

An  
Coimisiún  
Pleanála

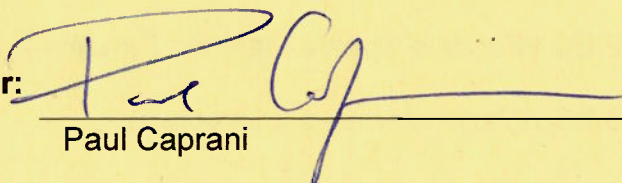
**Direction**  
**CD-021416-25**  
**ABP-321875-25**

The submissions on this file and the Inspector's report were considered at a meeting held on 27/11/2025.

The Commission decided to grant permission generally in accordance with the Inspector's recommendation, for the following reasons and considerations, and subject to the following conditions.

**Planning**

**Commissioner:**

  
Paul Caprani

**Date:** 27/11/2025

### **DRAFT WORDING FOR ORDER**

#### **Reasons and Considerations**

In performing its functions in relation to the making of its decision, the Commission had regard to:

- (a) Section 15(1) of the Climate Action and Low Carbon Act 2015, as amended by Section 17 of the Climate Action and Low Carbon Development (Amendment) Act 2021, (consistent with the most recent approved, Climate Action Plan 2025, national long term climate action strategy, national adaptation framework and approved sectoral adaptation plans, the furtherance of the national climate

objective, and the objective of mitigating greenhouse gas emissions and adapting to the effects of climate change in the State).

- (b) Directive 2000/60/EC, the Water Framework Directive and the requirement to exercise its functions in a manner which is consistent with the provisions of the Directive and which achieves or promotes compliance with the requirements of the Directive.

The Commission also had regard to European, national, regional and local planning, energy, climate and other policy of relevance in coming to its decisions:

- (a) European legislation, including of particular relevance:

- The relevant provisions of EU Directive 2011/92/EU as amended by Directive 2014/52/EU (EIA Directive) on the assessment of the effects of certain public and private projects on the environment,
- Directive 2008/56/EC (Marine Strategy Framework Directive)
- Directive 92/43/EEC (Habitats Directive)
- Directive 2009/147/EC (Birds Directive)
- Directive 2014/89/EU (Maritime Spatial Planning Directive)
- Directive 2008/98/EC (Waste Framework Directive)
- Directive 2006/118/EC (Groundwater Directive)
- Directive 2008/105/EC, as amended by 2013/39/EU (Environmental Quality Standards)
- Regulation (EU) No 1315/2013 (TEN-T Guidelines)
- Regulation (EU) No 1143/2014 (Invasive Alien Species)
- MARPOL 73/78 (International Convention for the Prevention of Pollution from Ships)

- (b) National Policy and Guidance, including:

- Project Ireland 2040 - National Planning Framework (2018)
- National Development Plan (2021-2023)
- National Marine Planning Framework (2021)



- National Ports Policy (2013)
  - Climate Action Plan (2025)
  - River Basin Management Plan for Ireland 2022–2027
  - Water Action Plan (2024)
  - South Coast Designated Maritime Area Plan (DMAP)
  - Offshore Renewable Energy Development Plan (ORED II)
  - National Adaptation Framework (2018)
  - National Biodiversity Action Plan 2023–2030
- (c) Regional and Local Policy, including in particular:
- Southern Regional Spatial and Economic Strategy 2020–2032
  - Cork Metropolitan Area Strategic Plan (within the Southern RSES)
  - Cork Metropolitan Area Transport Strategy 2040 (NTA)
  - Cork County Development Plan 2022–2028
  - Ballincollig-Carrigaline Municipal District Local Area Plan 2017.
  - Cork City Development Plan 2022–2028
  - Port of Cork Masterplan 2050
- (d) The location, nature, scale and layout of the proposed development,
- (e) The range of mitigation measures set out in the Environmental Impact Assessment Report, Natura Impact Statement and WFD Assessment,
- (f) The submissions received in relation to the application by all parties.
- (g) The Inspector's report and recommendation.

### **Appropriate Assessment:**

The proposed development has been considered in light of the assessment requirements of Sections 177U and 177V of the Planning and Development Act 2000, as amended.

Having screened for Appropriate Assessment, it was concluded that the proposed development may significantly affect the Cork Harbour Special Protection Area (Site Code: 004030) and the Great Island Channel Special Area of Conservation (Site Code: 001058). Consequently, an Appropriate Assessment was required to determine the implications of the project on the qualifying features of those sites in light of their conservation objectives.

Following an Appropriate Assessment, it has been ascertained that the proposed development, individually or in combination with other plans or projects, would not adversely affect the integrity of the Cork Harbour Special Protection Area (Site Code: 004030) and the Great Island Channel Special Area of Conservation (Site Code: 001058), or any other European Site, in view of the sites' conservation objectives.

This conclusion is based on a full and detailed assessment of all aspects of the proposed development, including proposed mitigation measures in relation to the conservation objectives of these European Sites and an assessment of likely in-combination effects with other plans and projects. No reasonable scientific doubt remains as to the absence of adverse effects on the integrity of these European Sites.

### **Environmental Impact Assessment**

The Commission completed an environmental impact assessment in relation to the proposed development and concluded that, subject to the implementation of the mitigation measures proposed as set out in the Environmental Impact Assessment Report, and subject to compliance with the conditions set out below, the effects of the proposed development on the environment, by itself and in combination with other plans and projects in the vicinity, would be acceptable. In doing so, the Commission adopted the report and conclusions of the Inspector.

### **Reasoned Conclusions on the Significant Effects**

Having regard to the examination of environmental information contained above, and in particular to the Environmental Impact Assessment Report (EIAR) and supplementary information provided by the developer, together with the submissions



received from the planning authority, prescribed bodies and third parties, it is considered that the main significant direct and indirect effects of the proposed development on the environment, with the implementation of proposed mitigation measures, are:

- **Population and Human Health:** Temporary disruptions during the construction phase, associated with noise, dust, and traffic, would be effectively mitigated through the implementation of the Construction and Environmental Management Plan (CEMP), including noise limits and dust control measures. No significant residual effects on human health or residential amenity would occur. The proposed development would generate circa 849 direct jobs and circa 1,473 full time equivalent direct and indirect multiplier jobs during the construction phase and circa 600 full time equivalent jobs between the Port of Cork and wider service providers during the operation phase.
- **Biodiversity (Marine and Terrestrial):** Potential impacts on marine mammals, fish, and benthic habitats from piling, dredging, and reclamation activities would be mitigated through the implementation of the Underwater Noise and Marine Mammal Mitigation Plan, including timing restrictions outside periods of peak ecological sensitivity, and real-time turbidity and water quality monitoring. Potential impacts on Special Protection Area waterbirds, local tern, bats, birds and terrestrial mammals/species within the port area from pollution, habitat degradation, lighting, noise, vibration and visual disturbance would be mitigated through the implementation of specific provisions in a Construction and Environmental Management Plan (CEMP), with specific oversight by an ecologist, together with timing restrictions, anti-perch features and a lighting strategy and other appropriate controls will address any concerns in terms of impacts. With the implementation of these mitigation measures, no significant residual effects on ecological receptors would occur.
- **Water Environment:** Risks to surface and marine water quality during the construction phase, including sediment mobilisation and accidental releases of fuel or chemicals, would be controlled through best-practice sediment and pollution control measures, bunded storage, and a Dredging and Disposal

Management Plan. With the implementation of the proposed mitigation measures, the residual effects on water quality would be negligible.

- **Air Quality and Climate:** Dust and emissions generated during the construction and operation phases would be minimised through an approved Dust and Emissions Mitigation and Management Plan and continuous air quality monitoring. The operation phase of the proposed development would have no material increase in greenhouse gas emissions compared to the existing permitted use. The proposal would facilitate the importation of ORE components and other project cargoes associated with the land-based wind energy sector, which will contribute to reducing greenhouse gas emissions and therefore contributing to Ireland's renewable energy targets under the current Climate Action Plan 2025.
- **Noise and Vibration:** Temporary noise and vibration during the construction phase would be controlled through restricted working hours, real-time monitoring and noise abatement measures. Noise during the operation phase would remain within specified noise limits. No significant residual noise or vibration effects would occur.
- **Landscape and Visual Impact:** The proposed development would occur within an established port setting where port infrastructure, tall cranes, operative machinery, and extensive surfaces used for storing stacked containers are established components of the landscape. The visual impact of the proposed development would be limited and consistent with the existing context. No significant residual impacts on the landscape or visual amenities would occur.
- **Cultural Heritage:** Archaeological monitoring, combined with the implementation of an approved Underwater Archaeological Impact Assessment and Method Statement, would ensure that any finds are properly recorded and preserved. No residual impacts on cultural heritage would occur.
- **Material Assets, Traffic and Transportation:** Traffic impacts would be mitigated through the implementation of the approved Construction Traffic and



Logistics Management Plan and the Ringaskiddy Mobility Management Plan.

No residual transport impacts would occur.

Having regard to the above, I am satisfied that the proposed development, subject to the implementation of the proposed mitigation measures set out in the Environmental Impact Assessment Report, and subject to compliance with the conditions set out below, would not result in any unacceptable direct or indirect effects on the environment, either by itself or in-combination with other plans and projects in the vicinity.

### **Proper Planning and Sustainable Development**

It is considered that, subject to compliance with the conditions set out below, the proposed development would be in accordance with relevant European, national, and regional policies supporting the completion and sustainable growth of port infrastructure, which would facilitate international trade and the efficient movement of goods at this designated Tier 1 port. The proposed development is in accordance with the provisions of the Cork County Development Plan 2022-2028, which supports the expansion of port facilities in Ringaskiddy, in order to accommodate larger vessels and for freight traffic to utilise an upgraded road network without passing through the city centre. Furthermore it is considered that the completion of the proposed development would not seriously injure the visual or residential amenities of the area or property in the vicinity, and would have an acceptable impact on the character of the landscape, on cultural or archaeological heritage, or on protected ecological features. It would be acceptable in terms of traffic and transport safety, enhance the Port of Cork's operational capacity, and positively contribute to national, regional and local economic development. The proposed development would, therefore, be in accordance with the proper planning and sustainable development of the area.

### **CONDITIONS**

1. The proposed development shall be carried out and completed in accordance with the plans and particulars lodged with the application, except as may otherwise be required in order to comply with the following conditions. Where such conditions require details to be agreed upon with the planning authority, the developer shall agree to such details in writing with the planning authority

prior to the commencement of development, and the development shall be carried out and completed in accordance with the agreed-upon particulars.

**Reason:** In the interest of clarity.

2. Apart from any departures specifically authorised by this permission, the development shall be completed, operated and maintained in accordance with the conditions of the parent permission (An Coimisiún Pleanála Reference number PA04.PA0035), as amended by An Coimisiún Pleanála Reference number PM04.PM0010, An Coimisiún Pleanála Reference number ABP-304437-19 and An Coimisiún Pleanála Reference number ABP-310847-21, except where those conditions are expressly modified or superseded by the conditions set out below.

**Reason:** To ensure continuity with the conditions attached to the parent permission while providing for the authorised modifications under this permission.

3. The period during which the development hereby permitted may be carried out shall be 10 years from the date of this Order.

**Reason:** Having regard to the nature of the development, the Commission considers it appropriate to specify a period of validity of this permission in excess of five years.

4. The annual throughput of the port facility shall not exceed 322,846 TEU until the M28 Cork to Ringaskiddy Motorway Scheme is completed and operational, unless otherwise agreed in writing by the planning authority in consultation with Transport Infrastructure Ireland. The developer shall submit annual throughput reports to the planning authority for monitoring purposes.

**Reason:** To ensure traffic volumes remain within the existing network's capacity and to prevent significant congestion or safety impacts.

5. The mitigation and monitoring measures contained in the submitted Environmental Impact Assessment Report (EIAR) shall be carried out in full, except where otherwise required by conditions attached to this permission.

**Reason:** To protect the integrity of the existing environment.



6. Natura Impact Statement (NIS), and Water Framework Directive (WFD) Assessment shall be carried out in full, except where otherwise required by conditions attached to this permission.

**Reason:** In the interests of protecting the environment, the integrity of European Sites, and public health.

7. The attenuation and disposal of surface water shall comply with the requirements of the planning authority for such works and services. Prior to the commencement of development, the developer shall submit details for the disposal of surface water from the site for the written agreement of the planning authority. Only clean, uncontaminated storm water shall be discharged to the surface water drainage system.

**Reason:** To prevent flooding and in the interests of sustainable drainage.

8. Prior to the commencement of development, the developer shall submit, for the written agreement of the planning authority, a comprehensive Construction and Environmental Management Plan (CEMP). The Construction and Environmental Management Plan (CEMP) shall incorporate all commitments and mitigation measures set out in the Environmental Impact Assessment Report, the Natura Impact Statement, the WFD Assessment, and the conditions of this permission.

The Construction and Environmental Management Plan (CEMP) shall incorporate and be implemented in conjunction with the detailed environmental management plans required under conditions hereunder, including the Dredging and Soil Management Plan, the Water Quality Management Plan, the Groundwater and Soil Management Plan, the Underwater Noise and Marine Mammal Mitigation Plan, and the Dust and Emissions Management Plan.

The Construction and Environmental Management Plan (CEMP) shall include, but not be limited to, the following:

- (a) Noise and Vibration

- Restricted hours for high-noise activities, including piling, blasting and drilling, to be confined to daytime hours (08:00-19:00). No night-time piling shall take place unless otherwise agreed in writing with the planning authority following consultation with the National Parks and Wildlife Service and in accordance with the approved Underwater Noise and Marine Mammal Mitigation Plan.
- A complaints protocol and advance notification procedures for residents.
- Real-time noise and vibration monitoring during the construction phase at agreed sensitive receptors, with exceedances triggering immediate mitigation and, where necessary, temporary cessation of works.

(b) Dust and Air Quality

- Real-time or periodic dust and particulate monitoring at agreed boundary locations, commensurate with site activity levels and in accordance with best practice.
- Weather-based suspension of bulk handling/earthworks during high-risk periods.
- Enclosure or mist suppression at material transfer points.
- Haul route management and wheel washing.

(c) Water Environment

- Sediment and pollution control measures.
- Bunding of fuel and chemical storage with secondary containment.
- Protocols for underwater concreting using precast or fast-set mixes.
- Emergency spill and incident response procedures.
- Implementation of the approved Dredging and Disposal Management Plan and Water Quality Monitoring Plan, including any agreed real-time turbidity and suspended solids monitoring requirements.

(c) Soils and Groundwater



- A Groundwater and Soil Management Plan detailing handling, temporary storage, reuse, and disposal of excavated materials and dredge arisings.
- Monitoring and reporting to detect and respond to leaks or discharges.

(h) Biodiversity and Ecology

- Timing restrictions to avoid sensitive bird breeding or wintering periods where practicable.
- Exclusion buffers around known high-tide roosts and other key ecological features.
- Lighting controls to limit spill to intertidal areas and flight corridors.
- Biosecurity protocols to prevent the introduction or spread of invasive alien species.

(f) Coastal Processes

- Method statements for dredging, piling, and reclamation works.
- Emergency response procedures for unplanned releases or breaches.

(g) Site Management and Safety

- Detailed risk assessments and method statements for all major construction activities.
- Procedures for lifting operations and exclusion zones.
- Emergency contacts and communication protocols.
- Arrangements for environmental auditing and reporting during construction.

Monitoring records and compliance reports shall be submitted to the planning authority on a quarterly basis, or as otherwise agreed, and shall be made available for inspection upon request.

**Reason:** In the interests of clarity and to protect human health, amenity, biodiversity, and the receiving environment, and to ensure compliance with national and EU environmental standards during construction.

9. Prior to the commencement of capital dredging, the developer shall submit, for the written agreement of the planning authority, a Dredging and Disposal Management Plan. The Plan shall detail dredging methods, sequencing, and environmental controls. Hopper overspill shall be prohibited. The Plan shall specify daily tonnage limits and shall provide for load-tracking and reporting of dredge volumes, locations, and disposal runs. Timing restrictions shall be applied to avoid peak ecological sensitivity periods.

Dredging and piling shall not take place during periods of peak ecological sensitivity, including salmonid migration and shellfish spawning, unless otherwise agreed in writing with the planning authority in consultation with Inland Fisheries Ireland and National Parks and Wildlife Service (NPWS).

Pre- and post-dredging hydrographic and bathymetric surveys shall be undertaken and submitted to the planning authority. Any significant deviation from the approved disposal ground profile shall be reported without delay, and appropriate remedial measures shall be agreed and implemented to the satisfaction of the planning authority.

**Reason:** In the interest of controlling sediment mobilisation and disposal activities and protecting coastal processes and the wider estuarine environment.

10. Prior to the commencement of any dredging, infilling, disposal, or in-water works, the developer shall submit for the written agreement of the planning authority a detailed Water Quality Monitoring Plan. The plan shall specify the programme of real-time water quality monitoring (including turbidity and suspended sediment) to be implemented during all dredging, infilling, disposal and in-water works, and shall include the following;
- Monitoring locations, parameters, and thresholds;
  - Real-time data reporting arrangements;
  - Frequency of compliance reporting (monthly during construction and quarterly during operation, or as otherwise agreed in writing).



Threshold values shall be agreed in advance with the planning authority.

Exceedances shall trigger immediate adaptive mitigation measures, including cessation or modification of works, in accordance with the agreed plan.

All capital and maintenance dredging shall be undertaken using a no-overspill method, in accordance with the approved monitoring plan.

**Reason:** To ensure early detection and effective management of plume behaviour, and to safeguard water quality, benthic habitats, and marine ecological receptors.

11. Prior to the commencement of development, the developer shall submit for the written agreement of the planning authority the following;
  - Procedures for the handling, temporary storage, reuse and disposal of excavated soil and material from terrestrial works and piling.
  - Measures to minimise risks to groundwater from construction activities and piling, including containment of fuels and chemicals, sealing of temporary storage areas, and provision of impermeable surfaces in refuelling and batching zones.
  - Procedures for identifying, testing and managing any contaminated groundwater encountered during excavation or piling, including collection, treatment through a three-stage interceptor, or disposal at a suitable licensed waste facility, in accordance with the requirements of the local authority.
  - Testing of all imported topsoil and fill materials to ensure compliance with Waste Acceptance Criteria (WAC) in accordance with BS EN 12457/3, and chemical analysis against generic assessment criteria for commercial/industrial use to confirm that imported materials are inert and do not pose a risk to human health or groundwater through leaching.
  - Monitoring and reporting protocols to detect and respond to leaks, spills or contamination incidents.
  - Emergency procedures for containment, remediation, and notification of the planning authority in the event of accidental release or groundwater contamination.

The development shall thereafter be carried out and completed in accordance with the agreed plan.

**Reason:** To protect groundwater and soil quality, prevent pollution and ensure compliance with best environmental practice.

12. Prior to the commencement of any piling, blasting, or dredging works, the developer shall submit, for the written agreement of the planning authority, an Underwater Noise and Marine Mammal Mitigation Plan, prepared having regard to the guidance of, and following engagement with, the National Parks and Wildlife Service (IS). The plan shall include:
  - (a) Mitigation measures, including soft-start procedures, Acoustic Deterrent Device (ADD), and other noise abatement systems, to confirm that cumulative sound exposure levels remain below recognised injury and disturbance threshold levels.
  - (b) Injury and disturbance thresholds applied in the modelling shall reflect current National Parks and Wildlife Service (NPWS) guidance and internationally recognised criteria for marine mammal functioning hearing groups, appropriate to the proposed sound sources.
  - (c) Noise reduction measures, including but not limited to soft-start procedures and if deemed appropriate the use of bubble curtains or equivalent technologies appropriate to site conditions.
  - (d) Marine Mammal Observer (MMO) protocols and Passive Acoustic Monitoring (PAM) in accordance with National Parks and Wildlife Service (NPWS) (2014) Guidance to Manage the Risk to Marine Mammals from Man-Made Sources in Irish Waters and having regard to international best practice guidance including ACCOBAMS (2022) Guidance on Underwater Noise Mitigation Measures and JNCC (2025) Guidelines for Minimising the Risk of Injury to Marine Mammals from Explosive Use in the Marine Environment.
  - (e) Procedures for adaptive management and immediate cessation of works in the event of non-compliance or significant risk to protected species.



No piling, blasting, or dredging shall commence until the planning authority has confirmed in writing its agreement to the plan.

**Reason:** To minimise the risk of injury or disturbance to marine mammals and other protected species in accordance with national and international guidance.

13. Prior to commencement of development, the developer shall submit, for the written agreement of the planning authority, a site-specific Dust and Emissions Mitigation Management Plan for both the construction and operational phase. The plan shall include:

- (a) A schedule of high-dust-risk activities with corresponding suppression measures, including water spraying, wheel washing, and covering of stockpiles.
- (b) Real-time PM<sub>10</sub> monitoring at agreed sensitive receptor locations, with protocols to halt or adjust works if trigger levels are exceeded.
- (c) Dust deposition monitoring in accordance with TA Luft guidelines, ensuring that annual average dust deposition levels do not exceed 350mg/m<sup>2</sup>/day at sensitive receptors, unless otherwise agreed with the planning authority.
- (d) A complaints and response protocol for nearby residents/occupants.

**Reason:** In the interests of clarity and to protect the residential amenities of the area, human health, and the environment during the construction and operational phases of the development.

14. A long-term monitoring programme for air quality shall be implemented during the operational phase of the development, in agreement with the planning authority. The programme shall:
- (a) Build upon the existing Bergerhoff dust monitoring regime at the Port of Cork, ensuring data continuity.
  - (b) Monitor key pollutants, including PM<sub>10</sub> and PM<sub>2.5</sub>, at agreed locations and intervals.

- (c) Submit annual air quality reports to the planning authority and make results available to the EPA, where relevant.
- (d) Include an adaptive management procedure to review, and where necessary, enhance mitigation measures if monitoring identifies exceedances or risks to sensitive receptors.

**Reason:** To protect human health and amenities.

15. Noise emissions from the operational development shall not exceed the following external noise limits, measured at the nearest noise-sensitive receptor:

- Daytime (07:00–19:00): 55 dB LAeq,1hr
- Evening (19:00–23:00): 50 dB LAeq,1hr
- Night-time (23:00–07:00): 45 dB LAeq,15min

Where tonal or impulsive characteristics are present, a penalty shall be applied in accordance with BS 4142.

**Reason:** To safeguard the amenities of noise-sensitive properties in the vicinity.

16. The developer shall implement and maintain the Ringaskiddy Mobility Management Plan in full. The plan shall be submitted to, and agreed in writing, with the planning authority prior to the commencement of the permitted development. The plan shall:

- (a) Schedule heavy goods vehicle entry and exit through a booking and automated gate system.
- (b) Extend operating hours to enable off-peak freight movements.
- (c) Manage heavy goods vehicle release to prevent peak-hour congestion.
- (d) Provide regular communication and guidance to hauliers on scheduling requirements.

The plan shall be updated annually, and any amendments shall be submitted to the planning authority for written agreement before implementation.



**Reason:** To manage the timing and volume of port-related heavy goods vehicle traffic, reduce peak-hour congestion, and protect the efficiency and safety of the strategic road network.

17. All port-related HGV traffic shall use the strategic road network, including the N28 (or the M28 once operational) and the N40, to access and egress the port. No port-related heavy goods vehicle's shall use local roads through Ringaskiddy village or other unsuitable routes except in exceptional circumstances, such as road closures, with prior agreement from the planning authority.

**Reason:** To protect the safety and amenity of local road users and vulnerable pedestrians and cyclists in Ringaskiddy village.

18. The developer shall ensure that no works associated with this development impede or alter the approved layout and design of the M28 Cork to Ringaskiddy Motorway Scheme. Any interface works required to integrate with the M28 shall be agreed in writing with Transport Infrastructure Ireland and the planning authority prior to commencement of such works.

**Reason:** To safeguard the delivery and operational performance of the M28 scheme.

19. Prior to commencement of development, the developer shall prepare and submit a detailed Construction Traffic and Logistics Management Plan for the written agreement of the planning authority. The plan shall include, at a minimum:

- (a) Construction traffic routes, haul routes, and delivery scheduling, with restrictions to avoid AM and PM peak periods unless otherwise agreed.
- (b) Routing of construction traffic via the strategic road network only.
- (c) Measures to minimise disruption to local traffic and to protect vulnerable road users in Ringaskiddy village.
- (d) Safe arrangements for pedestrian, cyclist, and workforce access.
- (e) Procedures for road cleanliness, wheel washing, and dust suppression.

- (f) A system for monitoring, reviewing, and updating the plan throughout the construction phase.

The development shall thereafter be carried out in accordance with the agreed plan.

**Reason:** To safeguard the capacity and safety of the road network, minimise disruption to the local community, and protect road user safety during construction.

20. The developer shall monitor heavy goods vehicle and overall traffic volumes entering and exiting the port. An annual Traffic Monitoring Report shall be submitted to Cork County Council and Transport Infrastructure Ireland detailing traffic volumes, peak-hour profiles, and compliance with the Ringaskiddy Mobility Management Plan and throughput cap. Any non-compliance identified shall trigger corrective measures to be implemented within an agreed timeframe.

**Reason:** To ensure ongoing compliance with traffic management measures and to protect the safety and efficiency of the surrounding road network.

21. Any abnormal load movements associated with port operations, including wind energy components, shall be planned and scheduled in consultation with Transport Infrastructure Ireland and Cork County Council. Details of such movements shall be submitted to, and agreed in writing with, Cork County Council prior to the commencement of the movements. Such movements shall avoid peak periods unless otherwise agreed in writing.

**Reason:** To ensure safe and efficient movement of abnormal loads while protecting network performance and public safety.

22. All bunded storage, shut-off valves, and surface water interceptors shall be installed, inspected, and maintained in accordance with the specifications submitted with the application. A maintenance log shall be kept and made available for inspection by the planning authority upon request.

**Reason:** To prevent the release of contaminants to the environment in the event of a spill, fire, or other incident.



23. Pre- and post-dredging hydrographic and bathymetric surveys shall be undertaken and submitted to the planning authority. Any significant deviation from the approved disposal ground profile shall be reported without delay, and appropriate remedial measures shall be agreed and implemented to the satisfaction of the planning authority.

**Reason:** To ensure compliance with licensed disposal practices and to maintain navigational and process stability within Cork Harbour.

24. The developer shall employ a suitably qualified and experienced Ecological Clerk of Works (ECoW) for the duration of site clearance and construction. The ECoW shall carry out pre-construction surveys for otter, breeding birds, and bats, provide toolbox talks to site staff, and shall have the authority to halt works where unexpected ecological issues arise. The findings of all pre-construction surveys shall be submitted for the written agreement of the planning authority prior to commencement of the relevant works.

Where pre-construction otter surveys identify holts or resting places within or adjacent to the works' footprint, site-specific protection measures shall be prepared by the ECoW and submitted for the written agreement of the planning authority prior to commencement. Shoreline access for otter shall be maintained throughout construction and operation.

**Reason:** In the interest of protecting terrestrial and ornithological ecology.

25. Prior to the commencement of any dredging or disposal activities, the developer shall prepare and submit for the written agreement of the planning authority a Benthic Habitat Reinstatement and Recovery Plan, prepared by a suitably qualified marine ecologist. The plan shall include, inter alia:
- (a) baseline mapping of benthic habitats within the dredge and disposal areas;
  - (b) measures to facilitate natural recolonisation or reinstatement of disturbed mussel beds and associated benthic habitats;
  - (c) a programme of post-dredging monitoring to assess habitat recovery, including performance indicators and reporting intervals; and

- (d) adaptive management measures to be implemented where recovery targets are not achieved within the specified timeframe.

The plan shall be implemented in full as agreed.

**Reason:** In the interest of protecting benthic habitats, ensuring the natural recovery of marine ecological communities, and safeguarding the environmental integrity of Cork Harbour.

- 26. Prior to the installation of any permanent lighting, a comprehensive Lighting Strategy and Management Plan shall be prepared by a suitably qualified specialist and submitted to, and agreed in writing with, the planning authority.

The plan shall include:

- (a) the use of full cut-off luminaires, warm colour temperature lighting, and measures to minimise blue-light emissions;
- (b) directional shielding, adaptive dimming, and curfew controls to minimise light spill to intertidal areas, flight corridors, and nearby sensitive receptors; and
- (c) confirmation that any navigational aids are designed and agreed with the Commissioners of Irish Lights.

All lighting shall thereafter be installed and operated in accordance with the agreed plan.

**Reason:** In the interests of safety, amenity, and the protection of ecological receptors, including birds and bats.

- 27. All cranes, gantries, and tall lighting structures shall incorporate anti-perch features, details of which shall be submitted to and agreed in writing with the planning authority prior to installation.

**Reason:** To prevent increased predation risk to sensitive bird species.

- 28. An Invasive Species Management Plan shall be submitted for the written agreement of the planning authority prior to commencement. The plan shall set out measures for the prevention, detection, and treatment of invasive alien species during construction and operation.

**Reason:** To prevent the introduction or spread of invasive alien species.



29. The developer shall undertake ecological monitoring of bird activity and lighting effects during the first two wintering and breeding seasons following completion. Monitoring reports shall be submitted to the planning authority, together with any recommended adaptive measures, which shall thereafter be implemented in full.

**Reason:** To confirm that effects on birds and bats do not exceed those assessed and to allow for adaptive management if necessary.

30. Prior to the commencement of any site preparation, geotechnical investigations, dredging, reclamation, or construction works, the developer shall engage a suitably qualified Project Archaeologist (licensed under the National Monuments Acts), to carry out pre-development archaeological testing in areas of proposed underwater ground disturbance and to submit an updated archaeological impact assessment report for the written agreement of the planning authority, following consultation with the National Monuments Service, in advance of any site preparation works or groundworks, including site investigation works/dredging/underwater works and/or construction works. The report shall include an archaeological impact statement and mitigation strategy. Where archaeological material is shown to be present, avoidance, preservation in-situ, preservation by record and/or monitoring may be required. Any further archaeological mitigation requirements specified by the planning authority, following consultation with the National Monuments Service, shall be complied with by the developer. No site preparation and/or construction works shall be carried out on site until the archaeologist's report has been submitted to and approval to proceed is agreed in writing with the planning authority. The planning authority and the National Monuments Service shall be furnished with a final archaeological report describing the results of any subsequent archaeological investigative works and/or monitoring following the completion of all archaeological work on site and the completion of any necessary post-excavation work. All resulting and associated archaeological costs shall be borne by the developer.

**Reason:** To ensure the continued preservation [either in situ or by record] of places, caves, sites, features or other objects of archaeological interest.

31. The developer shall engage a suitably qualified (licensed eligible) archaeologist to monitor (licensed under the National Monuments Acts) all dredging and/or the implementation of agreed preservation in-situ measures associated with the development, as appropriate, following consultation with the Local Authority Archaeologist or the National Monument Service (NMS). Prior to the commencement of such works, the archaeologist shall consult with and forward to the Local Authority archaeologist or the NMS, as appropriate, a method statement for written agreement. The use of appropriate tools and/or machinery to ensure the preservation and recording of any surviving archaeological remains shall be necessary. Should archaeological remains be identified during the course of archaeological monitoring, all works shall cease in the area of archaeological interest pending a decision of the planning authority, in consultation with the National Monuments Service, regarding appropriate mitigation [preservation in-situ/excavation].

The developer shall facilitate the archaeologist in recording any remains identified. Any further archaeological mitigation requirements specified by the planning authority, following consultation with the National Monuments Service, shall be complied with by the developer.

Following the completion of all archaeological work on site and any necessary post-excavation specialist analysis, the planning authority and the National Monuments Service shall be furnished with a final archaeological report describing the results of the monitoring and any subsequent required archaeological investigative work/excavation required. All resulting and associated archaeological costs shall be borne by the developer.

**Reason:** To ensure the continued preservation [either in situ or by record] of places, caves, sites, features or other objects of archaeological interest.

32. The developer shall implement the existing Port of Cork Waste Management Plan for the duration of construction and operation of the proposed development. The plan shall be kept under review and updated as necessary to reflect the specific requirements of this project. Any updates shall be submitted for the written agreement of the planning authority prior to implementation. An annual waste audit report, demonstrating compliance with the agreed plan and



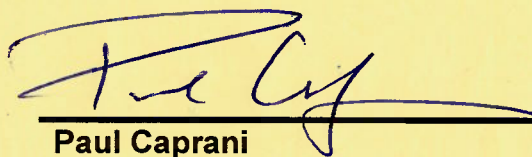
the proper recovery or disposal of construction and demolition waste, shall be submitted to the planning authority.

**Reason:** To ensure sustainable waste management and environmental protection.

### **Schedule of Costs**

In accordance with the provisions of section 294(2)(f) of the Planning and Development Act 2000, as amended, the amount due to be refunded to the applicant is **€19,554**.

**A breakdown of the Commission's costs is set out in the attached Appendix 1.**



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**Paul Caprani**

**Planning Commissioner of An Coimisiún**

**Pleanála duly authorised to authenticate  
the seal of the Commission.**

Dated this *27<sup>th</sup>* day of *November* 2025