative reasons of overriding public interest, then compensation measures are required for any remaining adverse effect(s).

The assessment of potential effects on European sites is conducted following a standard source-pathway-receptor model², where, in order for an effect to be established all three elements of this mechanism must be in place. The absence or removal of one of the elements of the model is sufficient to conclude that a potential effect is not of any relevance or significance.

² Source(s) – e.g. pollutant run-off from proposed works; Pathway(s) – e.g. groundwater connecting to nearby qualifying wetland habitats; and Receptor(s) – qualifying aquatic habitats and species of European Sites



In the interest of this report, receptors are the ecological features that are known to be utilised by the qualifying interests or special conservation interests of a European site. A source is any identifiable element of the Strategy that is known to interact with ecological processes. The pathways are any connections or links between the source and the receptor. This report provides information on whether direct, indirect and cumulative adverse effects could arise from the Strategy.

The AA screening exercise has been prepared taking into account legislation including the aforementioned legislation and guidance including the following:

- Appropriate Assessment of Plans and Projects in Ireland. Guidance for Planning Authorities, Department of the Environment, Heritage and Local Government, 2009;
- “Commission Notice: Managing Natura 2000 sites - The provisions of Article 6 of the ‘Habitats’ Directive 92/43/EEC”, European Commission 2018;
- “Assessment of plans and projects significantly affecting Natura 2000 sites: Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC”, European Commission Environment DG, 2002; and
- “Managing Natura 2000 sites: The Provisions of Article 6 of the Habitats Directive 92/43/EEC”, European Commission, 2000; and
- Appropriate Assessment Screening for Development Management; OPR Practice Note PN01; Office of the Planning Regulator, 2021.



2. DESCRIPTION OF ELECTRIC VEHICLE CHARGING STRATEGY

2.1 Overview

Cork City Council have prepared an Electric Vehicle Charging Strategy for its functional area. The Strategy focuses on the delivery of publicly accessible electric vehicle charging infrastructure to allow for the targeted uptake in electric vehicles in Cork City. The strategy makes recommendations with respect to the different types of charging infrastructure required and its spatial distribution within Cork City. The Strategy has identified a first wave of infrastructure investment to be designed and constructed between 2023-2025 which will subsequently be monitored and analysed to refine the delivery of subsequent waves of investment.

This Strategy has focused on the delivery of publicly accessible charging infrastructure with the ultimate objective to serve the charging needs of residents and visitors to the city.

The focus of Cork City Council's Electric Vehicle Infrastructure Strategy will be on the residential neighbourhood and destination charge points.

The following Key Principles underpin the strategy:

- Principle 1: EV infrastructure will form part of a wider sustainable transport network.
- Principle 2: EV charging infrastructure will work for everyone, regardless of age, health, income, or other needs.
- Principle 3: For the majority of EV users, home charging will remain the main solution.
- Principle 4: Options will be provided for those who cannot charge at home.
- Principle 5: Across the EV charging network, EV charging systems will be interoperable and as simple as possible to use.



A description of proposals under the Strategy is provided below:

Reference	Proposal
1	<p>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.</p>
2	<p>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).</p>
3	<p>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.</p>
4	<p>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:</p> <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. • 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 a technical problems with the home charger.



Reference	Proposal
	<ul style="list-style-type: none"> 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).
5	<p>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.</p>
6	<p>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 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).</p>
7	<p>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>
8	<p>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..)</p>
9	<p>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. 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..)</p>
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.</p>



Reference	Proposal
	<p>These are as follows:</p> <ul style="list-style-type: none"> • The hierarchy of provision of Fast Charging Infrastructure will be as follows: <ul style="list-style-type: none"> o Publicly managed car parks o Publicly controlled lands o Private retail car parks o 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. • 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.</p> <p>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>
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 • 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.



Reference	Proposal																																		
	<ul style="list-style-type: none"> 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. 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.																																		
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.																																		
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. 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.																																		
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
	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																															




Reference	Proposal
16	<p>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. 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.</p>
17	<p>Adopt and progress an Implementation Plan for the EV Charging Strategy. This Implementation Plan involves the following:</p> <ul style="list-style-type: none"> • 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. • 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. • 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.



Legend

 Local Authority Boundaries

Local Authority Boundary	
Electric Vehicle Charging Strategy	
FIGURE NO:	2.1
CLIENT:	CORK CITY COUNCIL
DATE: 20/11/2023	SCALE: 1:70,000 @ A3
	



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3. SCREENING FOR APPROPRIATE ASSESSMENT

3.1 Introduction to Screening

This stage of the process identifies any potential significant effects to European sites from a project or plan, either alone or in combination with other projects or plans.

An important element of the AA process is the identification of the “conservation objectives”, “Qualifying Interests” (QIs) and/ or “Special Conservation Interests” (SCIs) of European sites requiring assessment. QIs are the habitat features and species listed in Annexes I and II of the Habitats Directive for which each European Site has been designated and afforded protection. SCIs are wetland habitats and bird species listed within Annexes I and II of the Birds Directive. It is also vital that the threats to the ecological / environmental conditions that are required to support QIs and SCIs are considered as part of the assessment.

The following NPWS Generic Conservation Objectives have been considered in the screening:

- For SACs, to maintain or restore the favourable conservation condition of the Annex I habitat(s) and/or the Annex II species for which the SAC has been selected; and
- For SPAs, to maintain or restore the favourable conservation condition of the bird species listed as Special Conservation Interests for this SPA.

Where available, Site-Specific Conservation Objectives (SSCOs) designed to define favourable conservation status for a particular habitat³ or species⁴ at that site have been considered.

3.2 Identification of Relevant European Sites

The Department of the Environment (2009) Guidance on AA recommends a 15km buffer zone to be considered. Although sites beyond this buffer zone would be considered if relevant, a review of all sites within this zone has allowed the conclusion to be made that, in absence of significant hydrological links, the characteristics of the Strategy will not impose effects beyond the 15km buffer. The assessment process also considers hydrogeological processes and possible effect to groundwater with respect to groundwater sensitive habitats and species.

³ Favourable conservation status of a habitat is achieved when: its natural range, and area it covers within that range, are stable or increasing; the specific structure and functions which are necessary for its long-term maintenance exist and are likely to continue to exist for the foreseeable future; and the conservation status of its typical species is favourable.

⁴ The favourable conservation status of a species is achieved when: population dynamics data on the species concerned indicate that it is maintaining itself on a long-term basis as a viable component of its natural habitats; the natural range of the species is neither being reduced nor is likely to be reduced for the foreseeable future; and there is, and will probably continue to be, a sufficiently large habitat to maintain its populations on a long-term basis.



Details of European sites that occur within 15km of the indicative boundaries are provided in Table 3-2. European sites and EPA River Catchments are also mapped in Figure 3-1, below. Information on QAs, SCIs and site-specific vulnerabilities and sensitivities (see Appendix 1) and background information (such as that within Ireland's Article 17 Report to the European Commission, site synopses and Natura 2000 standard data forms) have been considered by the AA screening assessment (provided under this section). Conservation objectives that have been considered by the assessment are included in the following National Parks and Wildlife Service documents:

- NPWS (2014) Conservation Objectives for Great Island Channel SAC [IE0001058] Version 1.
- NPWS (2012) Conservation Objectives for Blackwater River (Cork/Waterford) SAC [IE0002170] Version 1.
- NPWS (2014) Conservation Objectives for Cork Harbour SPA [IE0004030] Version 1.

The assessment considers available conservation objectives. Since conservation objectives focus on maintaining the favourable conservation condition of the QIs/SCIs of each site, the screening process concentrated on assessing the potential effects of the Strategy against the QIs/SCIs of each site. The conservation objectives for each site were consulted throughout the assessment process.

3.3 Assessment Criteria and Screening

3.3.1 Is the Strategy Necessary to the Management of European Sites?

The overarching objective of the Strategy is not the nature conservation management of the sites, but to provide for coherent and coordinated approach to providing EV charging infrastructure to help tackle climate action within the City. Therefore, the Strategy is not considered to be directly connected with or necessary to the management of European sites.

3.3.2 Elements of the Strategy with Potential to Give Rise to Effects

The Strategy provides an indicative framework for the development of EV Charging Stations within the City's area. EV Charging stations are classified as either 'normal' or 'fast' speed stations. Table 3-1, below, outlines the specifications and differences between the two types during the construction phases.



Table 3-1: Description of Normal Speed and Fast Speed Stations

	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
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.
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
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.
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
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



There are a number of environmental sensitivities within the area and an assessment of effects indicates the potential effects relate to the following:

- *Arising from both construction and operation of development and associated infrastructure:*
 - *Loss of/damage to biodiversity in designated sites (including European sites and Wildlife Sites) and Annexed habitats and species, listed species, ecological connectivity and non-designated habitats; and disturbance to biodiversity and flora and fauna;*
 - *Habitat loss, fragmentation and deterioration, including patch size and edge effects; and*
 - *Disturbance (e.g. due to noise and lighting along transport corridors) and displacement of protected species.*
- *Potential interactions if effects upon environmental vectors such as water and air.*
- *Adverse effects from tourism, amenity and recreation.*
- *Damage to the hydrogeological and ecological function of the soil resource.*
- *Adverse effects upon the status of water bodies arising from changes in quality, flow and/or morphology.*
- *Increase in the risk of flooding.*
- *Emissions to air including greenhouse gas emissions and other emissions.*

The elements of the Strategy with the highest potential to give rise to the effects indicated above are associated with construction phase elements of the implementation of the Strategy. The operational phase elements of the Strategy are consistent with the existing environment of the area. All policies and objectives are considered in this assessment with respect to the ecological integrity of each of the European sites identified. Considering the sensitivities/vulnerabilities of the QIs and SCIs in relation to all potential sources for effects and potential pathways for such effects. Where sources and pathways for effects are identified potential effects will be assessed in relation to the SSCOs.

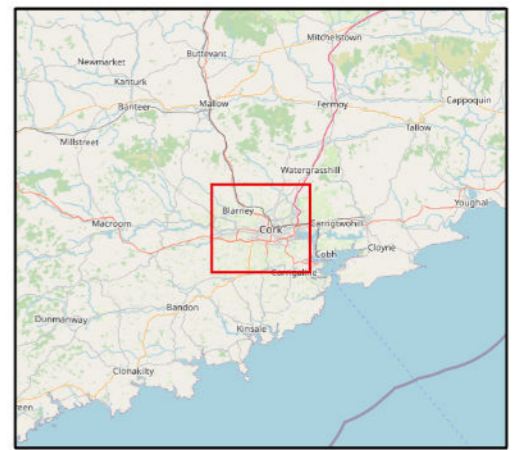
3.3.3 Screening of Sites

Table 3-2 examines whether there is potential for effects on European sites considering information provided above, including Appendix 1. Sites are screened out based on one or a combination of the following criteria:


- The existence of potential for pathways for significant effects, such as hydrological links, between a relevant site and the indicative EV Charging station locations;
- The distance of the relevant site from the indicative EV Charging station locations; and
- The existence of a link between identified threats or vulnerabilities at a site to potential impacts that may arise from the Strategy.

Given that this AA is for the EV Charging Strategy, and thus only considers indicative/potential locations for EV charging stations, Table 3-2 examines the indicative location in Blackrock which sits immediately within/adjacent to Cork City Harbour Special Protected Area (004030); i.e. the most likely point to have potential effects. Once final locations are established, and the type of EV charging station decided (normal vs fast), AA Screening of the exact location at a project level will be required.

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Path: R:\Map Production\2023\F23-206\Workspaces\F23_206_Fig_3-2 Hydrology.aprx




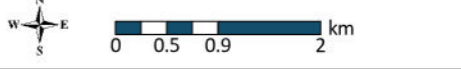
Legend

-  Cork City
-  Rivers

WFD Catchments

Catchment Name

-  Lee, Cork Harbour and Youghal Bay

Hydrology	
CORK CITY COUNCIL EV Charging Strategy	
FIGURE NO:	3.2
CLIENT: CORK CITY COUNCIL	
DATE: 07/02/2024	SCALE: 1:70,000 @ A3
	



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3.3.4 Types of Potential Effects

Assessment of potential effects on European sites is conducted utilising a standard source-pathway model (see approach referred to under Sections 1.3 and 3). The 2001 European Commission AA guidance outlines the following potential changes that may occur at a designated site, which may result in effects on the integrity and function of that site: loss/reduction of habitat area; habitat or species fragmentation; disturbance to key species; reduction in species density; changes in key indicators of conservation value (water quality etc.); and climate change. Each of these potential changes are considered below and in Table 3-2 with reference to the QIs/SCIs of all of the European sites brought forward from Stage 1 of the AA process.

3.3.4.1 *Loss/Reduction of Habitat Area*

There are no European sites within the functional area of the strategy boundary. Additionally, the Strategy provides for EV charging station locations to be constructed in existing urbanised lands (e.g. existing parking areas) which are not on naturally vegetated area - therefore there are no habitats that support QI or SCI species. Therefore there are no effects in this regard.

3.3.4.2 *Habitat or species Fragmentation*

As previously stated, the construction of EV charging stations is envisaged to be carried out in habitats that are not protected nor have any ecological value due to them being existing car parks and hard surface areas. Additionally, the footprint of either station type is minimal, thus making it highly unlikely that any habitat of note would be significantly fragmented as a result of construction.

3.3.4.3 *Disturbance to Key Species*

Disturbance effects are caused by any activity that has potential to alter the movement patterns/distribution of species. Disturbance effects can relate to direct disturbance through human activity/movement or noise pollution. The rationale behind adding EV charging stations does, however, envisage adding such stations to areas wherein tourism and human activity are already elevated (e.g. Blackrock Castle; location of the 'highest risk' indicative station location). As such, disturbance as a result of the construction or operation of an EV charging station is negligible.

3.3.4.4 *Reduction in species density*

Species densities are reliant on species distributions, habitat condition, connectivity of ecological resources and availability of resources such as prey/food. The Strategy and potential construction of charging stations is very small scale and localised. Thus the potential impacts are negligible.

3.3.4.5 *Changes of Indicators of Conservation Value*

Water quality is the primary macro indicator of conservation value. As indicated in Table 3-1, any surface runoff during groundworks will not have a direct connection to the existing drainage network, therefore the potential effect is negligible.



3.3.4.6 *Climate change*

The Strategy is specifically focused on climate action and the provision of Green Infrastructure. The Strategy aims to facilitate the utilisation of EV's over petrol/diesel cars, which will help reduce carbon emissions. Therefore the potential adverse effects of the Strategy on climate change are negligible.



Table 3-2: Screening of European sites with ecological pathways for potential effects

Site Code	Site Name	Distance (km)	Qualifying Feature (Qualifying Interests and Special Conservation Interests)	Potential Effects	Pathway for Significant Effects	Potential for In-Combination Effects
004030	Cork Harbour SPA	0	Redshank (<i>Tringa totanus</i>) [A162], Lesser Black-backed Gull (<i>Larus fuscus</i>) [A183], Common tern (<i>Sterna hirundo</i>) [A193], Curlew (<i>Numenius arquata</i>) [A160], Lapwing (<i>Vanellus vanellus</i>) [A142], Shelduck (<i>Tadorna tadorna</i>) [A048], Grey Plover (<i>Pluvialis squatarola</i>) [A141], Wetland and Waterbirds [A999], Grey Heron (<i>Ardea cinerea</i>) [A028], Golden Plover (<i>Pluvialis apricaria</i>) [A140], Cormorant (<i>Phalacrocorax carbo</i>) [A017], Dunlin (<i>Calidris alpina</i>) [A149], Common Gull (<i>Larus canus</i>) [A182], Great Crested Grebe (<i>Podiceps cristatus</i>) [A005], Oystercatcher (<i>Haematopus ostralegus</i>) [A130], Bar-tailed Godwit (<i>Limosa lapponica</i>) [A157], Black-headed Gull (<i>Chroicocephalus ridibundus</i>) [A179], Wigeon (<i>Anas penelope</i>) [A050], Little Grebe (<i>Tachybaptus ruficollis</i>) [A004], Black-tailed Godwit (<i>Limosa limosa</i>) [A156], Shoveler (<i>Anas clypeata</i>) [A056], Teal (<i>Anas crecca</i>) [A052], Pintail (<i>Anas acuta</i>) [A054], Red-breasted Merganser (<i>Mergus serrator</i>) [A069]	The European site is within the boundary of Cork City, and immediately adjacent to the 'highest risk' indicative station location (Blackrock Castle). However, the specifications described in Table 3-1 illustrate the miniscule nature of the construction works associated with EV charging stations. Additionally, the duration of works is temporary, and will not result in land use change. Finally, no surface water runoff will connect to the existing groundwater. As a result, no significant effects are envisaged.	No	No



Site Code	Site Name	Distance (km)	Qualifying Feature (Qualifying Interests and Special Conservation Interests)	Potential Effects	Pathway for Significant Effects	Potential for In-Combination Effects
001058	Great Island Channel SAC	1.41	Atlantic salt meadows (<i>Glauco-Puccinellietalia maritima</i>) [1330], Mudflats and sandflats not covered by seawater at low tide [1140]	There is a separation distance of ca. 1.41 km between this European Site and the boundary of Cork City and no hydrological connection is present. Given that the specifications described in Table 3-1 illustrate the miniscule nature of the construction works associated with EV charging stations. Additionally, the duration of works is temporary, and will not result in land use change. As a result, no significant effects are envisaged.	No	No
002170	Blackwater River (Cork/Waterford) SAC	7.06	Salicornia and other annuals colonising mud and sand [1310], Alluvial forests with <i>Alnus glutinosa</i> and <i>Fraxinus excelsior</i> (<i>Alno-Padion</i> , <i>Alnion incanae</i> , <i>Salicion albae</i>) [91E0], Sea lamprey (<i>Petromyzon marinus</i>) [1095], Atlantic salmon (<i>Salmo salar</i>) [1106], Perennial vegetation of stony banks [1220], Killarney fern (<i>Trichomanes speciosum</i>) [1421], Brook lamprey (<i>Lampetra planeri</i>) [1096], Old sessile oak woods with <i>Ilex</i> and <i>Blechnum</i> in the British Isles [91A0], Freshwater pearl mussel (<i>Margaritifera margaritifera</i>) [1029], Otter (<i>Lutra lutra</i>) [1355], White-clawed crayfish (<i>Austropotamobius pallipes</i>) [1092], River lamprey (<i>Lampetra fluviatilis</i>) [1099], Mudflats and sandflats not covered by seawater at low tide [1140], Atlantic salt meadows (<i>Glauco-Puccinellietalia maritima</i>) [1330],	There is a separation distance of ca. 7.06 km between this European Site and the boundary of Cork City and no hydrological connection is present. Given that the specifications described in Table 3-1 illustrate the miniscule nature of the construction works associated with EV charging stations. Additionally, the duration of works is temporary, and will not result in land use change. As a result, no significant effects are envisaged.	No	No



Site Code	Site Name	Distance (km)	Qualifying Feature (Qualifying Interests and Special Conservation Interests)	Potential Effects	Pathway for Significant Effects	Potential for In-Combination Effects
			Twaite shad (<i>Alosa fallax</i>) [1103], Mediterranean salt meadows (<i>Juncetalia maritimi</i>) [1410], Estuaries [1130], Water courses of plain to montane levels with the <i>Ranunculus fluitantis</i> and <i>Callitriche-Batrachion</i> vegetation [3260]			



3.4 In-combination Effects with Other Plans and Programmes

Article 6(3) of the Habitats Directive requires an assessment of a plan or project to consider other plans or programmes that might, in combination with the plan or project, have the potential to adversely affect European sites. Appendix 2 outlines a selection of plans or projects that may interact with the Plan to cause in-combination effects to European sites. These plans, programmes, strategies etc. were considered throughout the assessment.

The Strategy sits within a hierarchy of statutory documents setting out public policy for, among other things, land use planning, infrastructure, sustainable development, recreation, environmental protection and environmental management, which have been subject to their own environmental assessment processes, as relevant. The Strategy must comply with relevant higher-level strategic actions and will, in turn, guide lower level strategic actions.

The National Planning Framework (NPF) sets out Ireland's planning policy direction for the next 20 years. The NPF is to be implemented through Regional Spatial and Economic Strategies (RSESs) and lower tier Development Plans and Local Area Plans. The RSES for the Southern Region sets out objectives for land use planning, tourism, infrastructure, sustainable development, environmental protection and environmental management that have been subject to environmental assessment and must be implemented through the Strategy. Cork City have just adopted their LACAP 2024-2029 which increases the demand for positive climate actions such as the Strategy in question. Local authorities must be cognisant of this provision and forge a strong link between spatial planning and positive climate action ensuring that land-use planning and development integrates considerations of adaptation and mitigation.

In order to be realised, projects included in the Strategy (in a similar way to other projects from any other sector) will have to comply, as relevant, with various legislation, policies, plans and programmes (including requirements for lower-tier Appropriate Assessment, Environmental Impact Assessment and other licencing requirements as appropriate) that form the statutory decision-making and consent-granting framework.

All projects within the Strategy area and receiving environment will be considered in combination with any and all lower tier projects that may arise due to the implementation of the Strategy. Given the uncertainties that exist with regard to the scale and location of developments facilitated by the Strategy, it is recognised that the identification of in-combination effects is limited and that the assessment of in-combination effects will need to be undertaken in a more comprehensive manner at the project-level.

Additional information on the in-combination effects relationship with other plans and programmes is provided at Appendix 2.



4. CONCLUSION

Stage 1 Screening for AA of Electric Vehicle Charging Strategy for Cork City Council has been carried out. It has been demonstrated that implementation of the proposed strategy is not foreseen to have any significant effects on any European Site.

The effects that could arise from the Strategy have been examined, and on the basis of the findings, detailed in Section 3 above, it is concluded that the Strategy will not have significant adverse effects on any European Site.

It is concluded that the proposed strategy will not give rise to any adverse effects on designated European sites⁵, alone or in combination with other plans or projects. Consequently, a Stage 2 AA is not required for the Strategy.

⁵ Except as provided for in Article 6(4) of the Habitats Directive, viz. There must be:

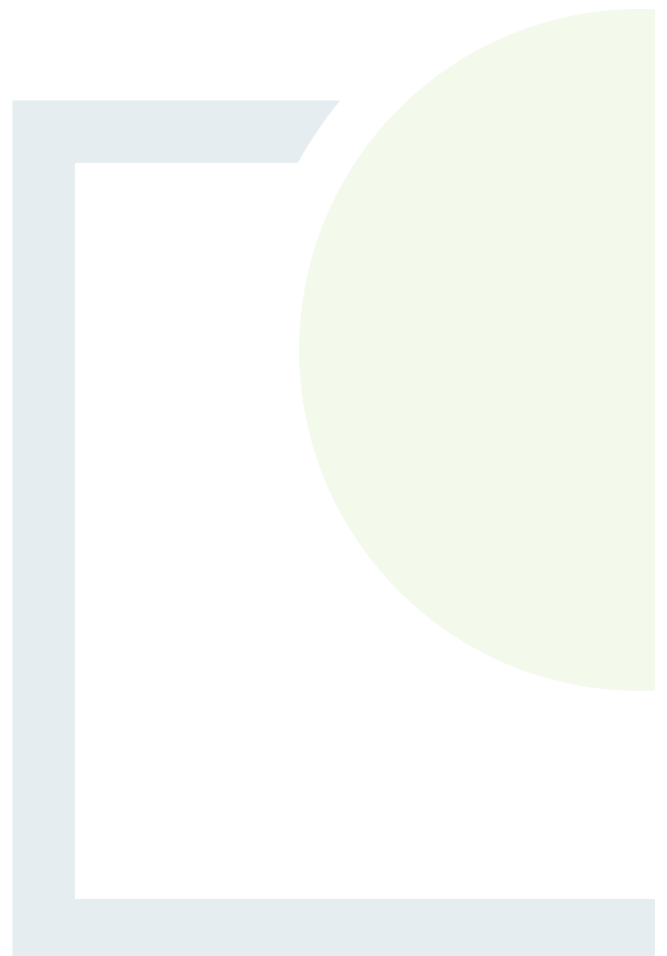
- a) no alternative solution available,
- b) imperative reasons of overriding public interest for the plan/programme/strategy/project etc. to proceed; and
- c) Adequate compensatory measures in place.



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APPENDIX 1

Background Information to
European sites





Appendix 1 - Table 1 Quality and site characteristics of European sites considered in the assessment

Site Code	Site Name	Quality of Site	Other Site Characteristics
001058	Great Island Channel SAC	The site is of ecological importance for its examples of intertidal mud and sand flats and Atlantic salt meadows of the estuarine type. Both habitats are fairly extensive in area and of moderate to good quality. Site has high ornithological importance supporting regularly c.50% of the wintering waterfowl of Cork Harbour. Significant proportions of the internationally important populations of <i>Limosa limosa</i> and <i>Tringa totanus</i> which winter in Cork Harbour utilise the site and it supports nationally important populations of a further 12 species including <i>Pluvialis apricaria</i> and <i>Limosa lapponica</i> both listed on Annex I of the EU Birds Directive.	This site comprises the north-eastern part of Cork Harbour. It includes all of the Great Island Channel the intertidal areas between Fota Island and Little Island and also the estuary of the Dungourney and Owennacurra Rivers as far as Midleton. The North Channel is on average 1 km wide but extends for about 9 km from east to west. The area is well sheltered and the intertidal sediments are predominantly fine muds. In addition to the estuarine habitats the site includes some wet grassland areas which are used by roosting birds as well as some broad-leaved woodland at Fota Island. Compared to the rest of Cork Harbour the Great Island Channel is relatively undisturbed with aquaculture the main activity.
002170	Blackwater River (Cork/Waterford) SAC	The site supports important examples of a range of Annex I habitats notably estuaries intertidal mudflats and sandflats perennial vegetation of stony banks salt meadows floating river vegetation alluvial forests and oak woodlands. Most of these are of good quality and extensive in area. The Blackwater system is an important salmonid fishery and is of high conservation value for <i>Salmo salar</i> . Also supports important populations of <i>Lampetra planeri</i> <i>L. fluviatilis</i> <i>Petromyzon marinus</i> and <i>Alosa fallax fallax</i> . Substantial populations of <i>Margaritifera margaritifera</i> occur while <i>Austropotamobius pallipes</i> is found in the Awbeg River. <i>Lutra lutra</i> is widespread throughout the site and has been subject to detailed surveys. <i>Trichomanes speciosum</i> occurs at one location. Annex I bird species present in the site include breeding <i>Egretta garzetta</i> <i>Alcedo atthis</i> and <i>Falco peregrinus</i> and wintering <i>cygnus cygnus</i> and <i>Pluvialis apricaria</i> . A good diversity of other winter waterfowl species also occurs.	The River Blackwater is one of the largest rivers in Ireland draining a major part of Co. Cork and parts of Cos. Kerry Limerick Tipperary and Waterford. The site consists of most of the freshwater stretches of the system as well as the estuarine component at Youghal. Tidal influence extends almost to Cappoquin. The Blackwater rises in the east Kerry uplands where Namurian grits and shales build the low heather-covered plateaux. In the lowlands in the Mallow district it passes over limestone and later cuts through ridges of Old Red Sandstone to the south of Cappoquin. Main tributaries include the Rivers Lickey Bride Allow and Awbeg. A wide range of habitats associated with the rivers are included within the site including substantial areas of woodland (deciduous mixed) scrub wet grassland swamp and marsh vegetation bog salt marshes and intertidal sand and mud flats. Areas of improved grassland arable land and coniferous plantations are included in the site for water quality reasons.



Site Code	Site Name	Quality of Site	Other Site Characteristics
004030	Cork Harbour SPA	<p>Cork Harbour is an internationally important wetland site regularly supporting in excess of 20000 wintering waterfowl for which it is amongst the top five sites in the country. It supports an internationally important population of <i>Tringa totanus</i>. A further 15 species have populations of national importance with particularly notable numbers of <i>Tadorna tadorna</i> (9.6% of national total) <i>Anas clypeata</i> (4.5% of total) <i>Anas acuta</i> (4.2% of total) and <i>Phalacrocorax carbo</i> (4.1% of total) occurring. It has regionally important populations of <i>Pluvialis apricaria</i> and <i>Limosa lapponica</i>. Passage waders are regular including <i>Philomachus pugnax</i> and <i>Tringa erythropus</i>. It is an important site for gulls in winter and autumn especially <i>Larus canus</i> and <i>Larus fuscus</i>. The site provides both feeding and roosting areas for the waterfowl species. The quality of most of the estuarine habitats is good. The wintering birds have been well-monitored since the 1970s. The site has a breeding colony of <i>Sterna hirundo</i> which is of national importance. The colony is monitored annually and the chicks ringed.</p>	<p>Cork Harbour is a large sheltered bay system with several river estuaries - principally those of the Rivers Lee Douglas Owenboy and Owenacurra. The site comprises the main intertidal areas of Cork Harbour including all of the North Channel the Douglas Estuary inner Lough Mahon Monkstown Creek Lough Beg the Owenboy Estuary Whitegate Bay and the Rostellan inlet. Owing to the sheltered conditions the intertidal flats are often muddy in character. Salt marshes are scattered through the site and these provide high tide roosts for the birds. Otherwise birds roost on stony shorelines and in some areas fields adjacent to the shore. Some shallow bay water is included in the site. Cork Harbour is adjacent to a major urban centre and a major industrial centre.</p>



Appendix 1 - Table 2 Background data for European sites considered in the assessment; including the Qualifying features (Qualifying Interests or Special Conservation Interests) and the known threats and pressures as recorded by the National Parks and Wildlife Services

Site Code	Site Name	Qualifying Feature	Pressures Codes	Known Threats and Pressures
001058	Great Island Channel SAC	Atlantic salt meadows (<i>Glauco-Puccinellietalia maritimae</i>) [1330], Mudflats and sandflats not covered by seawater at low tide [1140]	A04, F01, I01, K02.03, D01.02, J02.01.02, E01, A08	Grazing, Marine and Freshwater Aquaculture, Invasive non-native species, Eutrophication (natural), Roads, motorways, Reclamation of land from sea, estuary or marsh, Urbanised areas, human habitation, Fertilisation
002170	Blackwater River (Cork/Waterford) SAC	Salicornia and other annuals colonising mud and sand [1310], Alluvial forests with <i>Alnus glutinosa</i> and <i>Fraxinus excelsior</i> (<i>Alno-Padion</i> , <i>Alnion incanae</i> , <i>Salicion albae</i>) [91E0], Sea lamprey (<i>Petromyzon marinus</i>) [1095], Atlantic salmon (<i>Salmo salar</i>) [1106], Perennial vegetation of stony banks [1220], Killarney fern (<i>Trichomanes speciosum</i>) [1421], Brook lamprey (<i>Lampetra planeri</i>) [1096], Old sessile oak woods with <i>Ilex</i> and <i>Blechnum</i> in the British Isles [91A0], Freshwater pearl mussel (<i>Margaritifera margaritifera</i>) [1029], Otter (<i>Lutra lutra</i>) [1355], White-clawed crayfish (<i>Austropotamobius pallipes</i>) [1092], River lamprey (<i>Lampetra fluviatilis</i>) [1099], Mudflats and sandflats not covered by seawater at low tide [1140], Atlantic salt meadows (<i>Glauco-Puccinellietalia maritimae</i>) [1330], Twaite shad (<i>Alosa fallax</i>) [1103], Mediterranean salt meadows (<i>Juncetalia maritimi</i>) [1410], Estuaries [1130], Water courses of plain to montane levels with the <i>Ranunculion fluitantis</i> and <i>Callitriche-Batrachion</i> vegetation [3260]	A03, D01.02, A04, D01.04, A08, J02.01, E01, B, C01.01, G01.01, E02, E03.01, G02, F02.03, I01, K01.01	Mowing or cutting of grassland, Roads, motorways, Grazing, Railway lines, TGV, Fertilisation, Landfill, land reclamation and drying out, general, Urbanised areas, human habitation, Sylviculture, forestry, Sand and gravel extraction, Nautical sports, Industrial or commercial areas, Disposal of household or recreational facility waste, Sport and leisure structures, Leisure fishing, Invasive non-native species, Erosion



Site Code	Site Name	Qualifying Feature	Pressures Codes	Known Threats and Pressures
004030	Cork Harbour SPA	Redshank (<i>Tringa totanus</i>) [A162], Lesser Black-backed Gull (<i>Larus fuscus</i>) [A183], Common tern (<i>Sterna hirundo</i>) [A193], Curlew (<i>Numenius arquata</i>) [A160], Lapwing (<i>Vanellus vanellus</i>) [A142], Shelduck (<i>Tadorna tadorna</i>) [A048], Grey Plover (<i>Pluvialis squatarola</i>) [A141], Wetland and Waterbirds [A999], Grey Heron (<i>Ardea cinerea</i>) [A028], Golden Plover (<i>Pluvialis apricaria</i>) [A140], Cormorant (<i>Phalacrocorax carbo</i>) [A017], Dunlin (<i>Calidris alpina</i>) [A149], Common Gull (<i>Larus canus</i>) [A182], Great Crested Grebe (<i>Podiceps cristatus</i>) [A005], Oystercatcher (<i>Haematopus ostralegus</i>) [A130], Bar-tailed Godwit (<i>Limosa lapponica</i>) [A157], Black-headed Gull (<i>Chroicocephalus ridibundus</i>) [A179], Wigeon (<i>Anas penelope</i>) [A050], Little Grebe (<i>Tachybaptus ruficollis</i>) [A004], Black-tailed Godwit (<i>Limosa limosa</i>) [A156], Shoveler (<i>Anas clypeata</i>) [A056], Teal (<i>Anas crecca</i>) [A052], Pintail (<i>Anas acuta</i>) [A054], Red-breasted Merganser (<i>Mergus serrator</i>) [A069]	D03.02, E02, A08, E01.03, G01.02, G01.06, D01.02, F01, D03.01, F02.03, E01, G01.01	Shipping lanes, Industrial or commercial areas, Fertilisation, Dispersed habitation, Walking, horseriding and non-motorised vehicles, Skiing, off-piste, Roads, motorways, Marine and Freshwater Aquaculture, Port areas, Leisure fishing, Urbanised areas, human habitation, Nautical sports



Appendix 1 - Table 3 Known threats and pressures related to the qualifying interests from each Special Area of Conservation as per article 17 reporting from the National Parks and Wildlife Services

Qualifying Interests	EU Code	Current threats to Qualifying Interests	Sensitivity of Qualifying Interests
Freshwater Pearl Mussel (Margaritifera margaritifera)	[1029]	In stream works, hydrological and morphological alterations, sediment and enrichment, pollution due urbanisation etc. Poor substrate quality due to increased growth of algal and macrophyte vegetation as a result of severe nutrient enrichment, as well as physical siltation.	Surface water dependent. Highly sensitive to hydrological change. Very highly sensitive to pollution.
White-clawed Crayfish (Austropotamobius pallipes)	[1092]	Poor substrate quality due to increased growth of algal and macrophyte vegetation as a result of severe nutrient enrichment, as well as physical siltation.	Invasive species, disease, surface water dependent. Highly sensitive to hydrological change. Very highly sensitive to pollution.
Sea Lamprey (Petromyzon marinus)	[1095]	Barriers to upstream migration (e.g. weirs), which limit access to spawning beds and juvenile habitat are main threats to this species.	Marine water dependent. Low sensitivity to hydrological changes. Coastal development, trampling from recreational activity.
Brook Lamprey (Lampetra planeri)	[1096]	Channel maintenance, barriers, passage obstruction, gross pollution and specific pollutants.	Surface water dependent. Highly sensitive to hydrological change. Availability of suitable spawning ground is a considerable issue for the species.
River Lamprey (Lampetra fluviatilis)	[1099]	Channel maintenance, barriers, passage obstruction, gross pollution and specific pollutants.	Surface water dependent. Highly sensitive to hydrological change. Availability of suitable spawning ground is a considerable issue for the species.
Twaite Shad (Alosa fallax fallax)	[1103]	Habitat quality, particularly at spawning sites is the most notable threat to this species.	Changes in management. Changes in nutrient or base status. Moderately sensitive to hydrological change.
Salmon (Salmo salar)	[1106]	Marine survival rates are of concern for the populations.	Disease, parasites and barriers to movement.
Estuaries	[1130]	Pollution, fishing /aquaculture and habitat quality.	Inappropriate development, changes in turbidity
Mudflats and sandflats not covered by seawater at low tide	[1140]	Aquaculture, fishing, bait digging, removal of fauna, reclamation of land, coastal protection works and invasive species, particularly cord-grass; hard coastal defence structures; sea-level rise.	Surface and marine water dependent. Moderately sensitive to hydrological change. Moderate sensitivity to pollution. Changes to salinity and tidal regime. Coastal development.



Qualifying Interests	EU Code	Current threats to Qualifying Interests	Sensitivity of Qualifying Interests
Perennial vegetation of stony banks	[1220]	Disruption of the sediment supply, owing to the interruption of the coastal processes, caused by developments such as car parks and coastal defence structures including rock armour and sea walls. The removal of gravel.	Marine water dependent. Low sensitivity to hydrological changes. Coastal development, trampling from recreational activity and gravel removal.
Salicornia and other annuals colonising mud and sand	[1310]	Invasive Species; erosion and accretion.	Marine water dependent. Medium sensitivity to hydrological change. Changes in salinity and tidal regime. Infilling, reclamation, invasive species.
Atlantic salt meadows (<i>Glaucopuccinellietalia maritimae</i>)	[1330]	Overgrazing; erosion; invasive species, particularly common cordgrass (<i>Spartina anglica</i>); infilling and reclamation.	Marine and groundwater dependent. Medium sensitivity to hydrological change. Changes in salinity and tidal regime. Overgrazing, erosion and accretion.
Otter (<i>Lutra lutra</i>)	[1355]	Decrease in water quality: Use of pesticides; fertilization; vegetation removal; professional fishing (including lobster pots and fyke nets); hunting; poisoning; sand and gravel extraction; mechanical removal of peat; urbanised areas; human habitation; continuous urbanization; drainage; management of aquatic and bank vegetation for drainage purposes; and canalization or modifying structures of inland water course.	Surface and marine water dependent. Moderately sensitive to hydrological change. Sensitivity to pollution.
Mediterranean salt meadows (<i>Juncetalia maritimi</i>)	[1410]	Over-grazing by cattle or sheep; infilling and reclamation.	Marine and groundwater dependent. Medium sensitivity to hydrological change. Changes in salinity and tidal regime. Coastal development and reclamation.
Killarney Fern (<i>Trichomanes speciosum</i>)	[1421]	Threatened by habitat loss, deliberate collection, encroachment of invasive or vigorous species, or indirectly by water pollution, removal of woodland or alteration of watercourses.	Land use management and direct impacts.
Water courses of plain to montane levels with vegetation (<i>Ranunculion fluitantis</i> and <i>Callitriche-Batrachion</i>)	[3260]	Hydrological and morphological changes, water quality, enrichment, and surface water discharges from industrial site and/or agriculture.	Surface water dependent Highly sensitive to hydrological change and direct physical interactions.



Qualifying Interests	EU Code	Current threats to Qualifying Interests	Sensitivity of Qualifying Interests
Old sessile oak woods with Ilex and Blechnum in the British Isles	[91A0]	The introduction of alien species; sub-optimal grazing patterns; general forestry management; increases in urbanisation and human habitation adjacent to oak woodlands; and the construction of communication networks through the woodland.	Changes in management. Changes in nutrient or base status. Introduction of alien species.



Appendix 1 - Table 4 Known threats and pressures related to the qualifying interests from each Special Area of Conservation as per article 17 reporting from the National Parks and Wildlife Services

Species Code	Common Name	Scientific Name	Threats and Pressures Codes	Known Threats and Pressures
A004	Little Grebe	Tachybaptus ruficollis ruficollis	Xxp/Xxt	No threats and pressures identified by the NPWS
A005	Great Crested Grebe	Podiceps cristatus	Xxp/Xxt	No threats and pressures identified by the NPWS
A017	Cormorant	Phalacrocorax carbo carbo	D01	Wind, wave and tidal power, including infrastructure
A028	Grey Heron	Ardea cinerea cinerea	H01, Xxp/Xxt	Pollution to surface waters (limnic & terrestrial, marine & brackish), No threats and pressures identified by the NPWS
A048	Common Shelduck	Tadorna tadorna	F01, F02, G01, H03, M01	Marine and Freshwater Aquaculture, Fishing and harvesting aquatic resources, Outdoor sports and leisure activities, recreational activities, Marine water pollution, Changes in abiotic conditions
A050	Eurasian Wigeon	Anas penelope	C03, F01, F03, G01, H01, H03, H07, I01, J02, J03	Renewable abiotic energy use, Marine and Freshwater Aquaculture, Hunting and collection of wild animals (terrestrial), Outdoor sports and leisure activities, recreational activities, Pollution to surface waters (limnic & terrestrial, marine & brackish), Marine water pollution, Other forms of pollution, Invasive non-native species, Human induced changes in hydraulic conditions, Other Ecosystem Modifications
A052	Teal	Anas crecca	Xxp/Xxt	No threats and pressures identified by the NPWS
A054	Northern Pintail	Anas acuta	C03, F01, F03, G01, H01, H03, H07, J02	Renewable abiotic energy use, Marine and Freshwater Aquaculture, Hunting and collection of wild animals (terrestrial), Outdoor sports and leisure activities, recreational activities, Pollution to surface waters (limnic & terrestrial, marine & brackish), Marine water pollution, Other forms of pollution, Human induced changes in hydraulic conditions



Species Code	Common Name	Scientific Name	Threats and Pressures Codes	Known Threats and Pressures
A056	Northern Shoveler	Anas clypeata	C03, F03, G01, H01, H03, H07	Renewable abiotic energy use, Hunting and collection of wild animals (terrestrial), Outdoor sports and leisure activities, recreational activities, Pollution to surface waters (limnic & terrestrial, marine & brackish), Marine water pollution, Other forms of pollution
A069	Red-Breasted Merganser	Mergus serrator	C03, F01, F02, G01, H03	Renewable abiotic energy use, Marine and Freshwater Aquaculture, Fishing and harvesting aquatic resources, Outdoor sports and leisure activities, recreational activities, Marine water pollution
A130	Eurasian Oystercatcher	Haematopus ostralegus	C03, F01, F02, G01, H03, J02	Renewable abiotic energy use, Marine and Freshwater Aquaculture, Fishing and harvesting aquatic resources, Outdoor sports and leisure activities, recreational activities, Marine water pollution, Human induced changes in hydraulic conditions
A140	European Golden Plover	Pluvialis apricaria	A02, A04, B01, C01, C03, F01, G01, H03, J01, K03, M02	Modification of cultivation practices, Grazing, Forest planting on open ground, Mining and quarrying, Renewable abiotic energy use, Marine and Freshwater Aquaculture, Outdoor sports and leisure activities, recreational activities, Marine water pollution, Fire and Fire suppression, Interspecific faunal relations, Changes in biotic conditions
A141	Grey Plover	Pluvialis squatarola	C03, F01, F02, G01, H03, J02, J03, M01	Renewable abiotic energy use, Marine and Freshwater Aquaculture, Fishing and harvesting aquatic resources, Outdoor sports and leisure activities, recreational activities, Marine water pollution, Human induced changes in hydraulic conditions, Other Ecosystem Modifications, Changes in abiotic conditions
A142	Northern Lapwing	Vanellus vanellus	A02, C03, F01, G01, H03	Modification of cultivation practices, Renewable abiotic energy use, Marine and Freshwater Aquaculture, Outdoor sports and leisure activities, recreational activities, Marine water pollution



Species Code	Common Name	Scientific Name	Threats and Pressures Codes	Known Threats and Pressures
A149	Dunlin	<i>Calidris alpina</i>	C03, F01, F02, G01, H03, J02, J03, M01	Renewable abiotic energy use, Marine and Freshwater Aquaculture, Fishing and harvesting aquatic resources, Outdoor sports and leisure activities, recreational activities, Marine water pollution, Human induced changes in hydraulic conditions, Other Ecosystem Modifications, Changes in abiotic conditions
A156	Black-Tailed Godwit	<i>Limosa limosa islandica</i>	A02, C03, F01, F02, G01, H03, J02, J03	Modification of cultivation practices, Renewable abiotic energy use, Marine and Freshwater Aquaculture, Fishing and harvesting aquatic resources, Outdoor sports and leisure activities, recreational activities, Marine water pollution, Human induced changes in hydraulic conditions, Other Ecosystem Modifications
A157	Bar-Tailed Godwit	<i>Limosa lapponica</i>	C03, F01, F02, G01, H03, J02, J03, M01	Renewable abiotic energy use, Marine and Freshwater Aquaculture, Fishing and harvesting aquatic resources, Outdoor sports and leisure activities, recreational activities, Marine water pollution, Human induced changes in hydraulic conditions, Other Ecosystem Modifications, Changes in abiotic conditions
A160	Eurasian Curlew	<i>Numenius arquata arquata</i>	C03, F01, F02, G01, H03, J02, J03	Renewable abiotic energy use, Marine and Freshwater Aquaculture, Fishing and harvesting aquatic resources, Outdoor sports and leisure activities, recreational activities, Marine water pollution, Human induced changes in hydraulic conditions, Other Ecosystem Modifications
A162	Common Redhank	<i>Tringa totanus</i>	C03, F01, F02, G01, H03, J02, J03, M01	Renewable abiotic energy use, Marine and Freshwater Aquaculture, Fishing and harvesting aquatic resources, Outdoor sports and leisure activities, recreational activities, Marine water pollution, Human induced changes in hydraulic conditions, Other Ecosystem Modifications, Changes in abiotic conditions
A179	Black-Headed Gull	<i>Larus ridibundus</i>	A04, C03, F02, H03, J03, M01	Grazing, Renewable abiotic energy use, Fishing and harvesting aquatic resources, Marine water pollution, Other Ecosystem Modifications, Changes in abiotic conditions



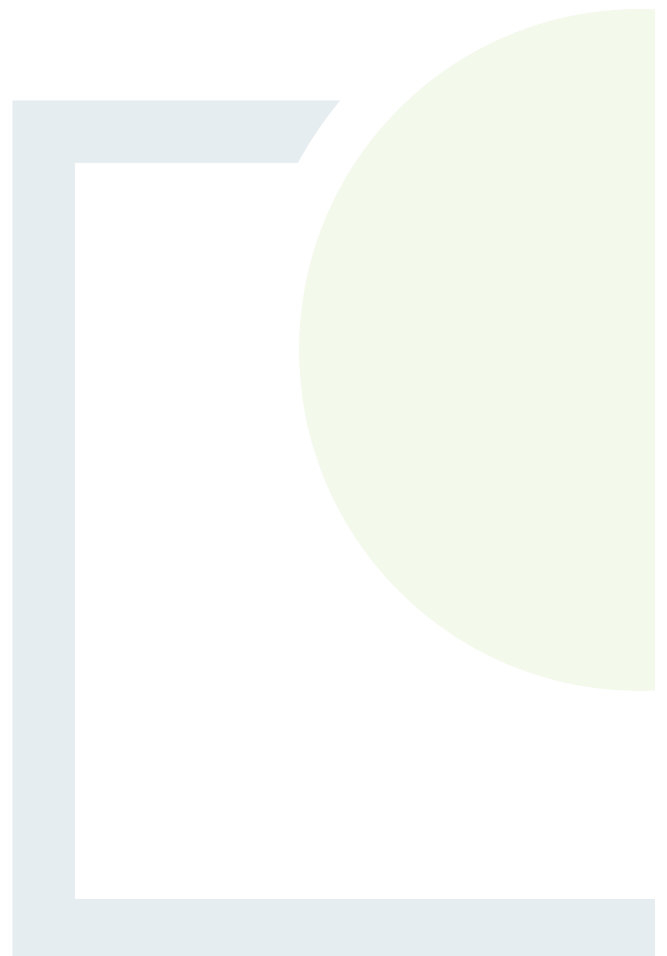
Species Code	Common Name	Scientific Name	Threats and Pressures Codes	Known Threats and Pressures
A182	Common Gull	Larus canus	A04, C03, F02, H03, J03, M01	Grazing, Renewable abiotic energy use, Fishing and harvesting aquatic resources, Marine water pollution, Other Ecosystem Modifications, Changes in abiotic conditions
A183	Lesser Black-Backed Gull	Larus fuscus graellsii	C03, F02, H03, J03	Renewable abiotic energy use, Fishing and harvesting aquatic resources, Marine water pollution, Other Ecosystem Modifications
A193	Common Tern	Sterna hirundo	C03, D01, D03, G01, I01	Renewable abiotic energy use, Roads, paths and railroads, Shipping lanes, ports, marine constructions, Outdoor sports and leisure activities, recreational activities, Invasive non-native species



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APPENDIX 2

Relationship of the Plan 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. 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 	<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. 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, 	<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</p>

Legislation, Plan, etc.	Summary of high level aim/ purpose/ objective	Summary of lower level objectives, actions etc.	Relevance to the Plan
	<p>projects are defined in Article 4.</p>	<p>water, air, climate and the landscape, material assets and the cultural heritage, the interaction between each factor.</p> <ul style="list-style-type: none"> • Consult with relevant authorities, stakeholders and public allowing sufficient time to make a submission before a decision is made. 	<p>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 (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. • 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. 	<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 Bathing Water Directive (revised) 2006 [2006/7/EC]	<p>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>	<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)	<p>Reducing water pollution caused or induced by nitrates from agricultural sources and - preventing further such pollution.</p>	<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	<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.</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; • and other sectors such as pulp and paper production, slaughterhouses and the intensive rearing of poultry 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</p>

Legislation, Plan, etc.	Summary of high level aim/ purpose/ objective	Summary of lower level objectives, actions etc.	Relevance to the Plan
		<p>pigs.</p> <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>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>EU Renewable Energy Directive (EU/2018/2001)</p>	<ul style="list-style-type: none"> This Directive sets an overall European renewable energy target of 32% by 2030 and includes rules to ensure the uptake of renewables in the transport sector and in heating and cooling. The directive sets common principles and rules for renewable energy support schemes, sustainability criteria for biomass and the right to produce and consume renewable energy and to establish renewable energy communities. It also establishes rules to remove barriers, stimulate investments and drive cost reductions in renewable energy technologies and empowers citizens and businesses to participate in the clean energy transformation. 	<ul style="list-style-type: none"> The Directive promotes cooperation amongst EU countries (and with countries outside the EU) to help them meet their renewable energy targets. The Directive specifies national renewable energy targets for each country, taking into account its starting point and overall potential for renewables. EU countries set out how they plan to meet these targets and the general course of their renewable energy policy in national renewable energy action plans. Progress towards national targets is measured every two years when EU countries publish national renewable energy progress reports. 	<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
<p>Directive 2018/2001 on the promotion of the use of energy from renewable sources (recast)</p>	<p>This Directive establishes a common framework for the promotion of energy from renewable sources. It sets a binding European Union target for the overall share of energy from renewable sources in the Union's gross final consumption of energy in 2030: Member States shall collectively ensure that the share of energy from renewable sources in the Union's gross final consumption of energy in 2030 is at least 32%. Support schemes for energy from renewable sources shall be adopted by Member States.</p> <p>Provisions on joint projects between Member States and between Member States and third countries are laid down too.</p>	<p>The Directive lays down rules on financial support for electricity from renewable sources, on self-consumption of such electricity, on the use of energy from renewable sources in the heating and cooling sector and in the transport sector, on regional cooperation between Member States, and between Member States and third countries, on guarantees of origin, on administrative procedures and on information and training. It also establishes sustainability and greenhouse gas emissions saving criteria for biofuels, bioliquids and biomass fuels. The latter include fuels produced from waste, from agricultural biomass and from forest biomass.</p> <p>The Commission shall monitor the origin of biofuels, bioliquids and biomass fuels consumed in the European Union and the impact of their production, including the impact as a result of displacement, on land use in the Union and in the main third countries of supply.</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>Alternative Fuels Infrastructure Directive (2014/94/EU)</p>	<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>
<p>Energy Efficiency Directive (EU) 2023/1791</p>	<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 	<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
		<p>gap mechanism is applied by the Commission.</p> <ul style="list-style-type: none"> • 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. • 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. 	<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>EU Seveso Directive (2012/18/EU)</p>	<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>

Legislation, Plan, etc.	Summary of high level aim/ purpose/ objective	Summary of lower level objectives, actions etc.	Relevance to the Plan
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. • 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>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>
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, 	<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
		including the sustainable use of marine resources to address local social and economic issues	
Marine and Coastal Access Act 2009	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.	The Marine Act comprises eight key elements: <ul style="list-style-type: none"> • Marine Management Organisation (MMO) • Strategic Marine Planning System • Streamlined Marine Licensing System • Marine Nature Conservation • Fisheries Management and Marine Enforcement • Migratory and Freshwater Fisheries • Coastal Access • Coastal and Estuarine Management 	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.
Marine (Northern Ireland) Act 2013	<ul style="list-style-type: none"> • Aims to provide for marine plans in relation to the Northern Ireland inshore region; to provide for marine conservation zones in that region; to make further provision in relation to marine licensing for certain electricity works in that region; and for connected purposes. <p>This Act may or may not be directly relevant to the Plan, however, is considered influential in the context of national climate action delivery.</p>	The Marine Act sets out a new framework for Northern Ireland’s seas based on a system of marine planning that will balance conservation, energy and resource needs; improved management for marine nature conservation and the streamlining of marine licensing for some electricity projects. The main provisions of the Act are outlined below: <ul style="list-style-type: none"> • Marine Planning • Nature Conservation • Marine Licensing 	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.
Biodiversity Strategy for 2030 - Bringing nature back into our lives (European Commission, 2020)	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.	The Strategy contains specific commitments and actions to be delivered by 2030, including: <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 	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. Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others,

Legislation, Plan, etc.	Summary of high level aim/ purpose/ objective	Summary of lower level objectives, actions etc.	Relevance to the Plan
		<p>ecosystems across the EU by 2030, and manage them sustainably, addressing the key drivers of biodiversity loss.</p> <ul style="list-style-type: none"> • 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>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 achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>UNESCO (1972) The Convention for the Protection of the World Cultural and Natural Heritage</p>	<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 	<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.</p>

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		<p>which give this heritage a function in the day-to-day life of the community.</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>UN (1992) The Convention on Biological Diversity</p>	<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 achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>UN (1992) Framework Convention on Climate Change</p>	<p>It is aimed at stabilising greenhouse gas concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system.</p>	<p>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>	<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</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.
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 complement 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>
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>

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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. 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"> 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. 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. 	<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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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. • Inform the public and allow the public to participate in planning process. 	<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 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 	<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. 	<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>maintain “good status” of water bodies.</p> <ul style="list-style-type: none"> 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"> 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>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 Directive (2006/118/EC)</p>	<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 achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>Drinking Water Directive (2020/2184)</p>	<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 	<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 	<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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	<p>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>	<ul style="list-style-type: none"> 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 <p>measures to reduce water leakages and to increase transparency of the sector</p>	<p>achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>Urban Waste Water Treatment Directive (91/271/EEC)</p>	<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>
<p>Environmental Liability Directive (2004/35/EC) as amended by Directive 2006/21/EC, Directive 2009/31/EC and Directive 2013/30/EU</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. 	<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"> • 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. 	
Marine Strategy Framework Directive (2008/56/EC), as amended	<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>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</p>

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		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.	protection and management.
European Convention on the Protection of the Archaeological Heritage (Valletta 1992)	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>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>
Convention of the Protection of the Architectural Heritage of Europe (Granada 1995)	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- 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.	<ul style="list-style-type: none"> • The reinforcement and promotion of policies for protecting and enhancing the heritage within the territories of the parties. • 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>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>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. • 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"> • 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. • 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. 	<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>European Landscape Convention 2000</p>	<p>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.</p>	<ul style="list-style-type: none"> Promote protection, management and planning of landscapes. Organise European co-operation on landscape 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>
<p>The Seventh Environmental Action Programme (EAP) of the European Community (2013-2020)</p>	<p>It identifies three key objectives:</p> <ul style="list-style-type: none"> to protect, conserve and enhance the Union's natural capital to turn the Union into a resource-efficient, green, and competitive low-carbon economy to safeguard the Union's citizens from environment- related pressures and risks to health and wellbeing 	<p>Four so called "enablers" will help Europe deliver on these objectives (goals):</p> <ul style="list-style-type: none"> Better implementation of legislation. Better information by improving the knowledge base. More and wiser investment for environment and climate policy. Full integration of environmental requirements and considerations into other policies. <p>Two additional horizontal priority objectives complete the programme:</p> <ul style="list-style-type: none"> To make the Union's cities more sustainable. To help the Union address international environmental and climate challenges more effectively. 	<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>Bern Convention (Convention on the Conservation of European Wildlife and Natural Habitats)</p>	<p>The convention has three main aims:</p> <ul style="list-style-type: none"> to conserve wild flora and fauna and their natural habitats to promote cooperation between states to give particular attention to endangered and vulnerable species including endangered and vulnerable migratory species 	<p>The Parties under the convention recognise the intrinsic value of nature, which needs to be preserved and passed to future generations, they also:</p> <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. 	<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"> • 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>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 • Technology • Finance • Adaptation • Forests 	<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 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</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"> Capacity building 		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>
EU REACH Regulation (EC 1907/2006)(as amended)	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>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</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</p>

Legislation, Plan, etc.	Summary of high level aim/ purpose/ objective	Summary of lower level objectives, actions etc.	Relevance to the Plan
		of the EU chemicals industry.	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.
Stockholm Convention	The objective of the Stockholm Convention is to protect human health and the environment from persistent organic pollutants.	<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>
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”.	<p>Under the “three pillars” of the Convention, the Contracting Parties commit to:</p> <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. 	<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</p>

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			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.	<p>OSPAR's work is organised under six strategies:</p> <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>	<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>
European 2020 Strategy for Growth	<p>Europe 2020 sets out a vision of Europe’s social market economy for the 21st century and puts forward three mutually reinforcing priorities:</p> <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; • Inclusive growth: fostering a high-employment economy delivering social and territorial cohesion. 	<p>In order to reach these priorities, the Commission proposes five quantitative targets to fulfil by 2020:</p> <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); 4. the share of early school leavers should be under 10% and at least 40% of the younger generation should have a tertiary degree; 5. 20 million less people should be at risk of poverty. 	<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 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 	<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.,</p>

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		bring about the first European Climate Law and legally bind the target of net zero greenhouse gas emissions by 2050	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.
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 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	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>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 	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.

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		<ul style="list-style-type: none"> • 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>	
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, 	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</p>

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	<ul style="list-style-type: none"> Identify strategic priorities for future investment to ensure land transport infrastructure provision facilitates the objectives of Project Ireland 2040. 		regulatory framework for environmental protection and management.
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. 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>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>
European Communities (Environmental Assessment of Certain Plans and Programmes Regulations 2004 (S.I. 435 of 2004), as amended by S.I. 200 of 2011	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.	<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>

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<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 achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>Waste Management Act 1996, as amended</p>	<p>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.</p>	<p>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.</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 Environmental Objectives (Freshwater Pearl Mussel) Regulations 2009 (S.I. 296 of 2009)</p>	<p>The purpose of these Regulations is to support the achievement of favourable conservation status for freshwater pearl mussels</p>	<p>Actions:</p> <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). 	<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"> 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 	regulatory framework for environmental protection and management.
European Communities Environmental Objectives (Groundwater) Regulations 2016 (S.I. No. 366 of 2016)	<p>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 protection of groundwater against pollution and deterioration.</p>	<p>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.</p> <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 	<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>
S.I. No. 113/2022 - European Union (Good Agricultural Practice for Protection of Waters) Regulations 2022	<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</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</p>

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	phosphorus losses from agriculture and contribute to improvements in water quality.		protection and management.
<p>National legislation transport the Industrial Emissions Directive:</p> <ul style="list-style-type: none"> • Environmental Protection Agency Act 1992, amended by the Protection of the Environment Act 2003; and • 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 	<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; • 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>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>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 	<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. 	<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"> 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"> 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. 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. 	<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>Bathing Water Quality (Amendment) Regulations 2011 (S.I 351 of 2011)</p>	<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</p>

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			regulatory framework for environmental protection and management.
Climate Action and Low Carbon Development (Amendment) Act 2021	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>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 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>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 Plan 2023	The Climate Action Plan 2023 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.	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>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</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.
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>
EirGrid’s Grid25 Strategy and associated Grid25 Implementation Programme 2017 - 2022	<ul style="list-style-type: none"> EirGrid’s mission is to develop, maintain and operate a safe, secure, reliable, economical and efficient transmission system for Ireland. “Our vision is of a grid developed to match future needs, so it can safely and reliably carry power all over the country to the major towns and cities and onwards to every home, farm 	<p>Grid25, EirGrid’s roadmap to upgrade the electricity transmission grid by 2025, continues to be implemented so as to increase the capacity of the grid, to satisfy future demand, and to help Ireland meet its target of 40 per cent of electricity from renewable energy by 2020.</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</p>

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	<p>and business where the electricity is consumed and so it can meet the needs of consumers and generators in a sustainable way.”</p>		<p>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>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 	<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"> • Develop a plan detailing how we deal with the material that is produced as a result of treating drinking water • 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. 	regulatory framework for environmental protection and management.
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 	<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>highly skilled workforce achieving high quality standards; and</p> <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>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</p>

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	<p>In this context, the following objectives are included as priorities for the revised Plan period:</p> <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. 		<p>achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p>National Ports Policy 2013</p>	<p>The core objective of National Ports Policy is to facilitate a competitive and effective market for maritime transport services.</p>	<p>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>	<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 Aviation Policy 2015</p>	<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 	<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 	<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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	aviation; and <ul style="list-style-type: none"> To maximise the contribution of the aviation sector to Ireland's economic growth and development. 	operating in the Irish market; <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 	and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Ministerial Guidelines such as Sustainable Rural Housing Guidelines and Flood Risk Management Guidelines	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.	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.	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.
HSE Healthy Ireland Framework for Improved Health and Wellbeing 2013-2025	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."	These four goals are interlinked, interdependent and mutually supportive: <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 	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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		healthy Ireland	achievement of the objectives of the 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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Tourism Strategy for Northern Ireland: 10 Year Plan	<ul style="list-style-type: none"> This Strategy will be published in 2024. The plan sets out a 10-year plan for the growth of the tourism sector in Northern Ireland., with an aim to increase the value of tourism to the economy by 50-75% compared to 2019. Vision is to “Establish Northern Ireland as a year-round world class destination which is renowned for its authentic experiences, landscape, heritage and culture and which benefits communities, the economy and the environment, with sustainability at its core.” This Plan may or may not be directly relevant to the Plan, however, is considered influential in the context of national climate action delivery. 	<p>The strategic goals and core themes of the Strategy are:</p> <ul style="list-style-type: none"> Innovative Inclusive Sustainable Attractive Collaborative <p>The document identifies the key challenges and drivers for growth.</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 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 and management.</p>
Our Sustainable Future: A framework for Sustainable Development for Ireland 2012	<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>
National Investment Framework for Transport in Ireland (NIFTI) 2021	<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</p>

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			achievement of the objectives of the regulatory framework for environmental protection and management.
National Adaptation Framework (NAF) 2018 and associated regional, local and sectoral adaptation plans (including transport)	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	<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. • Adaptation actions taken to increase climate resilience must also consider impacts on other sectors and levels of governance 	<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>
Governments White Paper ‘Ireland’s Transition to a Low Carbon Energy Future’ (2015 – 2030)	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>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	The act provides protection and conservation of wild flora and fauna.	<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</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.
Actions for Biodiversity (2017- 2021) Ireland’s National Biodiversity Plan	Sets out strategic objectives, targets and actions to conserve and restore Ireland’s biodiversity and to prevent and reduce the loss of biodiversity in Ireland and globally.	<ul style="list-style-type: none"> • To mainstream biodiversity in the decision-making process across all sectors. • To substantially strengthen the knowledge base for conservation, management and sustainable use of biodiversity. • To increase awareness and appreciation of biodiversity and ecosystem services. • To conserve and restore biodiversity and ecosystem services in the wider countryside. • To conserve and restore biodiversity and ecosystem services in the marine environment. • To expand and improve on the management of protected areas and legally protected species. • To substantially strengthen the effectiveness of international governance for biodiversity and ecosystem 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>
National Broadband Plan (2012)	Sets out the strategy to deliver high speed broadband throughout Ireland.	<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. • 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>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>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> <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)</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. • 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"> • 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. • 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. 	<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"> • 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. 	
Local Government (Water Pollution) Acts 1977 to 1990	The Water Pollution Acts allow Local Authorities the authority regulate and supervise actions relating to water in their division.	<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>
Water Services Act 2007 Water Services (Amendment) Act 2012 Water Services Act (No. 2) 2013 Water Services Act 2017	<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. • 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. 	<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. • 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 	<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</p>

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		<ul style="list-style-type: none"> • 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. 	protection and management.
Irish Water's (now known as Uisce Eireann) Water Services Strategic Plan 2015 and associated Proposed Capital Investment Plan (2020 - 2024)	<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>
Raised Bog SAC Management Plan and Review of Raised Bog Natural Heritage Areas 2017 - 2022	<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. • 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 	<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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		the national network of NHAs.	and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Food Harvest 2020	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.	Seeks for the improvement of all agricultural sectors at all levels in terms of sustainability, environmental consideration and marketing 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.
Agri-vision 2015 Action Plan	Outlines the vision for agricultural industry to improve competitiveness and response to market demand while respecting and enhancing the environment	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. 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.
Rural Environmental Protection Scheme (REPS) Agri-Environmental Options Scheme (AEOS)	<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 	<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. 	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

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<p>Green, Low-Carbon, Agri-environment Scheme (GLAS)</p> <p>Agri-Climate Rural Environment Scheme (ACRES)</p>	<p>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.</p>	<ul style="list-style-type: none"> • 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>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; • 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>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>River Basin Management Plan</p>	<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. 	<p>The Strategy shall be in harmony with all inter-related legislation, plans and programmes relevant to environmental, planning, transport and alternative fuel</p>

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		<ul style="list-style-type: none"> • Establish a programme of measures for monitoring and improving water quality in the RBD. • Involve the public through consultations. 	<p>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 Peatlands Strategy (2015-2025)</p>	<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 responsibly. • To inform appropriate regulatory systems to facilitate good decision making in support of responsible use. • 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>	<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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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>
Draft National Bioenergy Plan 2014 - 2020	<p>The Draft Bioenergy Plan sets out a vision as follows:</p> <ul style="list-style-type: none"> Bioenergy resources contributing to economic development and sustainable growth, generating jobs for citizens, supported by coherent policy, planning and regulation, and managed in an integrated manner. 	<p>Three high level goals of equal importance, based on the concept of sustainable development are identified:</p> <ul style="list-style-type: none"> To harness the market opportunities presented by bioenergy in order to achieve economic development, growth and jobs. To increase awareness of the value, opportunities and societal benefits of developing bioenergy. To ensure that bioenergy developments do not adversely impact the environment and its living and non-living 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 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>
Draft Renewable Electricity Policy and Development Framework (DCCAE) 2016	<p>Goal: To optimise the opportunities in Ireland for renewable electricity development on land at significant scale, to serve both the All Island Single Electricity Market and any future regional market within the European Union, in accordance with European and Irish law, including Directive 2018/2001: On the promotion of the use of energy from renewable resources.</p>	<p>Objective: To develop a Policy and Development Framework for renewable electricity generation on land to serve both the All Island Single Electricity Market and any future regional market within the European Union, with particular focus on large scale projects for indigenous renewable electricity generation. This will, inter alia, provide guidance for planning authorities and An Bord Pleanála.</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</p>

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			regulatory framework for environmental protection and management.
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.
Strategic Planning Policy Statement (SPPS) NI	The SPPS consolidates some twenty separate policy publications into one document and sets out strategic subject planning policy for a wide range of planning matters. It also provides the core planning principles to underpin delivery of the two-tier planning system with the aim of furthering sustainable development.	The overall objective of the planning system is to further sustainable development and improve well-being for the people of the North.	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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			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. 	<p>This policy set out to achieve five key goals in transport:</p> <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 <p>These goals remain the cornerstone of transport policy and are fully aligned to the objectives of this National Policy Framework.</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>
National Coastal Change Management Strategy	<p>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.</p> <p>This strategy will:</p> <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. 	<p>Recommendations:</p> <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 <p>Developing management (a dual approach of both mitigation (tackling the cause) and adaptation measures) to coastal 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 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>
Climate Change Sectoral Adaptation Plan for Built and Archaeological Heritage (2019)	<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. 	<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. 	<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"> 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 	<ol style="list-style-type: none"> 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>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. 	<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>
<p>All-Island Strategic Rail Review</p>	<p>The Review aims to inform policy and future strategy for the railways in both jurisdictions on the island of Ireland.</p>	<p>The Review sets out six high-level goals which aim to use rail as effectively as possible to:</p> <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. 	<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.
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.	<p>It will continue to implement actions within the framework of five strategic objectives, while addressing new and emerging issues:</p> <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 	<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>
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.	<p>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.</p> <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</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>

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<p>Regional Development Strategy 2035 (Northern Ireland)</p>	<ul style="list-style-type: none"> • Spatial strategy for the future development of Northern Ireland. • Strategic planning framework to facilitate and guide public and private sectors. <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>Council, and Galway County Council.</p> <p>Aims to provide long-term policy direction with a strategic spatial perspective.</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>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>

Legislation, Plan, etc.	Summary of high level aim/ purpose/ objective	Summary of lower level objectives, actions etc.	Relevance to the Plan
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 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.
Port Masterplans (such as Dublin Port Masterplan 2040 and 2017 Review, Rosslare Europort Masterplan)	<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>
NPWS Conservation Plans and/or Conservation Objectives for SACs and SPAs	<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>
Groundwater Protection Schemes	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.	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>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>

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			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. Implementation of the Strategy needs to

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			<p>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>Biodiversity Action Plans</p>	<p>Aims to protect, conserve, enhance and restore biodiversity and ecosystem services across all spectrums.</p>	<ul style="list-style-type: none"> • Outlines the status of biodiversity and identifies species of importance. • Outlines objectives and targets to be met to maintain and improve biodiversity. • Aims to increase awareness. 	<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>Heritage Plans</p>	<p>Aims to highlight the importance of heritage at a strategic level.</p>	<ul style="list-style-type: none"> • Manage and promote heritage as well as increased awareness. • Aim to conserve and protect 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>County Landscape Character Assessments</p>	<p>Characterises the geographical dimension of the landscape.</p>	<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</p>

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			<p>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>Freshwater Pearl Mussel Sub-Basin Management Plans</p>	<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>
<p>Local Catchment Flood Risk Management Plans</p>	<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. 	<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 achievement of the objectives of the regulatory framework for environmental protection and management.</p>

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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 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>
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.	<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>
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.	<p>The main purpose of the Noise Action Plan is to:</p> <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 	<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.
Local Authority Climate Action Plans (LACAP)	<p>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.</p> <p>The LACAP was developed in accordance with the requirements of Section 16 of the Climate Act.</p>	<p>Cork City Council has developed their LACAP 2024-2029.</p> <p>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.</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>



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